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American Railroad Journal.

New York, Saturday, January 4, 1862.

Railway and Financial Review for 1861.

The year just closed has been, by far, the most eventful in our history. A disruption of the country has taken place, and whatever may be the future, still continues. Nearly one-half in area, and one-third in population has practically disappeared from the circles of business as well as of personal intercourse. Almost complete, non-intercourse exists, and with it a vast change in the material condition of the country.

In one point of view, consequently, we cannot display with our usual complacency, the vast material progress of the country during the year that has just closed. The customary exhibit shows an increase in the mileage of our railroads to have been only 631 miles, against the usual average of over 2,000 miles for several years past. The small extent opened was in the early part of the year. In the Southern States, we presume that there is not a person employed upon new works. In the Northern, but little is doing, the great contest absorbing the whole attention as well as the means of the country. The cessation of the work of construction is of very little consequence, for the present, as there is hardly a section of the country that is not now well accommodated by existing lines.

With the change in the political condition of the country there has been a corresponding one in its commerce. Before the outbreak of the rebellion, the last cotton crop had very fully gone to market, and its value been realized. The threatened political troubles had, in the meantime, greatly diminished commercial transactions, so that the importations into the country for the calendar year have been only about one-half the amount of 1860, or say $180,000,000, against $360,000,000. The fortunate circumstance of a large demand for breadstuffs and provisions, occasioned by droughts in Europe, lead to shipments of these on an unprecedented scale, bringing the balance of trade so largely in our favor as to cause an importation in gold to the amount of nearly $50,000,000, within the year, against an export of an equal sum for 1860. For the first time, the exports of domestic produce from the port of New York have largely exceeded the imports of merchandise. Notwithstanding that cotton has disappeared from our exports, these still continue largely in excess of our imports, excluding specie, a really wonderful phenomenon, considering that the value of cotton exported for several years past has averaged nearly $200,000,000. This fact is striking testimony in favor of the resources of the country, and the capacity of our people of instantly adapting themselves to an altered state of affairs. The causes referred to have averted a great commercial revulsion, for although the Banks have recently suspended specie payment, the step was not caused by any lack of specie, or capital in the country, but to a disturbance in internal exchanges, for the want of a proper system of taxation, to return to the centres of trade the loans made in these on account of the war.

The year has, on the whole, been a very favorable one for the railroads of the Northern States. Their earnings the present season greatly exceeded those for 1860. Their traffics have immensely increased, to supply the foreign demand for breadstuffs. Their operations have not in a single instance been interfered with on account of the war, which has been carried on exclusively on Southern soil. Whatever may be the result, there is no probability that any Northern State will become the scene of hostilities. It is, consequently, a somewhat remarkable fact, that in a period of civil war, the value of railway property should have improved, while that of all other kinds has greatly deteriorated. We see no investment so little liable to be injured by it, as that in railroads. The closing of the Southern ports has had a tendency to increase the traffic of the great lines reaching inland, which for the winter will show a great increase over 1860.

While the general retrospect for the past year is not encouraging, and while we do not chose to indulge in speculations as to the future, it is no small consolation to point to the great interest to which our JOURNAL is devoted, as the one which remains unaffected, unfavorably, by the war, and whose prospect for the future is most encouraging. The internal commerce of the country has been, and remains most active, and the works over which this is carried on, most prosperous. Every year is likely to add to the traffic, showing that investments in them promise for the future to make up in a considerable degree for the losses and annoyances of the past, and to prove a stay and support when everything else is sinking from under us, or yielding greatly diminished returns.

Discounting Bills Before Acceptance.

ACCOMMODATION ACCEPTORS: THEIR LIABILITY ON BILLS DISCOUNTED BEFORE ACCEPTANCE: WHEN ONE PARTNER MAY BIND THE OTHER AFTER DISSOLUTION OF PARTNERSHIP.

The case of the Mechanics' Bank *vs.* Livingston, recently decided by the General Term of the New York Supreme Court, holds that, where a bank discounts a draft for the accommodation of the drawers, *before* it is accepted, its *subsequent* acceptance by the drawees before maturity, binds them in the same manner as though they had accepted it *before* discount. Where an accommodation draft is payable at a future day, and there is no valid agreement to accept, the drawees may refuse acceptance; although they have been in the habit of accepting other similar paper; and although the bank discounts the paper before acceptance, upon the faith that it will be accepted according to the usual course of dealings between the bank and the drawees. But if the drawees *actually accept the draft before maturity*, they cannot allege that their acceptance was without consideration. By accepting the draft the bank is delayed in their remedy against the drawer, and a forbearance is necessarily granted, which is a sufficient consideration for the acceptance.

The action was against the defendants as ac-

ceptors of a draft for the sum of $600. It was drawn by the firm of J. P. & I. S. Ballard, Clothing Merchants, in Syracuse, upon the firm of Livingston & Ballard, Grocers, in the City of New York, and was one of a series of drafts so drawn and accepted by Livingston & Ballard after having been discounted by the plaintiffs. These drafts were drawn pursuant to a verbal agreement or understanding; before being presented for acceptance they were discounted by the plaintiff, and then sent to the defendants Livingston & Ballard, who accepted and paid the drafts at maturity. By a private arrangement between Livingston & Ballard, these drafts were all accepted by Livingston, Ballard carrying the drafts to him for that purpose. Before the draft in question was accepted, the firm of Livingston & Ballard had dissolved partnership. The bank, as usual, and without knowledge of the dissolution of this partnership, discounted this draft and sent it to the defendants; and Ballard instead of Livingston accepted it in the name of the firm.

The following opinion was delivered at the Onondaga Special Term. The case was then taken to the General Term and the judgment of the Special Term affirmed.

Morgan J. The acceptances before as well as after the dissolution of the firm of Livingston & Ballard were accommodation acceptances, so far as Livingston was concerned, and he was under no legal obligation to continue them, and as between himself and Ballard the acceptance in question was, I think, without authority!

But there is no evidence that satisfies me that the plaintiff had notice of the dissolution of the firm, or of the circumstances under which the acceptances were made after its dissolution, and it makes no difference that this is accommodation papers so far as the liability of the acceptors to the bank is concerned. If the acceptance had been made before the bank discounted the draft I think it quite clear upon authority, that the plaintiff might recover against the acceptors in this case. In Vernon *vs.* the Manhattan Co., the firm of Wm. Vernon & Co., made a note for the accommodation of John A. Moore which the bank discounted and which was repeatedly renewed, and once after the dissolution of the firm by P. W. Vernon, one of the firm, without the authority of his co-partner William Vernon. It was there held that the bank must be considered as having had dealings with the firm, within the meaning of the rule, requiring an actual notice of dissolution. In that case William Vernon resisted a recovery on the ground of the dissolution of the firm previous to the making of the note. The Chancellor in his opinion says: In the present case there was a continual credit in the bank for fourteen months previous to the dissolution of the firm by eight successive renewals of the note by the partnership, and discounted on the application of Moore the payee, and as the eighth renewal, although a short time after the dissolution of the co-partnership, was by the note in the name of the firm precisely in the same form as the previous note, it was evident it was a case in which the firm would be liable to the bank, unless the bank had actual notice that the co-partnership was dissolved at the time the last renewal took place? The acceptors of this draft are in the same position as the makers of a note, and their liability must be governed by the same rules. Here was continual credits in the bank on the faith of the co-partnership of "Livingston & Ballard" through 1857 and most of the year of 1858, by successive discounts of drafts drawn by the firm of J. P. & L. F. Ballard, and discounted at the request of the drawers and for their accommodation, and accepted by the defendants. This last draft of $600, was in the same form, and for the same time, as the former drafts which the firm had accepted without objection.

I think within the case above cited, the acceptors are liable unless their liability is affected by the circumstance that the plaintiff in fact discounted the draft before acceptance.

If there was an arrangement between Ballard and Livingston, that Livingston and not Ballard should make acceptance, in order to bind that firm, that cannot affect third persons who took the paper without notice of it. It is however claimed by the counsel of Livingston that the bank discounted the draft upon the sole credit of the drawers, not upon the credit of the acceptors, for in fact it was not accepted when the bank parted with its money. It is therefore insisted that the bank is in no better position than the drawers, and must abide by their title, and as the drawers are the principal debtors and could not recover against their accommodation acceptors, it is insisted that no right exists in the bank to call on the acceptors.

I agree with the counsel that Livingston was not bound to accept the draft, and if it could be shown that he consented to the verbal agreement made by Ballard with the bank to accept them, that it would not be available to the plaintiff under the provisions of the statutes of this State.

But here is an actual acceptance, not a mere parol agreement to accept. If it had been made before the paper was discounted I have endeavored to show that it would have been binding upon Livingston and Ballard. Does the circumstance that the defendants had not accepted the paper when it was discounted change the rights of the parties? I think not. Suppose the defendants had given their note for the draft payable to the plaintiff, instead of accepting the draft. It would have been equivalent to an agreement to be answerable for the debt of a third person, expressed to be for value received; for an acceptance implies a consideration, and can no more be contradicted than the words "for value received" in a written guaranty.

A total want of consideration may be set up to defeat a promissory note in the hands of a subsequent holder with notice, and perhaps an acceptance may be defeated in like manner. But I cannot see that the rule has any application to a case like the present, for here the very act of acceptance is an undertaking to pay the demand as much as though it had been the note of the acceptors, or their guaranty expressed to be for value received; and in such a case it will not be admitted that the maker of the note or the guarantor could be heard to say, that in truth and in fact the undertaking they had made was without consideration.

By accepting a bill of exchange the acceptors admit that they have funds of the drawers in their hands to pay it. Perhaps in the case of an accommodation acceptance, this implication is not to be indulged in, still I think in such a case the acceptors in substance agree that they will see to it, that the drawers will put them in funds to take up the paper. I do not see what further the holder of an acceptance has to do with the state of funds or dealings between the drawers and acceptors; but if an actual consideration is necessary to support the acceptance in this case, it is not difficult to find one in the transaction itself.

Suppose the drawers had refused to accept, then the plaintiff were entitled to reasonable notice of the non-acceptance, whether the drawers had effects in their hands or not, for the purpose of enabling them to secure themselves against the drawers. And in case of non-acceptance the drawers would be liable immediately. But by accepting the draft the bank is postponed, and a forbearance is necessarily granted, which is a sufficient consideration for the acceptances.

It seems to me that the acceptors are bound to pay the paper they accept, in the case in which they would be holden to pay their promissory note, given upon the same consideration, and that their defence must be circumscribed within the same limits. In this case Livingston stands upon no better ground than he would have stood upon had the paper been discounted before acceptance, and his liability is to be determined by the same rules which govern the liability of co-partners, when their paper continues to be taken by their customers after dissolution, but before notice of it.

The result is that judgment must be given for the plaintiff against the defendant for the amount of the draft.

Erie Railway Company.

REPORT OF THE TRUSTEES.

To the Preferred and Common Stockholders of the Erie Railway Company:

In delivering to your officers the deed of the property and estate formerly belonging to the New York and Erie Railroad Company, we desire to make a brief statement concerning the manner in which we have executed the responsible trust which you reposed in us.

We were appointed your trustees by a contract dated the 22d day of October, 1859. By that contract it was proposed that the mortgage creditors of the New York and Erie Railroad Company should make certain concessions in regard to the payment of their interest in arrear and to accrue; that the unsecured bondholders of the Company should exchange their bonds, with four years' accrued interest, for a 7 per cent. preferred stock; and that the common stockholders should stand, as they then were, subsequent in interest to the then creditors of the Company. The trusts which we were called upon to execute were stated in the contract, naming us trustees, in the following language:

"I. To receive and hold said mortgage coupons of each class, and issue scrip therefor.

II. To receive and hold such fourth or fifth mortgage bonds, in case of foreclosure, and exchange them as herein provided.

III. To receive and hold such unsecured bonds and coupons, and exchange them for such preferred stock, and issue receipts therefor.

IV. To receive and hold such shares in the capital stock of the New York and Erie Railroad Company, for the purpose above named, and issue receipts therefor.

V. To cause proper agreements to be drawn, in order to carry out the purposes of this agreement, and they or either of them, as the attorney in fact of the subscribers hereto, to sign the same.

VI. In case a sale of the road under foreclosure is necessary to carry out this agreement, to buy the same in on our account, assessing us as here-

inafter provided; said trustees being under no liability to furnish money for that purpose.

VII. After said railroad passes out of the hands of the receiver, to receive the net earnings thereof from the new management, and apply them to the payment of—1st. Such of the present floating debt of said New York and Erie Railroad Company, not exceeding $320,000 principal sum—interest to be added to date of payment—as shall be contained in a schedule thereof, to be furnished to the said trustees by the Board of Directors, and for which fourth mortgage bonds are pledged as collateral. 2d. To the expenditures upon the Long Dock property, estimated to amount to $500,000. 3d. To the liquidation of said delayed mortgage coupons, in the order of their priority, which shall terminate said trust.

VIII. To retain from said net earnings, as a compensation for their own services, a sum to be fixed by the Board of Directors."

When we entered upon this trust we found the road in the hands of a receiver, with one coupon matured and another about to mature upon the first mortgage; with the principal of the second mortgage matured, and one coupon also due upon the same; with one coupon matured upon the third mortgage; with two coupons matured on the fourth mortgage; with one coupon matured, and one about to mature upon the fifth mortgage; with several suits pending upon the sinking fund bonds, on which they were claimed or established to be matured; with $750,000 of liabilities for labor and supplies, and taxes in arrear, charged as a preference claim upon net earnings, by order of the Supreme Court; and with a floating debt estimated at $320,000, for which fourth mortgage bonds were pledged to the amount of $2,300,000; or, to state it in a tabular form, the liabilities of the Company then matured, or soon to mature, were—

Two coupons, first mortgage	$210,000
One coupon, second mortgage	140,000
One coupon, third mortgage	210,000
Two coupons, fourth mortgage (not including hypothecated bonds)	240,000
Two coupons, fifth mortgage	125,000
Preference debt, due operatives, etc	750,000
Total mortgage, interest & preference debt.	1,675,000
Principal of second mortgage	4,000,000
Sinking fund bonds	2,200,000
Two years interest on same	308,000
Floating debt, secured by fourth mortgage collateral, at an average of about 12½ p. c.	320,000
Total matured liabilities	$8,503,000

Our first object was to protect the collateral pledged for the floating debt. The contract allowed this debt to be paid from the net earnings, if the assent of the mortgage bondholders could be secured. This could not be obtained, and, under the order of the Supreme Court (which we found it useless to attempt to resist), the net revenues of the road were ordered to be applied to the payment of the interest upon the first and second mortgages. The holders of the floating debt then gave notice that they should sell the fourth mortgage bonds held as collateral to their debts, and as the whole collateral would probably have been sacrificed by such a course, we were obliged to refer the settlement of that debt to the directors of the New York and Erie Railroad Company. They authorized the execution of a contract, eminently wise and judicious, in our opinion, under which it was retired.

Our next difficulty was with the holders of the second mortgage bonds. Finding it impossible to secure an exchange of those bonds into the third mortgage bonds on the terms authorized by the contract (namely, by giving a bonus of 10 per cent. in preferred stock), we again referred the question to the Company, under whose authority a contract was made which secured the entire extension of the second mortgage bonds for twenty years, and the absolute retirement of 1,100 outstanding hypothecated fourth mortgage bonds, and a favorable contract for the retirement of 4,000 more of such bonds ($1,000,000), if the Company desire. This contract, also, we deem an advantageous one for the Company. As a part of this arrangement, we also secured a judgment in the pending suit for the foreclosure of the fifth mortgage, affirming the validity of the mortgage debt of the old Company, and providing for the purchase of the property at the sale by ourselves as your trustees, and securing your interest in the property. This was another and most important step gained, and one that for a long time it seemed impossible to reach. In every step we consulted with the directors of the New York and Erie Railroad Company, and acted under their advice.

Before obtaining this judgment we had, with great difficulty, and in the face of a determined and organized opposition, obtained from the Legislature of New York a recognition of your organization for your protection, and an authority to ourselves, as trustees, to purchase the road, and to organize the Erie Railway Company for your benefit. We had also obtained from the States of Pennsylvania and New Jersey authority to sell so much of the property, franchises, and estate of the old Company as was in those States respectively, at any sale that might be ordered by the Supreme Court of New York, and an authority for the purchasers to convey it to any corporation that might be formed to receive it. Thus, you will perceive, we had, before obtaining the final judgment in the fifth mortgage suit, secured all the powers necessary for your complete enjoyment of the property when it should be sold and bought by us on your account. It should be observed, in this connection, that the Legislature of New York, in granting us the necessary powers to secure this property for you, enlarged the provisions of the original contract. That contract contemplated that the bonded unsecured debt only should receive preferred stock in the new Company. But the Legislature, on the representations of sundry contractors and others holding claims against the Company which were not secured by mortgage, directed us to take into the trust, and grant certificates for preferred stock for all such unsecured and judgment debts and claims as should be presented within the time specified in the act.

While the proceedings to which we have referred were going on, we opened offices in New York and London to receive assents to the plan for reorganization. The London office was under the charge of Mr. Evans, one of your directors, and the New York Office was managed by Mr. Otis, your secretary, under our own supervision. We desire to bear testimony to the great ability and fidelity with which these gentlemen executed the difficult duties they undertook. Few creditors under the first and second mortgages made the concessions required of them. They claimed the revenues of the road, which were of necessity conceded to them for the payment of their interest. A larger proportionate amount of the third mortgage coupon holders made the proposed concessions; but in the execution of the trust this became practically unimportant, as we were not able to divert the revenues of the road from the payment of the current interest on that mortgage. Nor would it have been wise to attempt to do so, and thus invoke the protracted litigation which, as your trustees, it was our duty to avoid, if possible.

The payment of the coupons in arrear, and of the accruing coupons on these mortgages, left us at the sale to provide only for the fourth and fifth mortgage coupons in arrear. We were allowed, by the terms of the judgment, to offset against our bid all such coupons held by us as trustees, and we were required by the terms of the sale to pay in cash the amount of all such coupons not held by us. On these terms we bought the road on your account, at the sale on the 28th of January last. We proceeded at once to organize the Erie Railway Company, pursuant to the terms of the acts of the Legislature of New York. We provided, in the articles of association, which were drawn up under the joint directions of ourselves and of the Board of Directors, that no new mortgage should be created on the property covered by the existing mortgages, unless the intention to create the same should be published in some newspaper in the city of New York, once a week, for ten weeks next before the annual election of directors; and also, that no floating debt should be created, except for the ordinary supplies, materials, and expenses of operating the road, and for the payment of our bid, unless authorized by a vote of three-fourths of the Board of Directors, at a meeting called for that purpose. These provisions were heartily assented to by your directors, and are regarded by all of us as wise. We also, with the assent of your directors, levied an assessment of two and one-half per cent. upon the par value of both classes of the new stock, and caused the offices to be opened for the collection of assessments and the issue of certificates.

While this was going on, we devoted ourselves, under the authority conferred upon us by the Legislature of New York, to the adjustment of the many outstanding claims against the company, which were entitled to share in the new organization, and we succeeded in adjusting every claim presented to us. In only one case was an appeal taken from our decision, and the appeal was subsequently withdrawn. As the result of our labors we have to report to you, that the whole amount of the unsecured and judgment debts of the New York and Erie Railroad Company, as settled by us with the advice of your directors, under the terms of the contract, and in compliance with the provisions of the statutes of New York, is $8,542,184; of which amount, certificates for preferred stock, and fractional certificates for such stock, and Trustees' certificates have been issued to the amount of $8,423,675 50, leaving still outstanding unsecured claims to the amount of $118,508 50. This latter sum is entirely in the form of unsecured bonds and matured coupons on the same: and as it is small in amount, we advise that authority be obtained from the Legislature of New York, to admit it to participate in the new organization, so that it may be said that no one has suffered by the proceedings which have been taken.

We have also to report to you, that of the total capital stock of the New York and Erie Railroad Company, there have been already surrendered for certificates of common stock in the Erie Railway Company, or for Trustees' certificates not yet redeemed, 112 565 shares, of the par value of $100 each, leaving still outstanding 2,935 shares. The holders of these shares should, we think, still be allowed to exchange them for common stock in the Erie Railway Company, on the same terms as the other stockholders.

In collecting assessments we authorized Mr. Otis and Mr. Evans to receive the outstanding fourth and fifth mortgage coupons as cash. By doing so the operations of the trust were greatly facilitated. We have to report to you that we have issued assessment receipts for $462,402 50, on which has been received in fourth and fifth

mortgage coupons	$214,375 00
In cash	248,027 50
Making a total of	$462,402 50

The sums in cash, as received, were deposited in the United States Trust Company, by order of the Supreme Court of the State of New York.

Before paying our bid, we secured orders from the Supreme Court directing the Receiver to pay the October 1861 coupons on the fourth mortgage, and the December 1861 coupons on the fifth mortgage, thus relieving us from the necessity of providing for the payment of those coupons from the assessments, and also carrying out the spirit of the contract. The road has now, as contemplated by the contract, resumed the regular payment of its current accruing mortgage interest.

At the time of the payment of the bid, we were the holders of fourth and fifth mortgage coupons to the aggregate amount of $704,042, which had been surrendered under the contract.

The outstanding amounts on the fourth mortgage were $80,570, and the outstanding amounts

upon the fifth mortgage were $24,885 50. These amounts we paid in cash to the Referee, and he is now distributing them to the holders of the mortgage coupons entitled to receive them.

By a resolution of your Board of Directors, passed in May last, the holders of the Trustees' certificates for mortgage coupons are entitled to receive interest on such coupons from the 1st day of May, 1861.

We have further to report to you, that we have, with the assent of your Board of Directors, distributed the balance of the cash received from the assessments among the holders of the Trustees' certificates for the fourth mortgage coupons of April and October, 1859, paying interest on their coupons for that time, and that the Receiver, under orders of the Supreme Court, has contributed from the net earnings of the road the balance necessary to complete the entire payment of those coupons and interest. In handing over the property to you, and terminating our trust so far as you are concerned, we have therefore to report, as the existing liabilities under the trust, the following, of which the coupon certificates bear interest from May 1st, 1861, and the assessment receipts bear interest from their respective dates:

4th mort.	coupons of	April, 1860.....	$126,700 00
"	"	Oct., 1860.....	125,335 00
"	"	April, 1861.....	125,125 00
5th	"	June, 1859.....	19,197 50
"	"	Dec., 1859.....	27,887 50
"	"	June, 1860.....	39,357 50
"	"	Dec., 1860.....	39,637 50
"	"	June, 1861.....	39,602 50
Assessment receipts	given in	London	155,425 00
"	"	New York	306,977 50
Total.....			$1,005,235 00

As Trustees for the holders of the mortgage liabilities, we advise that your company pursue such a policy as will ensure the speedy retirement of those obligations. It is but an act of justice to those mortgage creditors who have made valuable concessions to you for your benefit.

In every step in the execution of this trust we have advised and consulted with the Board of Directors and with the Executive Committee of the New York and Erie Railroad Company, and with the Board of Directors and with the Executive Committee of the Erie Railway Company, since its organization, of all of which bodies we are members. We should do injustice to our own feelings were we to close without bearing testimony to the assiduity with which they have worked to secure success. It will not be invidious to particularize Mr. Samuel Marsh, (President of the old Company and Vice President of the new Company, and Chairman of your Executive Committee,) and Mr. Berdell, (one of your Directors and a member of your Executive Committee, and President of the Long Dock Company,) as having rendered extremely valuable services in their respective offices.

In surrendering to you your property, we give you much more than existed when the trust was created. Then your road was without a proper terminues at New York. The old Company had invested, directly and indirectly, nearly $2,000,000 in the Long Dock property, which was intended to be the permanent terminus of your line, at deep water, opposite the city of New York; but the work was far from being finished; there were no apparent means for completing it so as to make it available; the contractors had failed, and the ignorant workmen had struck, and, in a riot, had interfered with the passage of your trains to Jersey City. Now the expensive tunnel on the Long Dock property is completed; your ferries are regularly established, with connections in the lower part of New York superior to those of any other ferry; your passenger traffic is removed from Jersey City to your own ferries; and your freight traffic is transferred from Piermont to your own Docks opposite the City of New York. Those docks when completed, will be ample for any probable future traffic of the road, and will afford terminal facilities for railway traffic unequalled in the world, so far as our observation goes. You receive this property through us from the hands of those who have had the financial charge of it for the past two years and a half, with no liability in the form of a floating debt against it. At your request they have prepared a statement concerning this property, which we append hereto.

We also transfer to you a perpetual lease of 60 miles of railway from Hornellsville, on your line, to Attica, within 30 miles of Buffalo. Perceiving an opportunity to secure this property for the Erie Railway Company, on terms favorable beyond precedent in the history of railways, we made the purchase, with the assent of the Executive Committee. In order to carry out our contracts with the sellers (which were assumed by the Erie Railway Company), and to put the road in repair (for which a large amount was necessary), a bonded debt of $200,000, having thirty years to run, was created by the Erie Railway Company, and secured by a mortgage of the road purchased. A company, made up from your directors, was organized under the general railroad act, to receive this property from us. We conveyed it to them, and they have leased it to you in perpetuity. Thus, without the payment of commissions, or of any intervening profit, you have acquired, with the creation of a moderate debt, sixty miles of new railway, in perfect order, with gradients as favorable as any on the main line, and bringing you within thirty miles of Buffalo. We understand that harmonious arrangements have been made with the Buffalo, New York, and Erie Railroad Company, connecting with your road at Attica, by which express trains are now regularly run over the newly purchased road to Buffalo. If a permanent arrangement can be made with that Company, on terms just to both parties, we advise that it be done.

In conclusion, we refer those who desire to know what the operations of the road have been during the term of our trust, to the report of the Receiver, which will be made as soon as his final accounts can be written up and examined by the officer of the Supreme Court, appointed for that purpose. The successful termination of our labors is in no small measure due to the ability and good judgment with which he has managed the property confided to him.

New York, December 31, 1861.

DUDLEY S. GREGORY,
J. C. BANCROFT DAVIS, } *Trustees.*

The Long Dock Company.

REPORT OF THE PRESIDENT.

To Messrs. Dudley S. Gregory and
J. C. Bancroft Davis, Trustees:

At your request, I send you a statement of the condition of the Long Dock Company and improvements.

In the summer of 1859 I took charge of the Long Dock Company as President: the contractor had failed, and the men had refused to work and were in open riot, stopping the New York and Erie Railroad trains for several days, and committing open violence and damage; the contractor was owing them a large amount for past work, and the Company had liabilities amounting to about $50,000; therefore, it was necessary to provide for immediate use over $100,000. The Company had expended at that time, for lands, machinery, excavations, piers, &c., $1,961,930 70.

In this condition, the entire property and the very large outlay were entirely useless to the New York and Erie Railroad Company; the stock and bonds had no reliable market value, and were little known. The Company at once made arrangements for the necessary money, and subsequently agreed with the contractor that the work should be carried forward by this Company with his superintendence, and the company pay the men and necessary outlay; and that he should superintend and manage the men for the Company's best interest, subject himself to the direction and supervision of the Company's engineer; the Company and contractor agreeing that the accounts should be kept, and estimates made up monthly, to be calculated at contract prices, and if the result showed a profit on the original contract, he was to receive it instead of salary. Since that agreement, the Company have met all obligations to the men, and the contractors on dock works, for the materials and supplies promptly, and purchases have been made on the most favorable terms. The stock and bonds of the Company are now worth par, and I believe the security is ample, that no more safe and reliable investment can be made.

The Company have finished the Tunnel, and laid a double track, constructed on stone ballast, two feet deep, with pipes and proper grade for drainage. The Tunnel has cost about $1,000,000, is cut through solid rock, 4,300 feet, or nearly one mile, and has been in use by the Receiver of the New York and Erie Railroad Company, since May last, and some fifty passenger and freight trains pass through daily; thus completing, for the use of the Erie Railway Company a continuous track of railroad, from the Hudson River, opposite the City of New York, to Dunkirk, on Lake Erie, a distance of 460 miles; also, by the purchase of the Buffalo and New York City Railroad, and by running arrangements which have been made with the Buffalo and New York and Erie Railroad, connecting the Long Dock Company and the New York and Erie Railway Company with the City of Buffalo, a distance of 422 miles.

The Company have extended Pavonia Avenue, erected commodious ferry houses and slips, and are now running one of the best ferries connected with New York, at Chambers street, and at present receiving $4,300 per month, exclusive of New York and Erie Railroad business. The Company have filled in 500,000 yards of earth, taken from west of the Tunnel, and put it into the basin between the piers and the land. This filling will be continued, we having an abundant supply for all purposes on the Company's land.

The Company have erected a large passenger-house, 40 x 460 feet; a freight-house, 54 x 420 feet; milk-house, 37 x 384 feet; engine-house, 60 x 399 feet; and repair shops, wood and coal sheds; and have laid over 20 main and side-tracks, with switches and turn-outs, making 17 miles of track on the Company's property.

The Company will build two more piers of the above dimensions, and they can furnish the necessary means to complete the improvements, and make this the best railroad terminus in the world; and it is considered by those familiar with the New York and Erie business that this improvement will facilitate and increase the business of the road one-third of its receipts; thus showing the importance of its early completion. There will be ample room for warehousing, and vessels of any size may receive freight, without drayage, from the Company's cars or piers, and load for Europe.

The cost of the work thus far, has been as follows, viz:

Grading, including the Tunnel	$1,177,272 87
Superstructure, including iron	105,294 11
Land	806,629 74
Buildings	35,862 86
Engineering	26,056 65
Docks and Piers	301,357 29
Office expenses, contingencies, &c	101,080 32
	$2,553,553 84

The sources from which the money has been derived to pay for the above, is as follows, viz:

Capital stock issued	$800,000 00
Mortgages on land	473,809 97
Mortgage bonds issued	500,000 00
Advanced by New York and Erie R.R. Co.	779,743 87
	$2,553,553 84

Respectfully yours,
ROBT. H. BERDELL,
President.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503.500	105.255	1,515,704	54 0	-------	101,102	37,866	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	-------	55,791	131,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109 6	-------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	236,791	76,773	21,006	—	----
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	349.9	13.5	----	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,80	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	-------	505,156	260,269	6	----
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	-------	-------	1,030,957	—	—	—	—	—	—
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	-------	-------	—	-------	-------	-------	-------	—	—	—	—	—	—
30 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	-------	230,251	104,594	—	----
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	-------	-------	23.8	45,543	77,028	34,866	16	----
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	8,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,147	149,477	—	----
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323.491	712,876	354,136	14	136
31 Dec. '60	74.0	—	----	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	----
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	----
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	127,390	135,072	-------	—	----
31 Dec. '60	46.0	8.8	4.9	—	---	---	-----	New Haven and Northampton	1,400,000	*	—	922,500	500,000	-------	1,422,500	55.2	120.671	149,317	149,317	5	----
31 Dec. '60	66.0	—	5.2	—	7	7	111	New London Northern	1,399,409	174,159	—	510,900	1,052,100	-------	1,573,568	66.0	148,820	130,295	-------	—	----
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	-------	1,717,523	117.4	579,659	925,075	325,573	—	----
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	-------	66.0	-------	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547.825	84.0	-------	—	75,672	—	----
31 Oct. '59	16.2	—	----	—	---	---	-----	Newcastle and Frenchtown	723,551	-------	—	744,520	-------	4,641	749,171	5.0	-------	21,195	-------	6	----
								FLORIDA.													
-- -- '59	154.2	—	----	—	---	---	-----	*Florida*	-------	-------	—	-------	-------	-------	-------	29.4	-------	-------	-------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195.000	75,894	619,112	32.0	-------	7,857	3,535	—	----
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	-------	10,255	1,504	—	----
-- -- '59	26.5	3.9	----	227.0	---	---	-----	*Pensacola and Georgia*	-------	-------	—	-------	-------	-------	-------	29.4	-------	-------	-------	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	-------	418,036	265,827	8	125
-- -- '59	30.0	—	----	133.5	—	—	—	Atlantic and Gulf—M. Trunk	-------	-------	—	-------	-------	-------	-------	30.0	-------	-------	-------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	-------	-------	53.0	-------	168,988	95,612	—	----
30 Apr. '59	43.5	—	----	28.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-------	-------	-------	31.0	-------	-------	-------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	-------	-------	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	-------	8,123,343	232.0	-------	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	-------	12,295	1,658,976	102.5	226,241	404.618	212.676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	-------	1,026,868	50.0	-------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	-------	-------	-------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	-------	-------	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	-------	138.0	-------	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '60	220.0	—	----	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	-------	—	3,500,000	4,500,000	-------	10.000,000	220.0	845,981	994,569	225,786	13m	----
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	-------	10,195,257	168.0	-------	1,514,478	242,564	—	57
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	----
1 Apr. '60	194.0	—	----	—	---	---	-----	Chicago and Northwestern	9,344,863	-------	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	----
30 Jun. '60	181.8	—	----	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	-------	7,473,049	228.4	-------	1,093,934	309,567	3½	52
10 Nov. '58	33.2	—	----	—	---	---	-----	Fox River Valley	580,000	*	—	-------	580,000	-------	-------	84.0	-------	-------	-------	—	----
31 Dec. '60	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,000	-------	10,469,355	261.8	792,029	1,462,752	652,260	—	65½
31 May, '61	175.0	—	----	—	---	---	-----	Great Western	5,022,926	*	—	1,600,000	2 891,000	-------	-------	175.0	-------	485,943	181,529	—	----
31 Dec. '60	454.8	252.5	----	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	-------	33,221,720	708.3	-------	2,721,591	850,630	—	62
-- -- --	—	—	—	81.5	—	—	—	Illinois River	-------	-------	—	-------	-------	-------	-------	—	—	—	—	—	—
-- -- --	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	-------	-------	148.0	-------	-------	-------	—	----
-- -- --	46.6	—	----	—	---	---	-----	Peoria and Bureau Valley	-------	-------	—	-------	600,000	-------	-------	oper	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	-------	-------	—	-------	-------	-------	-------	—	—	—	—	—	—
-- -- '58	186.0	—	----	—	---	---	-----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	-------	-------	186.0	-------	-------	-------	—	----
31 Dec. '58	100.0	—	----	—	---	---	-----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	-------	2,000,000	100 0	oper. by	Bur. &	Quincy.	—	----
-- -- --	1.0	—	----	—	---	---	-----	Rock Island Bridge	-------	-------	—	-------	-------	-------	-------	oper	by Chic.	& R. Is.	-------	—	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	-------	823,767	-------	—	----
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	-------	-------	108.0	-------	-------	-------	—	----
-- -- --	29.0	—	----	73.0	---	---	-----	Cincinnati, Peru and Chicago	-------	-------	—	-------	-------	-------	-------	29.0	-------	-------	-------	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	-------	249,867	119,342	—	----
1 Jan. '58	72.4	—	----	—	19	21	278	Indiana Central	1,666,280	244,081	5,541	611,000	1,164,000	47,850	2,111,059	109.0	-------	368,189	132,084	6	58
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,065	512,042	10,889	1,659,900	1,362,284	140.689	3,458,108	110.0	-------	448,858	230,834	9	42
31 Mar. '60	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,902,332	*	10,000	835,971	1,026,700	48,673	2,272,357	84.0	-------	236,397	80,109	—	----
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,752	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,906	112,798	—	----
-- -- '59	64.0	—	----	—	---	---	-----	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	-------	2,000,000	64 0	-------	-------	-------	—	----
31 Dec. '60	86.0	49.0	----	—	23	---	-----	Madison and Indianapolis	2,667,704	*	—	1,648,050	1,285,300	87,949	3,060,128	135.0	201,402	230,563	99,080	—	----
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	645,827	371,402	—	----
-- -- '58	74.0	—	----	—	---	---	-----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	-------	-------	-------	—	----
30 Nov. '60	73.0	—	----	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73 0	-------	404,599	232,773	10	----
								IOWA.													
1 Jan. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	-------	-------	-------	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	-------	86 0	7 mo's.	85,239	46,771	—	----
31 May, '58	50.1	—	----	209.0	8	8	86	Dubuque and Pacific	1,579,998	166,823	—	838,086	965,000	441,787	2,267,313	50.1	-------	-------	-------	—	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	-------	-------	—	240,000	755,000	-------	-------	—	—	—	—	—	—
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	-------	-------	38.5	11 mo's	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	---	---	-----	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	-------	-------	-------	—	----
-- -- '59	55.0	52.6	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	-------	-------	-------	-------	107.6	-------	-------	-------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	-------	426,408	227,534	—	85
30 Jun. '57	20.0	—	----	113.0	---	---	-----	Lexington and Bag Sandy	894,024	*	—	sold, 1859,	for $26,0	00.	-------	20.0	-------	-------	-------	—	----
-- -- '58	13.0	—	----	22.0	---	---	-----	Lexington and Danville	765,500	-------	—	694,444	71,000	-------	-------	13 0	oper. by	Cov. &	Lex.	—	----
30 Jun. '60	29.0	—	----	—	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	-------	724,865	29 0	-------	120,524	54,274	7	80
30 Jun. '60	65.1	—	----	—				Louisville and Frankfort	1,375,359	126,735	6,540	741,089	4 6,519	-------	1,062,740	65.0	-------	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,903	716,478	371,12	—	----
-- -- '59	18.8	—	----	70.2	---	---	-----	Marysville and Lexington	-------	-------	—	-------	-------	-------	-------	18.8	oper. by	Cov. &	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	---	---	-----	Clinton and Port Hudson	750,666	*	—	-------	-------	-------	-------	22 0	-------	-------	-------	—	----
-- -- --	27.0	—	----	—	---	---	-----	Mexican Gulf	662,911	*	—	-------	-------	-------	-------	27.0	-------	-------	-------	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
33 Mar. '59	206 0	—	----	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	-------	753,774	-------	—	----
31 Aug. '60	53.7	—	----	135.3	---	---	-----	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,2 3,015	248,969	108,434	1,710,819	53.7	-------	-------	-------	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757 381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,228	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
31 Aug.'59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75.000	—	—	—	—	—	—	—
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	—
31 May,'59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	—
31 May,'59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	—
31 May,'59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	—	—	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	44
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	17
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	100
31 May,'60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	109
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	103½
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	104½
30 Nov. '60	48.1	1.1	2.7	—	7	19	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	—	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	76
31 May,'61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,865,400	1,960 000	—	5,045,630	120.7	456,825	684,685	327,590	4	55
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	99
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	98½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	363,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	—	—
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	352,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	—
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	108
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,585	30,677	5	73½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	65,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	—
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	675,302	—	—	279,818	197,513	111,691	—	8.4	24,428	15,891	—	—	6
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	—	87.3	413,017	642,406	316,185	6	101½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	—
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	264,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	103
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	—
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448.700	—	—	451,000	ope	r. by Ho	usatonic.	31,499	7	—
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	—	50,082	156,015	27,817	8	—
30 Nov. '60	6.1	—	.....	30.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	—
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,328	211,899	75,810	—	9½
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb.& W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,352	888,254	—	113½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	976	1,403,409	45.7	180,153	229,332	102,604	6	53½
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T. June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	—
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 May,'61	284.8	—	23.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,160	3	49½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,085,629	—	19½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	----
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	—	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	.....	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	—
31 Aug.'60	206.8	—	.....	.....	.....	.....	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	30
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	----
-- -- --	—	—	—	.....	.....	.....	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,650	614,782	—	3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	----
31 Oct. '58	19.0	—	.....	264.0	—	—	—	*South-Western Branch*	1,226,010	—	—	66,974	1,400,000	—	—	—	—	—	—	—	—
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	----
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	----
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	15½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	----
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,600,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	52½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,003	1,528	—	----
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492.500	—	42,795	525,205	ope	r. by Eas	tern Ma	es.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	----
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	99
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	333,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	----
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,242,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	47½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	----
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	—
31 Dec. '60	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	112½
31 Dec. '60	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	—
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	114
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	—	—	—	—	—	—	—	—
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	----
31 Dec. '60	33.8	—	.....	—	—	—	—	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	115
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	—
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	70
31 Dec. '60	13.0	—	.....	17.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15,344	3,868	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. rond leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	—	ope	r. by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,708	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,890	8	—
30 Sep. '60	142.0	—	14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766	*	213,158	680,000	2,413,516	201,682	3,627,620	142.0	568,448	580,000	242,954	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	110
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,450	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Er	ie.	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Er	ie.	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	38
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	9
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,905	269,356	41,945,289	654.9	—	7,309,042	2,601,065	6	79½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,408	—	32½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	423,716	—	12½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60,000	6	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by B.	N. Y. &	E. 22,047	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,006	160,257	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	35
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,963	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,476	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,929	—	77,294	—	—	—	—	—	—	—
31 Dec. '59	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,088,218	*	10,000	1,859,813	1,267,078	64,251	3,565,956	118.2	—	286,368	81,508	—	—
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	83
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	656,162	1,085,799	580,621	10	101½
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,695,300	304,182	3,341,020	67.0	230,461	369,848	238,063	—	89
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	623,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	16
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	—	919,971	493,956	—	35
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	74
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	—	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	457,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	—	152,328	43,865	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,286	1,399,000	34,196	4,709,137	138.0	657,835	1,200,499	341,591	8	77
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,406,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	—	285,934	84,167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1 410,900	2,000	—	1,412,900	20.5	—	311,201	184,554	10	57
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	—	—	—	5½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,873	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,326	1,516,688	6	65
30 Nov. '59	36.3	—	2.8	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf	& S. L.	—	10	—
31 Aug. '60	36.9	15.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	51
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,287	—	—
31 Aug. '59	30.9	11.8	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,583	*	—	1,966,550	1,500,000	—	—	45.7	183,500	679,908	342,039	6	49½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	—	713 318	670,227	6	48½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	48½
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	396,927	—	3,155,875	2,940,473	774,523	6,471 462	65.7	5 mos.	176,047	91,309	—	5
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065 289	3,474 545	13,261,960	17,163,947	367,489	32,497,124	423.0	3,476,812	5,932,701	2,296,402	—	38
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	44½
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150	—	24,353,896	151.4	—	3,312,546	1,625,985	—	17½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.0	6.0	—	—	30	93	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,800,000	2,800,000	—	—	200.5	48,677	1,238 597	471,712	6½	61

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1.755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	—
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791,166	18,487,835	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	—
30 Sep. '59	9.2	15.3	14.9	—	.....	.....	.....	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	.....	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	114,126	61,848	—	—
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	—
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	.....	78.0	199,878	238,420	860,339	—	4½
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	.....	.....	62.0	240,449	331,522	106,782	5	55
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	—
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	—
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,540	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	—
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	.....	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	—
								TENNESSEE.													
Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859	100.0	—	30.6	55.8	.....	.....	.....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	28,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	357,384	6	.....
1859	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	177,563	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
— — '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	—
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	579,119	6,385,045	119.6	349 440	334,368	113,318	—	—
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	—
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	—
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	.....	1,380,695	ope	r. by Vt.	Central	.....	—	—
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45,930	8,522	—	97½
31 Aug. '60	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	.....	—	8	.....	.....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345.427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	98.828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,849	20,554	—	657.812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844.200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541.197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	.....	55.0	.....	.....	.....	—	—
25 Mar. '59	199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	.....	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	—
31 Dec. '58	40.6	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	—
31 Dec. '60	191.9	42.5	28.3	—	.....	.....	.....	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	.....	7,500,000	234.4	.....	883,186	439,943	—	18½
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	—
10 May, '61	104.0	—	.....	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	22 ,850	68,438	—	—
— — '58	10.0	—	.....	55.0	.....	.....	.....	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	—
								CANADA.													
31 July '61	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	,771,780	363,670	—	—
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	11
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,089,219	4,000	6	38
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	—
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	—
— — '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	—
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	—
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								NEW BRUNSWICK.													
1 Oct. '60	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	5 26.164	—	4,451,012	—	—	4,451,012	108 0	193,683	116,225	41,985	—	—
0 July,'61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	10 2,388	—	1,380,000	13,100	136,000	1,799,232	60 0	.....	132,555	36,670	—	—
								NOVA SCOTIA.													
— — '59	81.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	—
								NEW GRANADA.													
— Dec. '60	48.7	—	—	—	—	—	—	Panama	3,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	48.7	.....	1,550,873	1,036,131	12	111

New York Stock Exchange.

Highest Sale Prices for the week ending Jan. 1.

	Th.26.	F.27.	Sat.28	M.30.	Tu.31.	W.1.
Federal Stocks:—						
U. S. 5s, 1871	----	----	----	----	----	----
U. S. 5s, 1874	80⅛	80⅛	----	81½	81¼	----
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	86	----	88	----	88	----
U. S. 6s, 1881, cou.	90⅛	----	----	92	91¾	----
U. S. 6s, 1862	95	----	----	----	----	----
U. S. 6s, 1867	87	87	87	----	----	----
U. S. 6s, 1868	----	----	----	----	----	----
Treas. 12 p. c. notes	----	----	----	----	----	----
" 6 " 2 years	----	----	----	----	----	----
State Stocks:—						
California 7s	78⅞	78	79¼	81½	----	----
Georgia 6s	----	----	----	----	----	----
Illinois Coupon bonds	80⅛	----	----	----	80	----
" Canal bonds	78	----	----	----	80	----
Indiana 5s	75⅛	----	75	----	----	----
Kentucky 6s	----	71½	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	79	78	----	80½	79	----
Minnesota 8s	----	----	----	75	75	----
Missouri 6s	39	39½	39⅜	42⅜	43	----
Do. iss. to H. & St. J. R.	----	----	----	45	----	----
New York 6s, 1866	----	----	----	----	101½	----
North Carolina 6s	59	----	59½	59½	60	----
South Carolina 6s	----	59¼	----	----	----	----
Ohio 6s	----	----	87	88	----	----
Tennessee 6s, 1890	41¼	----	----	43½	43	----
Virginia 6s	47	47	----	48	----	----
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. and Q.	53⅛	54⅛	54⅛	57	58	----
Chicago and Rock Isl.	46⅞	48⅛	48⅛	51	52⅛	----
Clev., Col. and Cin.	101	102	102	----	----	----
Clev. and Pittsburg	14⅞	----	15	17	16⅛	----
Clev. and Toledo	31⅞	32⅛	33	36	36⅛	----
Del., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	64⅛	65	65	66⅜	67	----
Hudson River	36	36⅛	36⅛	39	39	----
Illinois Central (scrip)	58⅛	59⅛	60⅛	62	63	----
Michigan Central	46⅞	47	47⅛	50⅛	50⅛	----
M. S. and N. I. guar'd,	38⅞	39	39⅜	41⅛	41⅛	----
M. S. and N. I.	18	18⅛	18⅛	19⅜	20	----
Mil. and P. du Chien	----	----	----	20	20	----
M. and P. du C. 1st pref.	----	----	----	----	80	----
M. and P. du C. 2d pref.	----	----	----	57	----	----
New Jersey	----	----	----	----	----	----
New Jersey Central.	----	----	----	----	----	----
New York Central	77⅜	77⅛	78⅜	80⅞	80⅜	----
Erie	27	28	29¼	33	33⅛	----
Erie pref.	47¼	50	51½	56	55⅛	----
Erie Assessment Scrip	----	----	----	----	----	----
N. York and Harlem	10⅞	11½	11½	12⅝	13	----
N. Y. and H. "pref."	27	27	28	31	----	----
Panama	108	109	110	114	113	----
Phila. and Reading	----	33⅛	33⅞	----	----	----
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N. W. 1st M.	----	----	----	----	----	----
" " 2d M. 10	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
Cl. & Tol. S. F. 7 p.c. '85	----	----	----	----	----	----
Chi., Bur. and Q. 8 p.c.	94⅛	----	----	----	----	----
Chi. and R. I. 1st M. '70	95	----	----	----	----	----
D. L. & W. 1 M. 8 p.c. '71-5	96⅛	----	----	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1 M. 8 p.c. '63	99	----	----	----	----	----
" 2M. 8 p.c. '75	----	95	95	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	----
Hudson R. 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2M. 7 p.c. '60	----	----	----	----	----	----
" 3 M. 7 p.c. '75	75	75	----	----	77	----
" sink. fund.	----	----	----	----	----	----
Illinois Centr. 7 p.c. '75	84⅛	85	----	----	88	----
" " 6 p.c. '75	84⅛	85	----	----	88	----
L. Erie & Wab. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. and P. du C. 1st M.	----	----	----	----	----	----
Mich. Cen. S. F. 8 p.c. '82	90	----	----	----	----	----
" conv. 8 p.c. '69	91	----	----	----	92	----
Mich. Southern 1st M.	80	80⅛	----	----	83⅛	----
" " 2d M. Ass.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	81	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif. '83	91	----	91½	----	----	----
" 1 M. 7 p.c. '64	----	----	----	----	98⅛	----
" bonds 1876	----	----	----	----	101	----
N. Y. & E. 1 M. 7 p.c. '67	----	----	103	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" ⅓ M. 7 p.c. '83	----	83⅛	----	----	----	----
" 4 M. 7 p.c. '80	72	72½	74	76	----	----
" 5 M. 7 p.c. '83	----	----	----	----	70	----
" conv. 7 p.c. '62	----	----	----	----	----	----
" " 7 p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	96	----	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
Miscellaneous:—						
Del. and Hud. Canal.	82½	82	----	84	84	----
Penn'a Coal Co.	----	----	----	----	----	----
Pacific Mail S. S. Co.	88⅛	88	89	95½	95	----

The following are the closing prices in the London Market on the 14th December:

United States 5s, 1874	69	to	71
Virginia 6s	42	"	44
Erie shares, ex assessment scrip	24½	"	25⅛
Erie shares, 7 per cent. preference	43	"	45
Erie shares, assessment scrip	1⅛	"	1⅜
Illinois Central 6s, 1875 x. c.	70	"	74
Illinois Central 7s, 1875	74	"	76
Illinois Central $100 shares, $80 paid, dis.	49⅛	"	48⅛
Illinois Central, all paid	49	"	51
Michigan Central 8s, Convertible, 1869	75	"	80
Michigan Central Sinking Fund 8s, 1862 x. c.	75	"	80
Michigan South. and North. Indiana 7s, 1885.	--	"	--
New York Central 6s, 1883	72	"	76
New York Central 7s, 1864	85	"	90
New York Central 7s, 1876	85	"	90
New York Central 7s, 1876	85	"	90
New York Central $100 shares	64	"	66
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 x. c.	88	"	90
New York and Erie, 3d mort., '83, assented "	78	"	80
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	90	"	95
Panama, 2d mortgage 7s, 1872 x. c.	94	"	96
Pennsylvania Central 6s	78	"	82
Pennsylvania Central 2d mortgage	76	"	78
Pennsylvania Central $50 Shares	27	"	29
Philadelphia and Reading $50 shares	14	"	18

American Railroad Journal.

Saturday, January 4, 1862.

Share and Money Market.

Since our last issue the event of chief importance has been the suspension of specie payment by the Banks. This was caused not by any want of specie in the country, which on the first day of January, 1862, exceeded by $100,000,000 the amount held by our people a year ago; nor by any lack of capital, as the country was really never richer, but from a disturbance in the domestic exchanges in the country. The Banks of the leading cities furnished the expenses of the war, which were drawn in specie and expended in distant parts of the country. For a time the balances in favor of the cities almost immediately returned the specie again, but after the payment of $100,000,000, the return current ceased, leaving no alternative for the Banks but to suspend the contract with the government. The effect of such suspension upon business transactions, and upon the stock market was most favorable, though it leaves the government for the present without means. These must be supplied by some new system of finance, based on taxation. Money is easy at the lowest rates that have prevailed for some time past. Exchange is high without causing any considerable export of specie. There is but little demand for exchange by the trade, and the high rates quoted have grown out of the disturbance caused by suspension. The traffic of railroads continues large and is likely to remain so during the winter. The Share Market is very active with a great advance in prices.

Messrs. Duncan Sherman & Co. will pay the following coupons due January 1, 1862: Chicago City, Chicago City Water Loan, Buffalo City, Albany City, Utica City, Buffalo and State Line Railroad, Detroit and Pontiac Railroad, Atlantic and Great Western Railway—guarantied by the Bank of London, Detroit and Milwaukee Railroad. Also, interest on New York State Stock, 5½ per cent. Loan to Tonawanda Railroad, 6 per cent. Loan to Schenectady and Troy Railroad.

The Terre Haute and Richmond Railroad Company has declared a semi-annual dividend of 5 per cent., payable to the Eastern stockholders at the office of the Farmers' Trust Company, in this city.

The interest coupons of the third mortgage bonds, bonds of 1872, and Sinking Fund bonds of the New York and Harlem Railroad Company will be paid on and after Jan. 1, at the Treasurer's office.

Pursuant to the order of the Court of Chancery of the State of Vermont, a dividend of 3½ per cent. on the principal of the first mortgage bonds upon the Western Vermont Railroad, will be paid at the Mechanics' Bank in New York, on and after the 1st day of January, 1862, to the order of such persons as shall have proved their bonds.

The interest on Yuba County, Cal., bonds due January 1st, will be paid upon presentation of coupons at the American Exchange Bank, New York.

The coupons due 1st January, on $100,000 first mortgage bonds of the Sacramento Valley Railroad Company, will be paid at the office of Schuchardt & Gebhard.

The New York, Providence and Boston Railroad Company have declared a dividend of 2½ per cent. payable on and after January 2, at the the office of M. Morgan & Son, No. 38 William st.

The coupons of the Housatonic Railroad Company due Jan. 1, will be paid by Messrs. Ketchum, Son & Co., of New York, or by the Treasurer at Bridgeport. The bonds of the Company, maturing on that day, of which there are $50,000, may be exchanged for other bonds of the company, retaining the same perfect security, and the same rate of interest, or they will be promptly paid in cash at either of these places named, at the option of the holders.

The interest coupons due Jan. 1, 1862, on Minnesota 8 per cent. State loan, will be paid at the office of H. W. Palmer, No. 24 Pine st.

The coupons on the 1st mortgage bonds of the Joliet and Chicago Railroad Company, due Jan. 1, will be paid on presentation at the office of Messrs. M. K. Jesup & Co., No. 44 Exchange Place, on and after Jan. 2.

The interest due on Michigan State bonds 1st January, will be paid at the Metropolitan Bank.

The City of Marysville, Cal., coupons due on the 1st of January, will be paid at the Bank of the State of New York.

Wm. T. Coleman & Co. will pay the interest coupons of the City of San Francisco, including the Fire, Civil, and School bonds, on and after Jan. 2.

The coupons of the Evansville and Illinois Central Railroad Company, due January 1st, will be paid at the office of the Farmers' Loan and Trust Company, N. Y.

The coupons of the Pickaway County, Ohio, bonds, due January 1st, will be paid at the Park Bank.

The coupons of the Jackson County, Ohio, bonds, due Jan. 1, will be paid at the Ocean Bank after that date.

The coupons on second mortgage bonds of the Chicago, Iowa and Nebraska Railroad, due Jan. 1, will be paid at Webster Bank or at the office of the Treasurer, 114 State st., Boston.

The Worcester and Nashua Railroad Company have declared a dividend of $2 per share payable Jan. 1.

The coupons due Jan. 1, on the mortgage of the Long Island Railroad Company, will be paid a the Bank of the State of New York.

The Taunton Branch Railroad Company have declared a dividend of 3 per cent. payable Jan. 1.

The interest coupons of the City of Zanesville, Ohio, will be paid as usual at the Nassau Bank.

The Commissioners of the Sinking Fund of the State of Ohio will pay the interest on the foreign debt of Ohio, at their office in this city, No. 25 William street.

The coupons of the Evansville and Crawfordsville Railroad Company, due Jan. 1, will be paid on the 2nd of that month, at the office of the Farmer's Loan and Frust Company in this city.

Messrs. Winslow, Lanier & Co., will pay interest due Jan. 1, 1862, on the following securities: Indiana State Bank Bonds, issue of $1,390,000, 5 per cent.; Ross County, Ohio, 7 per cent.; City of Chillicothe, Ohio, 7 per cent.; City of Marietta, Ohio, 7 per cent.; Washington County, Ohio, 7 per cent.; Town of Harmar, Ohio, 7 per cent.; Indiana Central Railroad Company's first and second mortgage bonds; Indianapolis and Bellefontaine Railroad Company's 7 per cent. first mortgage bonds. The State of Indiana has placed money in the hands of Winslow, Lanier & Co., to pay the January interest on her 2½ and 5 per cent. stocks, on the checks of the agent of State, at No. 36 Wall st.

The Paterson and Ramapo Railroad Company has declared a dividend of 3½ per cent., the Paterson and Hudson Railroad Company one of 4 per cent., both payable at the office of the Rogers Locomotive and Machine Works, on the 4th instant.

Railroad Earnings--Weekly.

The traffic of the Great Western Railway of Canada for the week ending Dec. 27, 1861, was as follows:

Passenger	$14,011 60
Freight and live stock	35,409 15
Mails and sundries	1,308 71
Total	$50,729 46
Corresponding week of last year	34,647 01
Increase	$16,082 44

The receipts of the Grand Trunk Railway of Canada for the week ending Dec. 21, were $102,913 24
Corresponding week, 1860 62,197 15
Increase in 1861 $40,716 09
Total traffic from July 1st, 1861 $1,884,337 90
Corresponding period previous year. 1,725,375 16
Increase $158,962 74

The earnings of the Michigan Central Railroad, for the 3d week in Dec., 1861, were $44,924 90
Do. 1860 25,622 81
Increase $19,302 03

The Cleveland and Toledo Railroad earned the 3d week in December, 1861 $23,119
Do., 1860 19,402
Increase $3,717

The earnings of the St. Louis, Alton and Chicago Railroad for the 3d week in Dec., were:

	1861.	1860.
Passengers	$6,312 75	$6,133 55
Freight	12,562 64	8,811 24
Sundries	855 73	855 83
Total	$19,731 12	$15,800 62
Total this month to date	$54,972 79	$49,704 17
Total since Jan., 1st	978,098 98	923,862 42

The earnings of the Toledo, Wabash and Western Railroad the 3d week in December, 1861, were $21,473 94
Do. 1860 11,909 61
Increase $9,564 33

The earnings of the Galena and Chicago Railroad the 3d week in Dec., 1861, were:

	1860.	1861.
Freight	$11,907 00	$34,208 30
Passengers	5,693 67	5,823 31
Mails, etc.	1,000 00	1,000 00
Total	$18,600 67	$41,026 61

Railroads of the United States, Jan. 1, 1862.*†

A tabular statement showing the length and cost of each work at the end of the financial year closing nearest to the 1st January, 1862.

Names of Companies.	Mileage. Total.	Mileage. Comple'ed.	Cost of road and equipment.
1. Maine.			
Androscoggin	36.50	36.50	$757,381
Androsc. & Kenneb.	55.00	55.00	2,210,947
Atlantic & St. Lawr. (54 m. in N. H. and 16.20 m. in Vt.)	149.00	149.00	7,217,357
Bang., Oldt'n & Milf.	12.50	12.50	594,726
Calais and Baring	6.00	6.00	226,160
European & N. Amer.	90.72	.....	.....
Gr. Falls & S. Berwick	6.00	6.00	166,160
Kennebec & Portland	50.00	50.00	2,871,269
Yarm'th Extension	13.00	13.00	
Bath Branch	9.50	9.90	
Lewy's Island	16.50	16.50	315,397
Machiasport	7.50	7.50	110,000
Penobscot	33.00	14.00	328,412
Penobsc. & Kennebec	54.70	54.70	1,717,492
Portl'd & Oxf. Centr.	28.50	21.50	430,000
Portl., Saco & Portsm.	51.30	51.30	1,500,000
Somerset & Kennebec	37.00	37.00	783,763
York & Cumberland	52.00	18.50	1,090,317
Total attrib'd to Me.	708.72	558.50	$20,319,381
Deduct parts of roads in other States	70.20	70.20	3,487,536
	638.52	488.30	$16,831,845
Add parts of roads attrib'd to other St's,	1.26	1.26	69,812
Actual total in Me.	639.78	489.56	$16,901,657
2. New Hampshire.			
Ashuelot	23.76	23.76	$506,000
Bost., Conc. & M'ntr'l	93.54	93.54	2,863,584
Cheshire (10.50 m. in Mass.)	53.64	53.64	3,075,964
Cocheco	28.12	28.12	847,007
Concord	34.53	34.53	1,500,000
Concord & Portsm'th	47.00	47.00	1,108,850
Contoocook River	14.64	14.64	257,069
Eastern of N. H.	16.55	16.55	525,205
Great Falls & Conway	46.50	20.09	403,565
Manchest. & Lawr'ce	26.47	26.47	1,000,000
Merrimac & C't Riv'rs	52.68	52.68	1,109,860
Northern	69.16	69.16	3,068,400
Bristol Branch	12.41	12.41	
Peterboro' & Shirley	9.36	9.36	245,643
Sullivan	25.26	25.26	1,250,000
White Mountains	20.78	20.78	371,037
Wilton	15.43	15.43	226,976
Total attrib'd to N.H.	589.83	563.42	$18,359,172
Deduct parts of road in other States	10.50	10.50	602,007
	579.33	552.92	$17,757,165
Add parts of roads attrib'd to other St's,	104.96	104.96	4,919,069
Actual total in N. H.	684.29	657.88	$22,676,234
3. Vermont.			
Connect. & Pass. Riv.	110.30	90.70	$1,707,554
Rutland & Burling'n.	119.54	119.54	4,607,451
Rutland and Wash'n (11.18 m. in N. Y.)	44.73	44.73	1,771,683
Rutland & Whitehall	6.88	6.88	255,700
Hydeville Branch	1.51	1.51	
Southern Vermont	8.00	8.00	200,000
Vermont and Canada	47.00	47.00	1,350,695
Vermont Central	119.00	119.00	8,402,055
Montpelier Branch	1.00	1.00	
Vermont Valley	23.69	23.69	1,301,886
Western Vermont	54.00	54.00	1,083,500
Bennington Branch	5.50	5.50	
Total attrib'd to Vt.	541.15	521.15	$20,680,524
Deduct parts of roads in other States	11.18	11.18	442,921
	529.97	509.97	$20,237,603
Add parts of roads attrib'd to other St's,	28.70	28.70	1,440,325
Add Gr'd Trunk, Can.	17.00	17.00	908,777
Actual total in Vt.	575.67	555.67	$22,586,705
4. Massachusetts.			
Agricultural Branch.	28.36	15.03	$360,017
Amherst, Belchert'n and Palmer	19.50	19.50	295,337
Berkshire	21.14	21.14	600,560
Boston and Lowell	26.76	26.76	2,428,593
Woburn Branch	1.86	1.86	
Boston and Maine (41.43 m. in N. H.)	74.26	74.26	4,271,417
Medford Branch	2.23	2.23	
Methuen Branch	3.61	3.61	
Great Falls Branch	2.95	2.95	
Boston & Providence (2 m. in R. I.)	43.50	43.50	3,160,000
Dedham Branch	2.97	2.97	
Seakonk Branch	1.00	1.00	
Boston and Worcester	44.63	44.63	4,738,442
Brookline Branch.	1.55	1.55	
Newt. Low'r F. Br.	1.25	1.25	
Saxonville Branch.	3.87	3.87	
Milford Branch	11.97	11.97	
Framingham Br.	2.06	2.06	
Milbury Branch	3.07	3.07	
Cape Cod	46.10	46.10	1,031,625
Wareham Branch	1.04	1.04	
Connecticut River	50.00	50.00	1,801,944
Chicopee Branch	2.35	2.35	
Danvers	9.20	9.20	233,124
Dorchest. & Milton B.	3.26	3.26	136,789
Eastern	44.10	44.10	4,450,417
Marblehead Branch	3.50	3.50	
Gloucester Branch.	13.50	13.50	
Salisbury Branch	3.41	3.41	
Saugus Branch	10.10	10.10	
Easton Branch	3.78	3.78	55,894
Essex	19.86	19.86	747 008
Harbor Branch	1.32	1.32	
Fairhaven Branch	15.15	15.15	400,055
Fitchburg	50.93	50.93	3,540,000
Watertown Branch	7.85	7.85	
Lancast. & Sterl. B.	9.00	9.00	
Fitchb'g & Worcester	13.99	13.99	333,884
Grand Junction	9.00	9.00	1,946,942
Hampsh. & Hampden	24.96	24.96	577,583
Horn Pond Branch	0.66	0.66	13,075
Lexingt. & W. Camb.	6.63	6.63	251,258
Lowell and Lawrence	12.35	12.35	363,158
Marlboro' Branch	3.90	3.90	157,500
Medway Branch	3.60	3.60	37,909

* In the table above given the several roads are attributed to the States in which the companies owning them are domiciled. The actual mileage in each State is attained, first, by deducting the parts of road located in adjoining States, and then, by adding the mileage attributed to such adjoining States, but actually within the State to which transferred. Where a road is in two or more States, the fact is so stated. The cost of the transferred sections is deduced from the cost per mile of the whole road.

† Exclusive of City Passenger (Horse) Railroads.

Middleboro' & T'nton	8.55	8.55	156,267
Midland	12.62	12.62	
Norfolk County	25.96	25.96	3,666,050
Southbr. & Blackstone (8 m. in Ct.)	22.76	22.76	
Nashua and Lowell (6.22 m. in N. H.).	14.58	14.58	654,603
N. Bedford & Taunt.	20.13	20.13	549,072
Harbor Branch	1.46	1.46	
Newburyport	14.58	14.58	596,208
Danvers & G'rget'n	12.39	12.39	
New York & Boston.	32.00	8.60	370,965
Old Colony & Fall R.	37.26	37.26	
Fall River Division	42.24	42.24	3,362,949
Bridgewater Br.	7.76	7.76	
Peterboro' & Shirley	14.10	14.10	265,327
Pittsfield & N. Adams	18.65	18.65	443,678
Provid., Warr. & Brist. (9 m. in R. I.)	13.60	13.60	448,167
Provid. & Worcester (18 m. in R. I.)	43.41	43.41	1,697,038
Rockport	4.01	4.01	83,718
Salem and Lowell.	16.88	16.88	449,530
South Reading Br.	8.15	8.15	299,468
South Shore	11.50	11.50	501,593
Stockbridge & Pittsf.	21.93	21.93	448,700
Stony Brook	13.16	13.16	267,383
Stoughton Branch	4.04	4.04	99,653
Taunton Branch	11.20	11.20	313,156
Taunton River Br.	0.58	0.58	
Troy and Greenfield (and Tunnel)	42.55	7.00	1,040,238
Vermont and Mass. (10.50 in Vt.)	69.00	69.00	3,268,415
Greenfield Branch.	8.00	8.00	
Western	117.81	117.81	8,443,881
West Stockbridge	2.75	2.75	39,600
Worcester & Nashua (6.57 m. in N. H.).	45.67	45.67	1,328,898
Total attr'd to Mass.	1,385.36	1,313.08	$60,720,888
Deduct parts of r'ds in other States	101.72	101.72	4,603,377
	1,283.64	1,211.36	$56,117,511
Add parts of r'ds attrib'd to other St's	46.37	46.37	1,973,956
Act'l total in Mass.	1,330.01	1,257.73	$58,091,467

5. Rhode Island.

N.Y., Provid. & Bost. (1 m. in Ct.)	50.00	50.00	$2,158,000
New York and Boston	32.50	.....	153,312
Total attrib'd to R. I.	82.50	50.00	$2,311,312
Deduct part of road in Connecticut	1.00	1.00	36,418
	81.50	49.00	$2,274,894
Add parts of roads in other States	55.32	55.32	2,200,594
Actual total in R. I.	136.82	104.32	$4,475,488

6. Connecticut.

Danbury and Norwalk	23.81	23.81	$386,715
Hartford & N. Haven (5.87 in Mass.)	61.38	61.38	3,461,396
Middletown Br.	9.76	9.76	
Hartford Branch	0.87	0.87	
Hartf., Prov. & Fishk. (26.32 m. in R. I.).	197.50	122.36	4,205,966
Housatonic	74.00	74.00	2,439,775
Naugatuck	57.00	57.00	1,578,301
N. Hav., N. Lon. & Ston.	50.00	50.00	1,454,040
Stoningt. Extens'n.	11.00	11.00	397,837
N. Hav. & Northampt.	46.00	46.00	
Farmingt. Val. Line	4.66	4.66	1,400,000
Collinsville Branch	8.00	8.00	
Tariffville Branch.	1.00	1.00	
N. London Northern (9 m. in Mass.)	66.00	66.00	1,566,695
New York & Boston Air Line	80.00	20.00	657,701
N. York and N. Haven (14.14 m. in N.Y.).	61.25	61.25	5,315,871
Branch at N. Haven	1.00	1.00	
Norwich & Worcester (21 m. in Mass.)	66.00	66.00	2,701,154
Total attributed to Ct.	819.23	684.09	$25,565,451
Deduct parts of roads in other States	76.33	76.33	3,441,711
	742.90	607.76	$22,223,740
Add parts of roads attrib'd to other St's.	9.00	9.00	395,706
Actual total in Conn.	751.90	616.76	$22,619,446

7. New York.

Adirondac	182.00	.....	$270 000
Albany & Susqueh'a.	140.00	.....	548,221
Albany & Vermont	32.95	32.95	1,693,540
Albany & W. Stockbr	38.25	38.25	2,389,559
Atlantic & G. Western	48.00	48.00	1,600,000
Avon, Geneseo and Mt. Morris	15.53	15.53	200,000
Black River & Utica.	108.50	34.94	1,237,714
Trenton Falls Br'h.	2.59	2.59	
Blossburg & Corning	14.81	14 81	496,661
Buffalo & N. Y. City.	60.00	60 00	2,901 868
Buffalo, N.Y. & Erie.	142 00	142 00	3,163,766
Buffalo and State Line	68.34	68.34	2,788,284
Cayuga & Susqueh'a.	34 61	34.61	719,050
Chemung	17.36	17.36	400,000
Elmira Jeff. & Canand.	46.84	46.84	500 000
Erie and N.Y. City	30.00	.....	35,630
Hudson and Boston	17.33	17.33	175,000
Hudson River	143.72	143.72	11,800,445
Hicksville & Cold Sp.	6.25	4.00	45,263
L. Onta'o, Aub. & N.Y.	73.84	.....	74,854
Lebanon Springs	22.50	.....	324,548
Long Island	94.00	94.00	2,566,278
Hemptstead Br'nch	2.50	2.50	
N. Y. Central—main Line	297.75	297.75	
Troy & Schen'dy.	21.00	21.00	
Syrac. & Rochester.	104.00	104.00	
Batavia & Attica.	11.00	11.00	31,106,094
Roch'r & Niagara.	74.75	74.75	
Tonawanda	12.25	12.25	
Buff. & Lewistown.	28.25	28.25	
Roch'r & Charlotte	6.88	6.88	
N. Y. & Flushing	7.80	7.80	289,168
New York and Erie.	446.00	446.00	35,320,207
Newburg Branch.	19.00	19.00	
New York & Harlem.	130.75	130 75	8,022,786
Port Morris Bran'h	2.12	2.12	
Nia. Bridge & Canand.	98.57	98 57	1,000,000
Tonawanda Br'h.	1.64	1.64	
Nia. F. and L. Onta'o.	13.15	13.15	393,729
Ogdensb'g (North'n).	118.00	118.00	4,809,856
Champlain Branch.	1.50	1.50	
Oswego and Syracuse	35.91	35.91	791,002
Plattsburg & Mont'l.	23.17	23.17	349,775
Potsdam & Watert'n.	75.36	75.36	1,600,026
Rensselaer & Sarat'o.	25.26	25.26	912,172
Roch'r & Genes Val.	18.45	18.45	654,021
Sack. H., Rome & N.Y.	18.50	18.50	71,518
Saratoga & Schen'dy.	21.50	21.50	480,684
Saratoga & Whitehall.	40.86	40.86	901,684
Rutland Branch	6.66	6.66	
Staten Island	13.20	13.20	287,832
Syra. Bingham. & N.Y.	80.94	80.94	2,854,212
Troy and Bennington.	5.38	5.38	235,924
Troy and Boston	34.91	34.91	1,534,763
Troy and Greenbush.	6.00	6.00	294,908
Troy and Rutland	17.27	17.27	349,939
Troy Union & Depot.	2.14	2.14	752,601
Union (Ramapo)	0.25	0.25	50,000
Warwick Valley	10.00	.....	84,295
Watertown & Rome.	96.76	96.76	2,275,944
Total attr'd to N. Y.	3,268.85	2,734.70	$129,353,821
Add parts of road attr'd to other St's	33.32	33.32	1,788,921
Actual total in N.Y.	3,302.17	2,768.02	$131,142,742

8. New Jersey.

Belvidere Delaware	64.21	64.21	$3,128,257
Burlingt. & Mt. Holly.	7.12	7.12	120,000
Camden and Amboy.	61.28	61.28	5,840,805
Trenton Branch	6.00	6.00	
N. Brunswick Line.	25.09	25.09	
Camden and Atlantic.	60.23	60.23	1,829,473
Central of N. Jersey.	63.80	63.80	5,466,868
Extra Track	48.00	48.00	
Flemington	12.00	12.00	281,564
Freehold & Jamesb'g	17.00	11.50	221,877
Long Dock & Tunnel.	2.88	2.88	2,500,000
Millst'e & N. Br'nsw.	6.62	6.62	111,114
Millville & Glassboro'	22.30	22.30	186,000
Morris and Essex	92.00	53.52	1,626,987
New Jersey	33.80	33.80	3,983,259
Newark & Bloomfield	14.00	6.00	105,206
Northern	21.27	21.27	365,344
Paterson and Hudson	14.50	14.50	630 000
Paterson & Ramapo.	15.12	15.12	350,000
Raritan & Del. Bay.	125.00	38.00	1,200,009
Long Branch Br.	4.00	4.00	
Sussex	12.00	12.00	390,103
Warren	21.04	21.04	1,740,718
West Jersey	60.00	22.00	450,000
Actual total in N. J.	809.26	632.28	$30,530,585

9. Pennsylvania.

Alleghany Valley.	176.41	45.00	$1,765,300
Atlantic & Gt. West.	88 00	32.00	800 000
Barclay Coal	16.50	16.50	261,609
Bedford	19 75	12.00	350,000
Bald Eagle Valley	52.00	7.00	411,000
Beaver Meadow	20.47	20.47	1,226,792
Branches	31.76	31.76	
Bellefonte & Snow-Sh	18.33	18.33	366,600
Broad Mt. & Mahc'y.	12.00	.....	500,000
Catasauqua	13.00	13.00	150,000
Catawissa	64.00	64.00	3,403,500
Chartiers Valley	26.00	.....	200,000
Chester Valley	21.50	21.50	1,371,900
Chesnut Hill	4.16	4.16	421,400
Cumberland Valley.	52.00	52.00	1,191,111
D., Lack'na & West'n	110.70	110.70	9,145,951
Keyser Valley Br.	2.80	2.80	
Del. & Hudson Canal Company's R. R.	26.50	26.50	1,792,829
Branches	1.00	1.00	
Mine Roads	32.00	32.00	
Eagleton	.....	.....	.....
East Brandywine	17.50	17.50	350,000
East Pennsylvania	35.40	35.40	1,098,602
Temple Branch	1.12	1.12	
Ebensburg & Cresson	.....	.....	.....
Erie and Northeast	18.50	18.50	700,000
Erie and Pittsburg	80.34	40.25	680,000
Fayette County	12.69	12.69	130,000
Fr'klin (6.50 m. in Md.	22.50	22.50	525,000
Gettysburg	17.12	17.12	274,481
Hanover	12.20	12.20	202,095
Harrisburg & Lancas.	36.00	36.00	1,882,545
Columbia Branch.	18.00	18.00	
Hazleton and Lehigh.	14.50	14.50	400,000
Hempf. (9 m. in Va.).	76.30	32.00	1,388,168
Huntingd. & Bro'd Top	31.25	31.25	1,354,930
Branches (three)	11.25	11.25	
Lackawanna	9.00	9.00	180,000
Lackaw'a & Bloomsb.	80.00	80.00	2,500,000
Lehigh Luzerne	20.00	9.00	253,466
Eckley Branch	1.50	1.50	
Lehigh & Susqueh'a.	19.71	19.71	1,380,000
Lehigh Valley	45.50	45.50	3,787,538
Little Schuylkill	28.00	28.00	3,299,600
Wabash Branch	3.50	3.50	
Greenwood Branch.	2.00	2.00	
Littlestown	7.25	7.25	76,000
Lorberry Creek	5.13	5.13	102,600
Lykens Valley	15.50	15.50	429,000
South Mountain Br.	2.00	2.00	
Lykens V'y C'l Br.	2.20	2.20	
M'Cauley's Mountain.	6.00	6.00	200,000
M. Ch'k & Sun't Hill.	6.25	6.25	1,380,000
Branches	20.00	20.00	
Mill Cr'k & Mine Hill.	4.09	4.09	310,850
Branches & Ext'ns.	8.43	8.43	
Mine Hill & S. Haven.	24.50	24.50	2,861,066
Branches & Ext'ns.	47.78	47.78	
Mount Carbon	1.26	1.26	204,500
Northwest Branch.	2.50	2.50	
Northeast Branch.	2.50	2.50	
North Lebanon	7.52	7.52	309,195
Branches	0.68	0.68	
North Pennsylvania	55.26	55.26	5,855,819
Doylestown Branch	10 08	10 08	
Shimersville Br.	1.81	1.81	

Pennsylvania	331.14	331.14	
Hollidaysburg Br.	9.08	9.08	26,646,447
Indiana Branch	18.99	18.99	
Pennsylvania Coal	47.00	47.00	1,998,919
Phila. & Balt. Cent'l.	36.50	36.50	874,690
Philadelphia & Erie	289.00	148.00	8,328,016
P., Norrist'n & Germ'n	17.06	17.06	1,672,387
Phila. and Reading	95.00	95.00	
Lebanon Valley L.	54.00	54.00	21,511,048
City Branch	5.00	5.00	
Philadel. and Trenton	28.00	28.00	1,000,000
Phila., Wilm. & Balt. (56 m. in Md. and 23 m. in Del.)	98.00	98.00	
Port Deposit Br'ch (all in Md.)	6.00	6.00	7,800,000
Pittsb. and Connellsv.	147.00	59.00	2,860,806
Pittsb., Newcastle & Cleveland	13.00	.....	130,000
Pittsb., Ft. W. & Chic. (416 m. in O., Ind. and Ills.)	465.00	465.00	17,479,905
Pittsb. and Steubenv. (7 m. in Va.)	42.00	31.00	1,947,462
Quakake	14.09	14.09	668,933
Schuylkill and Susq'a	54.00	54.00	1,258,700
Schuylkill Valley	9.23	9.23	
Branches	15.22	15.22	573,616
Shamok. V. & Pottsv.	28.03	28.03	
Lancaster Col'y Br.	1.12	1.12	1,337,375
Strasburg	4.25	4.25	100,090
Swatara	6.00	6.00	41,780
Tioga	39.61	29.61	789,281
Treverton	14.50	14.50	792,000
Tyrone and Clearfield	36.00	13.00	400,000
Union Can'l Co.'s RR. Branches	5.75	5.75	57,500
Westchester	9.00	9.00	
Branch	1.25	1.25	106,888
Westchester & Phila.	26.38	26.38	1,485,315
Will'port & Elmira	78.00	78.00	4,050,314
Wrightsville, York & Gettysburg	13.00	13.00	400,046
Sundry Coal R.R. not otherw'e ac'ted for.	300.00	300.00	3,000,000
Total attrib'd to Pa.	3,981.70	8,301.45	$161,785,970
Deduct parts of road in other States	525.50	525.50	21,689,226
	3,456.20	2.775.95	$140,096,744
Add parts of road attr'd to other St's.	142.45	142.45	7,652,156
Actual total in Pa.	3,598.65	2,918.40	$147,748,900

10. Delaware.

Delaware	84.00	84.00	$1,547,825
Junction & Breakw'r.	29.00	8.50	77,040
Newcastle & Fr'cht'n.	16.19	16.19	744,520
Newcastle & Wilm.	5.00	5.00	150,000
Total attrib'd to Del.	134.00	113.69	$2,519,385
Add parts of road attrib'd to other St's.	23.00	23.00	1,827,972
Actual total in Del.	157.00	136.69	$4,347,357

11. Maryland.

Annapolis & Elkridge.	20.50	20.50	$442,000
Baltimore and Ohio (241 m. in Va.)	379.60	379.60	
Branches	7.20	7.20	24,918,773
Washington Line	30.00	30.00	1,650,000
Cumberland C. & I.	10.40	10.40	
Branches	3.60	3.60	560,000
Cumberland and Pa	25.00	25.00	
Branches	2.50	2.50	1,254,992
Eastern Shore	31.50	6.50	125,000
George's Creek	21.00	21.00	600,000
Northern Central (102 m. in Penna.)	138.00	138.00	
Tide Water Br'ch.	4.00	4.00	8,409,505
Western Maryland	80.00	22.00	300,000
Sundry Coal roads not otherw'e ac'ted for.	50.00	50.00	1,000,000
Total attrib'd to Md.	803.30	720.30	$39,260,270
Deduct parts of road in other States	343.00	343.00	21,425,029
	460.30	377.30	$17,835,241
Add parts of road attrib'd to other St's.	68.50	68.50	4,577,712
Actual total in Md.	528.80	445.80	$22,414,953

12. Virginia.

Alex., Loud. & Hamp.	160.00	41.51	$1,533,038
Alexandria & Wash.	6.00	6.00	120,000
Blue Ridge (State r'd)	16.81	16.81	1,604,761
Clover Hill	18.50	18.50	185,000
Covington and Ohio.	224.00	.....	1,905,644
Fredericks. & Gord.	45.00	.....	221,572
Manassas Gap	139.30	77.77	
Port Royal Br.	1.00	1.00	
Gainesville Branch	7.96	7.96	3,153,228
Harper's Ferry Br.	44.12	.....	.....
Norfolk & Petersb'g.	80.00	80.00	1,973,983
North West. Virginia.	103.50	103.50	5,683,753
Orange & Alexand'a.	88.30	88.30	
Warrenton Branch.	8.90	8.90	3,335,990
Lynchburg Ext'n.	59.50	59.50	2,919,925
Pe'sb.(8.22m.in N.C.)	62.00	62.00	
Gaston Br. (8.97m. in N. C.)	18.00	18.00	1,259,854
Richmond & Danv'e.	140.50	140.50	
Midlothian Branch.	1.14	1.14	3,659,668
Manchester Branch	1.55	1.55	
Rich., Fred. & Potom.	75.00	75.00	
Springfield Branch	3.50	3.50	1,985,579
Rich. and Petersburg	22.14	22.14	
Port Walthall Br.	2.75	2.75	1,222,523
Rich. and York River	38.30	23.66	725,394
Roanoke Val. (13.88 miles in N. C.)	22.00	22.00	476,612
Seaboard & Roanoke 16.77 m. in N. C.).	80.00	80.00	1,469,246
South Side	123.00	123.00	
City Point Branch.	9.00	9.00	4,239,537
Virginia Central	189.19	189.19	5,493,950
Virginia & Kentucky.	130.00	.....	105,601
Virginia & Tennessee.	204.24	204.24	
Salt Works Branch	9.42	9.42	
Other Branches	1.20	1.20	7,430,835
Winchester & Potom.	32.00	32.00	575,880
Total attr'd to Va.	2,167.82	1.520.04	$51,280,623
Deduct parts of r'ds in other States	47.84	47.84	883,219
	2,119.98	1,472.20	$50,397,404
Add parts of r'ds attrib'd to other St's	257.00	257.00	16,361,749
Actual total in Va.	2.376.98	1,729.20	$66,759,153

13. North Carolina.

Atla. and N. Carolina.	94.92	94.92	$2.157,503
North Carolina	223.00	223.00	4,235,072
Raleigh and Gaston	97.00	97.00	1,240,241
Western	41.50	41.50	830,000
Western N. Carolina.	273.12	81.00	
Newton Branch	3.00	3.00	1,740,000
Wil.Char.& Rutherf'n.	262.00	110.00	2,200,000
Wilm.and Manchester (99 m. in S. C.)	161.50	161.50	2.869,223
Wilmington & Weld'n.	161.50	161.50	3,076,588
Tarboro' Branch	15.00	15.00	120,000
Total attr'd to N.C.	1,832.54	988.42	$18,468,627
Deduct part of road in S. C.	99.00	99.00	1,758,834
	1,233.54	889.42	$16,709,793
Add parts of r'ds attrib'd to other St's	53.88	53.88	971,502
Actual total in N.C.	1,287.42	943.30	$17,687,295

14. South Carolina.

Blue Ridge	53.50	31.50	
Branch	1.50	1.50	2,989,165
Charlest. & Savannah (15 m. in Ga.)	103.32	103.32	2,319,784
Charlotte and S. Car. (6.04 m. in N. C.)	109.60	109.60	1,719,045
Cheraw and Darl'gton	40.30	43.30	612,000
Cheraw & Coal Fields	57.00	.....	.....
Greenv. & Columbia.	143.25	143.25	
Abbeville Branch	11.50	11.50	
Anderson Branch	9.50	9.50	2,763,930
King's Mountain	22.50	22.50	225,000
Laurens	32.00	32.00	543,403
North Eastern	102.00	102.00	2,054,315
South Carolina	136.00	136.00	
Columbia Branch.	68.00	68.00	
Camden Branch	38.00	38.00	6,503,106
Spartanburg & Union	67.00	40.00	897,391
Total attrib'd to S.C.	937.97	888.97	$20,626,358
Deduct parts of roads in other States	21.04	21.04	394,283
	916.93	867.93	$20,232,075
Add part of road attributed to N. C.	99.00	99.00	1,758,834
Actual total in S. C.	1,015.93	966.93	$21,990,909

15. Georgia.

Atlanta and W.Point.	86.74	86.74	$1,192.389
Augusta & Savannah	53.00	53.00	1,032,298
Barnesv. & Thomast'n	16.00	16.00	200,000
Brunswick & Florida	67.20	43.50	755,919
Central of Georgia	190.72	190.72	3,700,000
Etowah	8.87	8.97	112,526
Georgia	171.00	171.00	
Athens Branch	39.00	39.00	
Warrenton Branch.	4.00	4.00	4,156,000
Washington Br.	18.00	18.00	
Macon & Brunswick.	174.00	37.50	800,000
Macon and Western.	102.00	102.00	1,501,964
Main Tr. (Atl. & G.).	163.50	109.69	2,193,817
Milledgev. & Eatont'n	22.00	22.00	275,901
Milledgev. & Gordon.	17.00	17.00	218,500
Muscogee	50.00	50.00	936,778
Rome and Kingston	20.00	20.00	250,000
Sav., Albany & Gulf.	68.13	68.13	1,386,634
South Western	106.10	106.10	
Butler Branch	22.00	22.00	
Fort Gaines Branch	78.80	78.80	3,770,425
Western and Atlantic (13 m. in Tenn.)	138.00	138.00	5,901,497
Total attrib'd to Ga.	1,616.16	1,402.15	$28,379,698
Deduct part of road in Tenn.	13.00	13.00	555,932
	1,603.16	1,389.15	$27,823,716
Add parts of r'ds attrib'd to other St's	30.00	30.00	719,879
Actual total in Ga.	1,633.16	1,419.15	$28,543,595

16. Florida.

Florida	154.20	154.20	$3,084,000
Florida and Alabama	45.10	45.10	1,133,000
F., Atl. & Gulf Cental	59.30	59.30	1,212,000
Pensacola & Georgia.	297.00	112.00	
Monticello Branch.	3.90	3.90	2,719,000
Perdido and Junction	6.00	6.00	60,000
Tallahassee	21.00	21.00	420,000
Actual total in Flo.	586.50	401.50	$8,628,000

17. Alabama.

Alabama and Florida.	115.60	115.60	$2,981,716
Ala. and Miss. Rivers	88.30	30.30	618,965
Ala. and Tenn. Rivers.	167.40	109.80	2,446,833
Marion and Cahawba	14.00	14.00	280,000
Mobile and Girard	228.30	57.30	2,000,000
Mob. and Gr. North'n	67.30	49.16	1,094,200
Mob. & Ohio (in Ala.)	63.00	63.00	1,787,373
Montg'y and W.Point	88.50	88.50	
Opelika Branch	28.40	28.40	2,265,983
N. East and S. West.	209.50	.....	600,000
Selma and Gulf	58.80	.....	588,000
Tenn. & Ala. Central	26.10	26.10	781,500
Tennessee and Coosa.	36.50	.....	365,000
Wills' Valley	82.00	.....	410,000
Total attr'd to Ala.	1,273.70	582.16	$16,119,570
Add part of road attributed to Tenn.	161.00	161.00	3,731,497
Actual total in Ala.	1,434.70	743.16	$19,851,067

18. Mississippi.

Gr. Gulf & P. Gibson	8.00	8.00	$200,000
Missis.Central (47.40 m. in Tenn.)	236.00	236.00	5,722,314
Mississippi and Tenn. (9.78 m. in Tenn.).	99.20	99.20	2,149,319
Mob. & O. (in Miss.).	270.00	270.00	6,422,119
Columbus Branch.	14.50	14.50	
Raymond	7.00	7.00	100,000
Southern Mississippi.	143.60	143.60	4,308,000
Total attr'd to Miss.	778.30	778.30	$18,901,752
Deduct parts of roads in other States	57.18	57.18	1,175,609
	721.12	721.12	$17,726,143
Add parts of roads attrib'd to other St's.	351.00	146.00	5,371,917
Act'l total in Miss.	1,072.12	867.12	$23,098,060

19. Louisiana.

B. R., Gros T. & Op.	46.00	17.00	$327,009
Clint. & Port Hudson	22.00	22.00	750,666
Mexican Gulf	27.00	27.00	662,910
Milnb'g & L. Pont'n.	6.00	6.00	212,938
N.Orleans & Carroll'n	6.50	6.50	500,000
Branches	8.50	8.50	
N. O., Ope. & G.West.	258.00	80.00	4,459,680
Houston Branch.	161.00	.....	1,600,000
N.O., Jack. & G.Nor. (118 m. in Miss.).	411.00	206.00	6,253,175
Vi'ksb.,Shrev't & Tex.	189.00	53.75	1,662,691
West Feliciana	26.00	26.00	620,000
Total attrib'd to La.	1,161.00	452.75	$17,049,069
Deduct part of road in Mississippi	323.00	118.00	4,720,000
Actual total in La.	838.00	334.75	$12,329,069

20. Texas.

B. Bay., Braz. & Col.	160.00	32.00	$1,000,000
Eastern Texas	140.00	.....	1,000,000
Gal.,Hous'n & Hend'n.	240.00	72.00	2,600,000
Houston & N.Orleans	96.00	96.00	2,500,000
Hous'n Tap & Braz'a	80.00	60.00	1,500,000
Hous'n & Tex. Cent'l.	356.00	78.00	4,232,345
Austin City Br.	120.00	12.00	
Memp. El Paso & Pac.	225.00	.....	.....
Sabine and Rio Gra'e.	452.00	.....	100,000
S. Ant'o & Mex. Gulf.	135.00	25.00	500,000
Southern Pacific	783.00	27.50	1,000,000
Actual total in Tex.	2,687.00	402.50	$14,432,345

21. Arkansas.

Cairo and Fulton	301.00	.....	$1,000,000
Lit. Rock & Ft.Sm'h.	155.00	.....	200,000
Lit. Rock & Napole'n	99.33	.....	400,000
Memphis & Lit. Rock.	146.00	38.50	1,200,000
Actual total in Ark's.	701.33	38.50	$2,800,000

22. Missouri.

Cairo and Fulton	78.00	37.00	$1,200,000
Chariton & Rando'h.	40.00	40.00	800,000
Cameron & Kan.City.	36.00	36.00	720,000
Hann'l & St. Joseph.	206.80	206.80	12,364,139
Missouri River Val'y.	108.00	.....	.....
North Missouri.	236.75	168.80	6,966,144
Pacific of Missouri	282.00	189.70	11,219,541
South Western Br.	283.00	77.50	3,872,510
Platte County	150.40	37.00	925,000
Quincy and Palmyra.	10.50	10.50	250,000
St. Louis Levee	5.00	5.00	150,000
St. Louis & Iron Mt.	86.50	86.50	5,464,012
Potosi Branch.	3.65	3.65	67,969
Actual total in Mo.	1,626.60	898.45	$43,999,315

23. Tennessee.

Central Southern	47.58	47.58	$1,079,572
Cleve'd & Chattano'a.	30.00	30.00	867,210
East Tenn. & Georgia (15 m. in Ga.).	110.80	110.80	3,637,367
East Tenn. and Va.	130.28	130.28	2,866,297
Edgefield and Ky.	46.70	46.70	1,289,771
Knoxville and Ky	63.00	.....	630,000
Memp.& Char'n (28m. in Miss. and 157 m. in Ala.)	271.56	271.56	
Somerville Branch.	15.40	15.40	6,744,647
Flor. Br. (in Ala.).	4.00	4.00	
Memphis and Ohio.	130.60	130.60	2,612,019
Memp.Clarksv.&L'sv.	56.80	56.80	1,592,518
McMinnv. & Manch'r.	34.20	34.20	590,623
Mob. & Oh.(in Ten.).	118.50	67.00	1,957,599
Nashv. and Chattan'a.	149.75	149.75	3,632,882
Shelbyville Bra'h.	9.00	9.00	
Nashv. & North western (7½ m. in Ky.).	175.00	175.00	5,000,000
Rogersv. & Jefferson.	14.00	.....	140,000
Tenn. and Alabama	57.52	45.81	1,185,053
Winchester and Ala.	38.12	38.12	629,662
Total attr'd to Tenn.	1,512.81	1,362.60	$34,455,220
Deduct parts of road in other States	211.50	211.50	4,964,572
	1,301.31	1,151.10	$29,490,648
Add parts of road attrib'd to oth'r St's	102.18	102.18	2,799,205
Actual total in Tenn.	1,403.49	1,253.28	$32,289,853

24. Kentucky.

Breckenridge (Coal).	8.50	8.50	$312,000
Covington & Lexin'n.	80.00	80.00	4,019,995
Henderson & Nashv.	96.00	.....	1,000,000
Lexington & B.San'y.	133.00	17.00	694,024
Lexington & Danville	35.00	13.00	824,488
Lexington & Frankf'd	29.00	29.00	645,702
Louisville & Frankf'd.	65.10	65.10	1,567,894
Louisville & Nashv. (45 m. in Tenn.).	184.50	184.50	6,674,284
Memphis Branch.	31.70	31.70	848,733
Lebanon Branch.	37.60	37.60	1,007,736
Maysv. & Lexington.	89.00	18.80	575,000
Mob. & Ohio (in Ky).	44.50	20.00	608,241
N. Orleans and Ohio (Paducah Branch).	58.50	58.50	1,462,400
Port.&Louisv.(Horse)	5.00	5.00	100,000
Total attrib'd to Ky.	897.40	568.70	$20,337,461
Deduct parts of road in Tennessee	45.00	45.00	1,623,586
	852.40	523.70	$18,713,875
Add parts of road attrib'd to Tenn.	7.50	7.50	161,279
Actual total in Ky.	859.00	531.20	$18,875,154

25. Ohio.

Ashtab. & New Lis'n.	84.62	.....	$846,200
Atlantic & G. West'n.	220.00	.....	1,000,000
Bellefont'e & Ind'a.	118.23	118.23	3,088,218
Carrollton Branch.	11.50	11.50	225,000
Central Ohio	137.00	137.00	6,502,178
Cin.,Hamil'n & Day'n	60.30	60.30	3,153,188
Cin.& Indianap.Junc. (16 m. in Ind.)	99.10	42.00	1,000,000
Cin., Wilm. & Zanesv.	162.80	132.80	6,258,841
Cleve'd,Colum.& Cin.	135.41	135.41	4,772,526
Delaware Curve	5.79	5.79	
Cleve'd and Mahon'g.	85.00	67.00	2,768,320
Clev.,Painesv. & Ash. (25.50 m. in Penn.).	95.40	95.40	3,987,075
Branch at Erie	1.20	1.20	
Cleveland and Pittsb. (14.95 m. in Penn.).	101.00	101.00	
Tuscaraw's Exten.	32.00	32.00	
Hanover Branch.	1.50	1.50	9,320,288
Beaver Extension.	22.00	22.00	
Wheeling Exten'n.	47.00	47.00	
Cleve'd & Tol—N.Div.	109.20	109.20	7,187,250
" " S. Div.	79.40	79.40	
Clev'd, Zanesv. & Cin.	114.10	61.39	1,574,693
Clinton Line	55.30	.....	1,000,000
Clinton Line Exten'n.	94.30	.....	1,983,000
Columbus & Indian's.	103.00	103.00	3,090,000
Columbus and Xenia.	54.56	54.56	1,781,938
Dayton and Cincinnati (Tunnel Line)	53.20	.....	2,000,000
Dayton and Michig'n.	144.00	144.00	5,200,215
Dayton and Western.	36.30	36.30	1,104,085
Dayton,Xenia & Belp.	63.00	16.00	880,496
Eaton and Hamilton.	45.00	45.00	1,161,744
Four Mile Valley.	34.00	.....	340,000
Frem't and Indiana.	120.00	86.00	1,500,000
Greenv. and Miami	32.00	32.00	888,000
Iron	47.00	13.00	219,121
Little Miami	83.40	83.40	4,290,423
Marietta and Cin.	251.80	178.80	10,633,687
Hillsboro' Branch.	21.60	21.60	
Belpre Branch	9.00	9.00	200,000
Ohio and Mississippi (172 m. in Ind.).	192.30	192.30	18,635,687
Pitts., Col. and Cin.	117.00	117.00	4,772,951
Cadiz Branch.	8.00	8.00	
Pittsb., Maysv. & Cin.	225.00	.....	500,000
Sand'y,Dayton & Cin.	153.90	153.90	4,594,178
Findlay Branch	16.00	16.00	
Sand'y,Ma'sf.& Ne'k.	116.00	116.00	2,309,125
Huron Branch	10.00	10.00	
Scioto & Hock'gVa'y.	130.00	55.60	1,103,975
Springfield and Col.	19.50	19.50	346,589
Springfield, Mt. Vernon and Pittsburg.	112.00	49.80	2,205,000
Tiffin and Ft. Wayne.	102.70	.....	102,700
Tol'o,Wab'h & West'n. (172 m. in Ind.)	243.00	243.00	8,019,539
Total attr'd to Ohio.	4,415.41	3,008.88	$130,466,210
Deduct parts of road in other States	405.45	395.45	23,353,433
	4,009.96	2,613.43	$107,112,777
Add parts of road attr'd to other St's.	360.10	360.10	11,247,381
Actual total in Ohio.	4,370.06	2,973.53	$118,360,158

26. Michigan.

Amboy, Lansing and Traverse Bay	192.00	.....	$1,000,000
Bay de Noq't & Marq.	20.50	20.50	410,000
Chicago, Detroit and Canada Gr. Junct'n.	57.00	57.00	1,500,000
Detroit and Milw'kee.	188.00	188.00	9,118,219
Det., Monroe & Tol.	51.00	51.00	1,202,821
Flint & P. Marquette.	173.00	33.00	1,000,000
Grand Rapids & Ind.	183.00	.....	500,000
Iron Mountain.	25.00	25.00	600,000
Mich.Central (52 m.in Ind. & 13 m.in Ill.).	284.80	284.80	13,158,958
Mich.South.& North. Ind. (101 m. in Ind. and 12 m. in Ills.).	246.00	246.00	15,590,952
Constantine Br.	4.00	4.00	
Old Goshen Br. (in Ind.)	10.00	10.00	
Michigan City Br. (in Ind.)	14.00	14.00	
St. Jos. Val'y Line.	8.00	8.00	
Jackson Branch	42.00	42.00	
Gosh. Air L. (60 m. in O. and 60 m. in Ind.).	120.00	120.00	
Toledo Section (in Ohio)	3.60	3.60	
Detroit, Monroe & Tol. Junc.(in Ohio).	7.00	7.00	
Erie & Kalamazoo (12 m. in Ohio)	30.00	30.00	
P. Huron and Milw.	89.80	.....	1,000,000
Total attr'd to Mich.	1,748.70	1,143.90	$45,080,951
Deduct parts of road in other States	344.60	344.60	12,784,572
Actual tot. in Mich.	1,404.10	799.30	$32,296,379

27. Indiana.

Chic. and Cincinnati.	61.00	61.00	$1,250,000
Cincinnati and Chic.	108.00	108.00	2,080,433
Cin., Peru and Chic.	102.00	29.00	1,000,000
Evansv.&Crawfordsv.	132.00	132.00	2,800,000
Ev., Ind'pol. and Clev.	155.00	.....	155,000
Indiana Central	72.40	72.40	2,233,361
Ind. and Ill. Central	70.00	.....	700,000
Indianap. and Cin.	89.80	89.80	3,457,108
Cincinnati Exten'n (17½ m. in Ohio)	20.20	20.00	
Ind., Pittsb. and Clev.	82.87	82.77	1,902,693
Jeffersonville.	78.00	78.00	2,182,004
Joliet & Forth'n Ind. (30 m. in Ills.)	45.00	45.00	1,300,000

Knightst'n & Shelbyv.	27.00	27.00	270,000
Lafayette and Ind'lis.	64.00	64.00	1,856,287
Louisv., New Albany and Chicago	288.00	288.00	6,000,000
Madison & Indianap.	86.00	86.00	
Martinsville Br.	26.00	26.00	3,000,000
Shelbyville Branch	23.00	23.00	
Pern and Indianapolis	74.00	74.00	2,000 000
Rushv. and Shelbyv.	20.00	20.00	320,000
Shelbyville Lateral	16.00	16.00	160,000
Terre H. and Richm.	73.00	73.00	1,611,450
Union Track & Depot at Indianapolis	3.50	3.50	265,033
Total attr'd to Ind.	1,716.67	1,418.67	$34,444,369
Deduct parts of road in other States	47.50	47.50	1,021,667
	1,669.17	1,371.17	$33,422,702
Add parts of road attr'd to other St's	798.00	798.00	38,969,163
Actual total in Ind.	2,467.17	2,169.17	$72,391,865

28. Illinois.

Chic., Alton and St. L.	220.00	220.00	$11,000,000
Chic., Burl. and Qui'y.	138.00	138.00	7,468,926
Chic. and Milw'kee	45.00	45.00	1,884,344
Chic. and N. West'n (147 m. in Wis.)	213.00	213.00	10,684,922
Chic. and Rock Isl'd.	181.50	181.50	6,913,554
Elgin and State Line.	32.20	32.20	580,000
Gal'a and Chic. Uni'n.	121.00	121.00	
Fulton and Iowa L.	105.50	105.50	
Fulton Extension	1.75	1.75	
Beloit Branch	21.00	21.00	9,352,481
Elgin Branch	1.50	1.50	
St. Chas. Air Line.	10.50	10.50	
Great Western	175.00	175.00	
Meredosia Branch.	7.00	7.00	5,086,206
Illinois Central	455.75	455.75	
Chicago Branch	282.20	282.50	27,195,391
Illinois Coal	4.00	4.00	100,000
Ill. and Ind. Central.	74.50	.....	100,000
Illinois River	81.50	81.50	1,630,000
Jackso'v., Alt. & St. L.	65.00	.....	650,000
Joliet and Chicago	35.80	85.80	1,000,000
Log'p't, Peo. & B'ri'n.	171.00	171.00	5,000,000
Mound City	3.00	3.00	60,000
Northern Illinois	35.80	35.80	800,000
Ohio and Mississippi.	148.00	148.00	4,870,686
Peoria & Bureau V'y.	46.60	46.60	2,106,000
Peoria and Hannibal.	129.00	.....	1,290,000
Peoria and Oquawka.	94.00	94.00	2,500,000
Quincy and Chicago.	100.00	100.00	1,978,550
Quincy and Toledo	34.00	34.00	1,000.005
Rockford	28.00	28.00	700 000
Rock Island Bridge	1.00	1.00	250.000
Rock Island & Peoria	71.00	11.00	220,000
St. L., Alt. & R'k Is'd.	120.00	.....	1,200,000
Sterl'g and Rock Isl.	52.00	52.00	1,040.000
Sycamore and Cortl'd.	5.00	5.00	75,000
T. Haut., Alt. & St. L.	168.50	168.50	
St. Louis Branch	25.00	25.00	8,865,252
Belleville Division.	14.80	14.80	
Tonica and Petersb'g.	120.00	.....	1,200,000
Warsaw and Peoria	83.00	13.00	500,000
Total attri'd to Ills.	3,721.70	3,083.20	$117,301,317
Deduct parts of r'ds in other States	147.00	147.00	7,123,282
	3,574.70	2,936.20	$110,178,035
Add parts of r'ds attri'd to other St's.	105.00	105.00	3,412,979
Actual total in Ills.	3,679.70	3,041.20	$113,591,014

29. Wisconsin.

Beloit and Madison	58.00	17.30	$350,000
Kenosha, R'ckf. & R. I.	28.00	28.30	1,000,000
Manitowoc and Miss.	220.00	7.50	500,000
Milwaukee and Beloit	43.00	.....	435,000
Milw'kee and Chicago	40.00	40.00	1,830,073
Milw'kee and Horicon	69.80	42.00	919,757
Milw. and Minnesota.	199.89	199.89	7,400,000
Milw. and Prairie d. C.	191.90	191.90	
Janesville Branch.	8.70	8.70	7,500,000
Southern Line	33.80	33.80	
Milw. and Superior	380.00	18.00	460,000
Milw. and Western	135.00	57.00	1,500,000
Mineral Point	32.00	32.00	1,900,000
Racine & Mississippi (35 m. in Ills.)	104.00	104.00	3,802,016
St. Croix & L. Superi'r	242.00	.....	.....
Sheb'gan & F'd d. Lac	260.00	20.00	500,000
Wisconsin Central	65.00	10.00	600,000
Total attri'd to Wis.	2,111.09	810.09	$27,796,856
Deduct parts of r'ds in other States	35.00	35.00	1,279,435
	2,076.09	775.09	$26,517,411
Add parts of r'ds attri'd to other St's	147.00	147.00	7,123,282
Actual total in Wis.	2,223.09	922.09	$33,630,693

30. Iowa.

Burlington and Mo.	276.50	93.00	$2,500,000
Cedar Rapids and Mo.	240.00	25.35	600,000
Chic., Iowa and Nebr.	82.00	82.00	1,860,251
Dubuque and Pacific.	111.00	111.00	3,500,000
Tete des Morts Br.	10.00	.....	.....
Dub. and Sioux City.	230.00	.....	.....
Dub., Marion & West.	51.00	51.00	1,350,000
Iowa Central Air Line.	438.00	.....	.....
Keok'k, F. des Moines and Minnesota	139.80	92.00	3,000,000
K., Mt. Pleas. & Musc.	68.50	25.20	1,022,306
Mahaska County	12.00	12.00	250,000
Mississippi and Mo.	312.00	128.00	6,000,000
Muscatine Branch.	12.60	12.60	
Oskaloosa Line	90.40	52.00	1,040,000
Muscatine and Tipton	13.00	13.00	260,000
Actual tot. in Iowa.	2,086.80	692.15	$21,382,557

31. Minnesota.

Minn. and Cedar Rap.	112.50	.....	$ .....
Minnesota and Pacific	220.00	6.60	200,000
Pembina Line	400.00	.....	.....
Minnesota Transit	200.00	.....	.....
Minnesota Southern.	175.00	.....	.....
Root River Valley	60.00	.....	.....
Actual total in Min.	1,167.50	6.60	$2,000,000

32. Kansas.

We have no positive information regarding the railroad enterprises of this State: one is projected from Leavenworth to Fort Riley and westward and another from Elwood opposite St. Joseph, Mo., to Maryville. Of the latter about 10 miles are completed.

33. California.

California Central	43.80	43.80	$1,400,000
California Northern	186.00	.....	.....
Placerv. and Sacr. C'y	28.68	.....	.....
Sacramento Valley	22.50	22.50	1,600,000
S. Fran. & Sacr'o City	58.50	.....	500,000
Las Mariposas (Fremont's)	3.75	3.75	100,000
Actual total in Calif.	343.23	70.05	$3,600,000

34. Oregon.

Cascade Transit	3.80	3.80	$80,000

Recapitulation

Showing the actual length and cost of railroads in each State.

States, etc.	Total mileage.	Mileage open.	Cost of roads and equipment.
Maine	639.78	489.56	$16,901,657
N. Hampshire	684.29	657.88	22,676,284
Vermont	575.67	555.67	22,586,705
Massachus'tts	1,330.01	1,257.73	58,091,467
Rhode Island.	136.82	104.32	4,476,488
Connecticut	751.90	616.76	22,519,446
New York	3,302.17	2,768.02	131,142,742
New Jersey	809.26	632.28	30,630,585
Pennsylvania.	3,598.65	2,918.40	147,748,900
Ohio	4,370.06	2,973.53	118,360,158
Michigan	1,404.10	799.30	32,296,379
Indiana	2,467.17	2,169.17	72,391,865
Illinois	3,679.70	3,041.20	113,591,014
Wisconsin	2,223.09	922.09	33,630,693
Iowa	2,086.80	692.15	21,382,557
Minnesota	1,167.50	6.60	2,000,000
Kansas	1,000.00	10.00	250,000
California	343.23	70.05	3,600,000
Oregon	3.80	3.80	80,000
Tot. Free St's.	30,574.00	20,688.51	$854,255,890
Delaware	157.00	136.59	$4,347,357
Maryland	528.80	445.80	22,414,953
Kentucky	859.90	531.20	18,875,154
Missouri	1,626.60	898.45	48,999,315
Virginia	2,376.98	1,729.20	66,759,153
N. Carolina	1,287.42	943.30	17,687,295
S. Carolina	1,015.93	966.93	21,990,909
Georgia	1,633.16	1,419.15	28,543.595
Florida	586.50	401.50	8,628,000
Alabama	1,434.70	743.16	19,851,067
Mississippi	1,072.12	867.12	23,098,060
Louisiana	838.00	334.75	12,329,069
Texas	2,687.00	402.50	14,432,345
Arkansas	701.33	38.50	2,800,000
Tennessee	1,403.49	1,253.28	32,289,853
Tot. Slave St.	18,208.93	11,111.43	$338,046,125
Grand Total of U. S.	48,782.93	31,799.94	$1,192,302,015

Progress of Railroads.

A table showing the mileage in operation near 1st January yearly.

Years.	Miles.	Years.	Miles.	Years.	Miles.
1830	41	1841	3,319	1852	10,878
1831	54	1842	3,877	1853	13,315
1832	131	1843	4,174	1854	15,511
1833	576	1844	4,311	1855	18,153
1834	762	1845	4,522	1856	21,440
1835	918	1846	4,870	1857	24,290
1836	1,102	1847	5,336	1858	26,210
1837	1,421	1848	5,682	1859	27,857
1838	1,843	1849	6,350	1860	29,401
1839	1,920	1850	7,475	1861	31,169
1840	2,197	1851	8,856	1862	31,800

From the above table we deduce the following which exhibits the actual and relative increase of mileage of railroads in the United States in periods of five years—the length of road in 1827 having been only three miles:

Quinquennial Periods.	Railr'd in oper'n.	Quinquennial Increase—Actual	Relative.
	Miles.	Miles.	
1827–1832	131	128	4,266.67 per cent.
1832–1837	1,421	1,290	984.73 "
1837–1842	3,877	2,456	172.83 "
1842–1847	5,336	1,459	37.64 "
1847–1852	10,878	5,542	103.86 "
1852–1857	24,290	13,412	123.30 "
1857–1862	31,800	7,510	30.90 "

In the decade just closed there have been constructed in the Union 20,922 miles of railroad or somewhat more than two-thirds of the present mileage. The following table will show to what States this vast increase belongs—

States.	Mileage Jan. 1, '52.	Mileage Jan. 1, '62	Incr'se in 10 y'rs.
Maine	283	489	206
New Hampshire	463	658	195
Vermont	369	556	187
Massachusetts	1,053	1,258	205
Rhode Island	50	104	54
Connecticut	570	617	47
New York	1,757	2,768	1,011
New Jersey	290	632	342
Pennsylvania	1,326	2,918	1,592
Ohio	890	2,973	2,083
Michigan	474	799	325
Indiana	538	2,169	1,631
Illinois	271	3,041	2,770
Wisconsin	20	922	902
Iowa	..	692	692
Minnesota	..	7	7
Kansas	..	10	10
California	..	70	70
Oregon	..	4	4
Total Free States	8,394	20,688	12,294

Delaware	16	137	121
Maryland	355	446	91
Kentucky	93	532	439
Missouri	..	898	898
Virginia	443	1,729	1,286
North Carolina	249	943	694
South Carolina	283	967	684
Georgia	665	1,419	754
Florida	21	402	381
Alabama	113	743	630
Mississippi	65	867	802
Louisiana	117	335	218
Texas	...	403	403
Arkansas	...	38	38
Tennessee	134	1,253	1,119
Total Slave States	2,484	11,112	8,628
Grand Total of U. S.	10,878	31,800	20,922

The Financial Crisis.

We copy from Hallett & Co.'s Circular for foreign circulation, the following remarks in reference to the suspension of specie payments and the financial position of Government:

The financial crisis impending at the issue of our two previous circulars culminated by a suspension of specie payments by the banks of the cities of New York, Boston, and Philadelphia on the 30th ultimo. By a singular improvidence, Government allowed itself to be dependent on their contributions to meet its daily expenditures, and consequently was compelled to follow their example, and suspend payment on its demand notes, although the interest on its bonds, and probably on all its obligations to mature, will unquestionably be promptly met.

The suspension was caused not by any lack of capital in the country, but for the want of policy or scheme of finance adequate to the emergency. The country never presented more substantial evidences of wealth than at the present moment. We have taken frequent occasion to set these forth, and have contributed something, we believe, to advance the credit of Government both at home and abroad. But the policy that has been steadily pursued by government, from what motive we will not inquire, has directly tended to precipitate the crisis, and to leave it without means, while those of the country have been really untouched. The remedy is perfectly obvious and simple—which is to adopt a policy which, by drawing upon the resources of the people, shall give the Government abundant means and fully restore its credit.

For the calendar year which closed yesterday, we presume the current expenditures of Government were $300,000,000. Its revenues, which were derived from lands and impost duties, did not probably exceed, if reach, $35,000,000, or one tenth the expenditures. To make up the deficit, loans were resorted to, the greater portion of them being made in the city of New York. The expenditures being largely made in distant portions of the country, the balance of indebtedness at the close of the year turned against the city, so that the payments of coin by the banks failed to return to them, leaving them no other alternative but to discontinue their advances, as a means of retaining the specie still remaining in their vaults. At the close of the last week the amount held by the banks was $29,357,712f This soon will be reduced by the amount o. $3,500,000, which they voted to advance for the purpose of enabling the treasury to meet, in specie, the January interest upon the liabilities of Government. Upon the third $50,000,000, the banks will have paid $25,000,000, making their total advances $125,000,000. Of this amount the Government has returned say $38,000,000, being proceeds of sales outside the banks, and has agreed to account for $12,000,000 more, as proceeds of such sales.

We take it for granted that the banks will go no further upon the agreement of the 19th of August. It is neitherfor the interest of the Government nor the public that they should. It is now clearly seen that the alliance between them and Government was both unbusinesslike and unfortunate, as it has in effect converted their capital into Government bonds, which are not money—capital which should never lose the attribute of money; while it led Government, so long as all its wants were supplied, to put off the adoption of any plan or system of finance necessary to produce even its expenditures upon a peace footing, upon the enlarged scale which the rebellion rendered inevitable. The arrangement was a most improvident one for both parties—and both were equally interested in bringing it to an early termination. The aid of the banks should have only been availed of to meet a present emergency. When this was passed, the advances made by them should have been returned, and the expenditures of Government met by the people, either in long loans or by taxation of one kind or another. For this reason we have for some time past advocated a suspension of specie payments as the necessary step to the adoption of a permanent and adequate policy.

Such a policy should be a system of taxation which, with customs revenues, will produce annually say $150,000,000 to $200,000,000. Customs may be made to produce probably $50,000,000 or $60,000,000. We are then left the various modes of internal taxation, such as property and income tax; stamps, and excise taxes or duties. England raises in all some $350,000,000 annually. We can certainly raise one-half this amount with as much ease as she raises the whole. We have an equal population, and in many respects superior resources.

No one doubts the ability of our people to pay such tax. Its collection, as far as government is concerned, could be anticipated by demand Treasury Notes, which by being made receivable in payment of such tax, would be readily taken by the government creditors, and till redeemed, pass current as money. Government could thus at once be placed in funds to the amount of the probable revenue, from all sources for the year. Its credit may in this way be so fully re-established that it may continue to negotiate loans to an amount sufficient, with its revenue derived from Taxation, to meet all wants.

The plans suggested as alternatives to that stated, appear to us to be not only inadequate to the emergency, but as likely to prove disastrous in their results. The one to which Mr. Secretary Chase inclines—that of *Free Banking*, based on Government bonds, would, if rendered obligatory, force the Banks of the country into general liquidation instead of creating new ones. If left optional with the public, no one will avail himself of it, as no one is going to purchase Government bonds as a condition of issuing circulation, when the same thing can now be done under State laws, without any such deposit. The Bank notes of the New England States, which are wholly unsecured, pass throughout the country, at a less rate of discount than those of this State which are amply secured. The guarantee of a deposit of United States Stocks for all the bills issued by the former would not add in the slightest degree to their solvency. They are now abundantly secured by an admirable system of Banking. They are equivalent to gold, which is certainly all the public demand. The great danger resulting from Mr. Chase's scheme is, that Congress will waste time over it which could be better employed.

The suspension by the banks operated as a great relief to the public mind. Prices at the Stock Exchange rose very rapidly—the advance over the day previous being, in many instances, as great as great as five and six per cent. Gold was never more abundant than at the present moment. It will not probably command for the future any premium. The effect of the suspension will be to correct a vicious system of national finance, which was an incubus upon the operations of business and trade no longer to be borne. We have no doubt that this system will be followed by one fully adequate to the crisis, although much precious time may be lost upon unpracticable schemes, and in experiments which are always incident to a new experience.

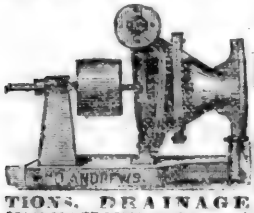
New York and Erie Railroad.

We give below the statement of this road for the fiscal years ending September 30th, 1860 and 1861. It will be seen that the gross earnings from freight during the past, exceeded those of the previous year, by $467,120 81; the decrease in receipts from passengers, mail, and other sources has been $56,525 91—making the increase in gross earnings $410,594 90. The increase in expenses, including taxes, during the same time, was $258,592 59—making the excess of net earnings $152,002 31.

Earnings.	1861.	1860.
From freight	4,351,464 35	3,884,343 54
" passengers	1,136,045 73	1,180,957 55
" mails	97,981 44	98,144 91
" other sources	5,425 03	16,875 70
Total earnings	5,590,916 60	5,180,321 70
Expenses, incl. taxes	3,611,508 39	3,352,915 80
Net earnings	1,979,408 21	1,827,405 90
TRANSPORTATION EXPENSES.		
Office and Station Expenses.		
Office expenses and station'y	34,098 83	44,157 82
Agents and clerks	219,124 93	199,046 50
Labor, loading and unload'g	219,965 52	186,802 66
Cost of Running.		
Porters, watchmen & switchmen	46,802 93	41,995 40
Wood and water station attendance	5,887 82	6,626 16
Fuel, first cost and labor	450,908 96	423,446 47
Passenger conductors, baggage and brakemen	61,748 22	67,181 84
Freight conductors & brakemen	151,245 68	125,080 66
Passenger enginemen and firemen	65,673 79	61,739 22
Freight enginemen and firemen	160,357 62	133,618 62
Oil and waste for passenger engine and tender	20,837 70	15,117 20
Do., freight engine & tender	36,099 69	35,397 37
Do., pass. & bagg. cars	3,051 71	3,167 59
Do., freight cars	21,327 82	21,238 03
General Expenses.		
Loss & damage of goods and baggage	25,635 92	16,058 10
Damages for injuries to persons	1,043 75	1,241 86
Damages to property	10,302 02	298 00
General superintendence	51,582 11	47,296 05
Contingencies	62,839 94	47,234 03
Repairs of Engines and Cars.		
Engines and tenders, passenger	115,829 85	82,471 12
Engines & tenders, freight	226,609 36	172,667 94
Pass. & bagg. cars	102,300 30	97,917 86
Freight cars	302,113 06	313,261 84
Tools & machinery in shops	31,145 61	27,334 68
Incidental expenses about shops	30,639 96	24,461 09
Repairs of Track and Roadway.		
Road-bed	82,978 36	66,820 97
Track	744,038 83	766,824 94
Fences, gates, etc.	39,316 81	23,154 70

Repairs of Structures.		
Truss bridges	57,242 20	46,672 76
Pass. wood and water stations	20,482 22	30,580 27
Eng. and car-houses, mach. and workshops	17,179 60	4,344 27
Incidental.		
Superintendence and office expenses	2,345 36	2,558 64
Contingencies	17,098 97	7,930 89
Miscellaneous.		
Ferry	83,322 80	102,531 73
Expense of operating telegraph	23,713 66	30,688 00
Total	3,542,891 91	3,276,995 48
Gross earnings for year ending Sept. 30, 1861		$5,590,916 60
Transportation expenses same time	$3,542,891 91	
Taxes	68,616 48	
Discount on currency, etc.	7,111 44	
Hire of cars	2,015 69	—3,620,635 52
Net earnings for year 1861		$1,970,281 08
Interest on mortgage debt ($19,691,500), same time		1,378,405 00
Leaving		$591,876 08
From this deduct for—		
Rent of Union Railroads	$83,400 00	
" Chemung Railroad	30,000 00	
" Elmira, Jeff'son and Canandaigua R. R.	25,000 00	— 138,400 00
Leaves a surplus of		$453,476 08

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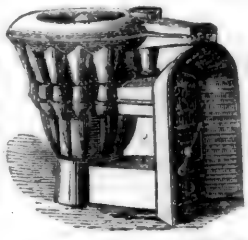
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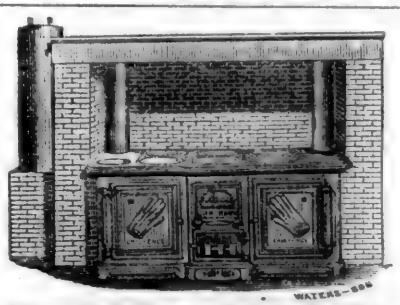


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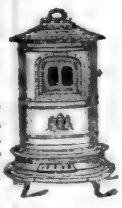
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Cast Iron Gas or Water Pipe—1¼ to 24 inches in diameter, and branches for same, etc.

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PHILADELPHIA.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co., New York, Dec. 5, 1861.

AT a meeting of the Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY, held at their office in New York this day, it was

Resolved, That an assessment of FIVE DOLLARS per share upon the Scrip Shares of the Capital Stock of the Company, be and the same is hereby called payable on the twentieth of January, 1862; and that the same be payable on the Stock registered in the City of New York at the office of the Company in that city; and on the Stock registered in London at the office of Messrs. ROBERT BENSON & Co., London; and that parties desiring to pay their assessment in London, may pay the same at a rate of exchange sufficient to produce five dollars per share to the Company in the City of New York.

Resolved, That the transfer books be closed on the afternoon of the 15th January next, and re-opened on the 20th day of the same month; and that no transfer be permitted, on or after that day, of shares upon which the foregoing assessment shall not have been paid.

THOMAS E. WALKER, Treasurer.

The eighty-dollar certificates to be returned on payment of the above.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co., New York, Oct. 29, 1861.

HOLDERS of the stock of this Company, as registered upon the books of the company at the close of business on the 15th day of January, 1862, will be entitled to Canceled Bonds Scrip for five dollars upon each share of stock held by them deliverable on or after the 1st day of February next; and parties holding certificates are hereby notified to have the same registered in their own names on or before the said 15th day of January. 48

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STEAM NAVIGATION, COMMERCE, FINANCE,

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EDITED BY

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ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XVIII., No. 2] SATURDAY, JANUARY 11, 1862. [WHOLE No. 1,343 VOL. XXXV.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, January 11, 1862.

Cumberland Valley Railroad Company.

This company was chartered April 2, 1831. The work of construction was commenced in January, 1836, and the road completed from Chambersburg to the Susquehannah River, opposite Harrisburg, 49 miles, in December, 1837. By an act of the Legislature approved Feb. 2, 1836, the company was empowered to construct a bridge across the Susquehannah (4,400 feet) and extend the road through Harrisburg, to the Pennsylvania Canal, about three miles beyond the then eastern terminus, and also to connect with the Harrisburg and Lancaster and other roads centering at Harrisburg. The road thus constructed was not remunerative, its receipts being scarcely sufficient to pay expenses, and interest on a debt of about $275,000, which had gone into construction, and to which was to be added the debt created on account of the bridge and extensions, making the entire debt $423,215. The stock paid in at this time was $472,000. In 1849 it was resolved to re-construct the road, and iron it with a heavy T rail. The holders of the debt agreed to advance the necessary means, ($400,000) and the company was re-organized by the creation of a preferred stock, equal in amount to the whole debt and advance. The work was completed during the following year, at which date the total cost amounted to $1,212,912, represented in capital by $360,000 in 1st preferred stock, $252,000 in 2d preferred stock, $472,000 in old stock, and $28,412 in debt. The preferred stock calls for an 8 per cent. dividend, which has been regularly paid. By an act of the Legislature passed in 1856, the conversion of the preferred stock into 8 per cent. bonds was authorized. The amount converted under this act to the date of the last annual report is, of 1st preferred $118,100 and of 2d preferred $109,500. The Franklin Railroad, extending from Chambersburg to Hagerstown, Md., was completed in February, 1860, and has since been operated by this company. The whole amount of receipts of that road during the year ending September 30th, 1861, was $25,254 46—of which that company received $25,218 64, and the Cumberland Valley Railroad Company $16,816 34. The expenses of operating and maintaining the road amounted to $12,366 09—showing a profit of $4,450 25.

The funded debt of the company consists of $161,000 1st mortgage, and $109,500 2d mortgage bonds, dated Oct. 1, 1856, and payable Oct. 1, 1904, and coupons semi-annually April 1, and Oct. 1, at Philadelphia.

The receipts of the Cumberland Valley Railroad Company for the fiscal years ending September 30, 1860 and 1861, have been as follows:

	1860.	1861.
From passengers	$70,177 48	$115,433 21
" freight	107,296 09	129,145 28
" mails	5,200 00	5,200 00
	$182,673 57	$249,778 49
Ordinary expenses	65,851 59	90,247 05
Net earnings	$116,822 08	$159,531 44
The increase of gross earnings was		$67,104 92
" " expenses "		24,395 56
The increase of net earnings		$42,709 32

The company have purchased during the past year one new locomotive of the largest class, 300 tons of new iron, and 6,000 new white oak sills; new turntables have been put in at Bridgeport and Chambersburg; and two new passenger cars have been built—all of which are included in the ordinary expenses.

The receipts of the company from all sources during the year were as follows:

Cash and cash items, Oct. 1, 1860	$56,392 88
Rreceipts from tolls	249,778 49
" rent and interest	852 25
Share of receipts on Franklin R. R.	16,816 34
Assets and materials sold	808 82
	$324,648 78

And the expenditures were:

Dividends on stock	$62,588 50
Interest on bonds	21,640 00
State tax on dividends	8,127 65
Expenses and materials	108,889 05
Sinking fund	6,662 09
Cash and cash assets	121,741 49
	$324,648 78

GENERAL STATEMENT.

Cost of road and appurtenances	$1,126,573 80
Materials on hand	15,769 76
Assets	1,755 46
Bills receivable	2,555 50
Cash and cash assets	62,866 32
Sinking fund	99,397 92
	$1,308,918 76
First preferred stock	$241,900 00
Second " "	243,000 00
Common "	472,000 00
First mortgage bonds	161,000 00
Second " "	109,500 00
Due for dividends	35,276 00
" interest on bonds	10,820 00
" materials and labor	4,903 60
Unclaimed dividends	1,762 00
Profit and loss	28,757 16
	$1,308,918 76

ORDINARY EXPENSES IN DETAIL.

	C. V. R.R.	F. R.R.
Repairs of road	$23,893 00	$3,897 04
" locomotives	2,924 30	1,166 53
" cars	1,958 15	862 10
" buildings, etc.	2,378 72	104 71
" bridges	5,125 99	.....
Fuel	14,891 72	2,925 19
Pay of train hands	6,567 22	1,348 11
Conducting transportat'n	8,138 81	1,865 11
Oil and waste	915 47	190 80
New turntables	2,480 80	.....
" cars	4,267 97	.....
" locomotive	8,000 00	.....
All other expenses	8,704 90	6 50
	$90,247 05	$13,366 09

The company have 12 locomotives; the number of miles run by passenger trains was 69,791; by freight trains, 61,971; by other trains 863; miles run on bridge, 15,705; do., on Franklin Railroad 32,757—total miles run 181,087.

COST, EARNINGS AND EXPENSES YEARLY.

	Cost of road, etc.	Gross earnings.	Ordinary expenses.	Net earn'gs.
1850...	$1,187,750	$92,756	$46,261	$46,495
1851...	1,205.822	108,887	44,547	64,340
1852...	1,212,912	104,717	53,999	50,718
1853...	1,230,548	141,207	73,062	68,145
1854...	1,258,711	156,340	98,681	57,659
1855...	1,191,834	147,411	100,939	46,472
1856...	1,215,642	161,483	132,271	29,212
1857...	1,226,675	189,426	137,991	51,435
1858...	1,226,675	156,463	70,184	86,279
1859...	1,225,972	170,509	74,814	95,695
1860...	1,192,111	182,673	65,851	116,822
1861...	1,126,574	249,778	90,247	159,531
Total .	$14,501,222	$1,861,650	$988,847	$872,803
Aver'e.	1,208,435	155,135	82,404	72,733

In April last there was paid into the sinking fund $6,662 09, and the board at its last meeting appropriated thereto the additional sum of $58,-875 17—so that the fund now amounts to $99,-397 92.

The office of the company is at Carlisle, Pa. The officers are:

President—FREDERICK WATTS.

Secretary and Treas.—EDWARD M. BIDDLE.

Superintendent—O. N. LULL.

Erie Railway Company.

OFFICERS FOR 1861-2.

Nathaniel Marsh, President; Samuel Marsh, Vice-President; Horatio N. Otis, Secretary; Talman J. Waters, Treasurer; Charles Minot, General Superintendent; B. E. Bremner, Auditor.

Directors—John Arnot, Robert H. Berdell, D. A. Cushman, J. C. Bancroft Davis, Alexander S. Diven, Daniel Drew, Wm. Evans, Dudley S. Gregory, Nathaniel Marsh, Samuel Marsh, Ralph Mead, Ambrose S. Murray, Henry L. Pierson, Wm. B. Skidmore, Cornelius Vanderbilt, Thomas D. Wright. (One vacancy).

Executive Committee—Samuel Marsh, Chairman; Nathaniel Marsh, ex-officio; Dudley S. Gregory, Daniel Drew, Robert H. Berdell, J. C. Bancroft Davis.

The National Finances.

The following statement from Hallett & Co.'s Circular gives probably a correct view of the condition of our national finances. No action has been had at Washington in the premises, but we presume this will be in accordance with the views expressed:—

THE FINANCIAL POLICY OF GOVERNMENT—THE TREASURY NOTE BILL.

The Government, as foreshadowed in our previous Circular, proposes to make an immediate issue of Treasury notes, to the amount of $100,000,000, to be receivable in the payment of Government dues; to be legal tender between individuals, and convertible into 6 per cent. bonds. The same provisions are to extend to the $50,000,000 which the Treasury has already the authority to issue.

These notes are intended to be in the nature of Exchequer bills, issued by the British Treasury; though, unlike the latter, they may bear no interest, and are payable on demand. Exchequer bills are issued in anticipation of collections of the revenue. The average amount outstanding of late years is about $75,000,000. It has been, however, as high as $250,000,000, when the necessities of the Treasury were much greater than at present. They are not used as currency, there being no need of such a medium in addition to that furnished by the Bank of England, but are regarded as very desirable investments for persons having no immediate use for their money, but who wish to have it, practically, on call, at the same time drawing interest, though at a low rate.

Treasury notes are to be issued with a similar object. It is proposed, we understand, to base such issue upon a system of taxation that shall provide for their early redemption. But such a system can not be instantly inaugurated. We are in this country unschooled in taxation, having for the last 50 years derived all the revenues into the Federal Treasury from impost duties, which, though small in amount, were, from our economical form of Government on a peace footing, quite equal to its necessities. The mode of levying and collecting it was so simple and effective that a subject which engrosses so much of the attention of other nations hardly attracted that of our own. We are now put to a new trial. We have first to study the principles upon which nations, the most expert in these matters, levy their taxes, and then see how far their condition is parallel to our own. It is certain that the system from which we are likely to copy the most—that of England—must be greatly modified in its application to this country. For all these things much time will be required and should be taken. But the necessities of the Treasury brook no delay. Hence the propriety of inverting the ordinary course of legislation, which usually provides the means of discharging obligations to be presently due, before creating them.

Such are the reasons for the immediate issue of these notes. Congress, we understand, is already turning its attention to the subject of internal taxation, and is prepared to act upon a bill providing an amount quite up to that demanded by all the necessities of Government likely to arise.

The step taken does not in itself attract so much attention as the commercial consequences that are likely to flow from it. What will be the effect of $150,000,000 of demand notes suddenly thrown upon the market to pass as money? There can be no doubt that it will cause a considerable inflation of prices, and give a very decidedly increased impulse to trade and to business operations of all kinds. But the effect will be greatly modified by the action of Congress to be taken hereafter. If, as is proposed, and what we have no doubt will be done, Congress should pass a tax bill sufficient to meet the estimated current expenditures for the next five years, on a peace footing—an amount which cannot be placed below $150,-000,000, and which may go as high as $200,-000,000—making such tax payable in Treasury notes, then their absorption will immediately commence on a large scale, which will neutralize to a very great extent the evils of an inflation, which is to be justly dreaded. Still, as their issue and purchase will call out a corresponding amount of capital to be immediately expended among us, we have a right to expect a much greater activity in all the ramifications of business than we have seen for a long time.

The passage of an adequate tax bill will have a most favorable effect upon Government securities. As the demand notes will be made exchangable for the former, they will probably be converted in large amounts as soon as issued. Congress can easily make it an inducement for any holder to adopt this course. Government 6s sold on an average from 1850 to 1861 at 118. Upon the return of peace, they would, with a good financial system, rise immediately above par. All that Congress has to do, consequently, to retire the demand notes very nearly as fast as issued, is to enact such a system. The capital of the country is abundant. Its industries were hardly ever more prosperous and productive. The great essential in the crisis is not capital, but how to draw out what we possess. Let Congress only adopt any system that commends itself to common sense and to mercantile principles, and all will be well. Such is unquestionably its disposition for the first time since our political troubles commenced, which give the future a more cheerful aspect than it has displayed for some time past.

Railroads of Canada, January 1, 1862.

Corporate Titles.	L'gth in miles. Total.	Open.	Cost of road and equipment.
Brockville & Ottawa	109.0	37.0	$1,187,500
Perth Branch	10.5	10.5	
Berlin Branch	11.0	11.0	150,000
Buffalo & Lake Huron	161.0	161.0	7,056,450
Carillon and Greenville	12.5	12.5	200,000
Coburg and Peterboro'	28.3	28.3	1,187,925
Erie and Ontario	25.0	17.0	340,000
Galt and Guelph	16.0	16.0	320,000
Grand Trunk:—			
Montreal District	143.0	143.0	
Quebec "	96.0	96.0	
Du Loup "	118.0	118.0	
Three Rivers Branch	35.0	27.0	
Vict'a B'ge&Char.Br.	6.0	6.0	73,886,268
Toronto District	333.0	333.0	
Kington Branch	2 0	2.0	
Sarnia District	190.0	190.0	
Detroit "	59.0	59.0	
Great Western:—			
Main Line	186.0	186.0	
Toronto District	38.0	38.0	
Niagara "	43.0	43.0	24,900,640
Sarnia "	52.0	52.0	
Galt Branch	12.0	12.0	
Great Southern	225.0	.....	.....
Hamilton & Port Dover	40.5	.....	.....
Industry Village	12.0	12.0	120,000
London & Port Stanley	24.0	24.0	816,576
Montreal & Champlain	49.0	49.0	1,524,780
Montreal & New York	45.0	45.0	1,132,908
Montreal & Ottawa	87.0	.....	.....
North Shore	154.0	.....	.....
Northern	95.0	95.0	3,627,940
Bel Ewart Branch	1.6	1.6	
Ottawa and Prescott	54.0	54.0	1,600,000
Peterboro' & Port Hope	27.0	.....	.....
P'rt Dalh'sie & Thorold	9.0	5.0	120,000
Port Hope, Lindsay and Beaverton	74.5	42.5	1,500,000
Rawdon and Industry	16.0	16.0	320,000
Stanstead, Shefford and Chambly	106.0	80.0	2,400,000
Welland	25.0	25.0	650,000
Woodstock and Erie	149.0	.....	.....
Total	3,879,9	2,047.4	$123,040,987
Deduct—			
Grand Trunk in U. S.*	72.0	72.0	2,500,000
Actual total	3,807.9	1,975.4	$120,540,987

* Under this deduction are included—that part of the Grand Trunk in Vermont, 13 miles, and the Detroit District of the same road in Michigan, 59 miles.

☞ A street railroad has been constructed in Toronto, which serves also to connect the Toronto and Sarnia Districts of the Grand Trunk. Its length and cost are not known here.

☞ A street passenger railroad is also being constructed in Montreal.

Progress of Railroads in Canada.

A table showing the mileage in operation on the 1st January yearly.

Railroads.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.
Brockville and Ottawa	..	..	..	..	..	..	47	47	47	47
Berlin Branch	..	..	..	..	..	11	11	11	11	11
Buffalo and Lake Huron	..	84	84	84	117	117	157	157	157	161
Carillon and Greenville	12	12	12	12	12	12	12	12	12	12
Coburg and Peterboro'	..	..	28	28	28	28	28	28	28	28
Erie and Ontario	..	..	17	17	17	17	17	17	17	17
alt and Guelph	..	..	..	16	16	16	16	16	16	16
Grand Trunk :—										
Montreal District*	96	143	143	143	143	143	143	143	143	143
Quebec District	..	..	96	96	96	96	96	96	96	96
Du Loup District	..	..	..	40	40	40	40	40	93	118
Three Rivers Branch	..	..	..	..	..	..	..	..	..	27
Victoria Bridge	..	..	..	..	..	..	..	..	6	6
Toronto District	..	..	..	125	333	333	333	333	333	333
Kingston Branch	..	..	..	..	..	..	..	..	2	2
Sarnia District	..	..	..	..	88	88	120	190	190	190
Great Western :—										
Main Line	..	186	186	186	186	186	186	186	186	186
Toronto District	..	..	38	38	38	38	38	38	38	38
Niagara District	43	43	43	43	43	43	43	43	43	43
Sarnia District	..	..	..	..	..	52	52	52	52	52
Galt Branch	..	..	12	12	12	12	12	12	12	12
Industry Village	12	12	12	12	12	12	12	12	12	12
London and Port Stanley	..	..	..	24	24	24	24	24	24	24
Montreal and Champlain	49	49	49	49	49	49	49	49	49	49
Montreal and New York	45	45	45	45	45	45	45	45	45	45
Northern	42	64	96	96	96	96	96	96	96	96
Ottawa and Prescott	..	43	54	54	54	54	54	54	54	54
Port Dalhousie and Thorold	..	..	..	5	5	5	5	5	5	5
Port Hope, Lindsay and Beaverton	..	..	..	43	43	43	43	43	43	43
Rawdon and Industry	..	..	16	16	16	16	16	16	16	16
Stanstead, Shefford and Chambly	..	..	..	..	..	..	..	41	55	80
Welland	..	..	..	..	..	..	..	25	25	25
Total miles open	299	681	931	1,184	1,513	1,576	1,695	1,831	1,906	1,981

* Of this district of the Grand Trunk, 13 miles are in Vermont.

The Pacific Railroad.

NEW ROUTE FROM GOLDEN CITY TO GREAT SALT LAKE CITY.

From a private letter of an experienced and accomplished Civil Engineer, E. L. Berthoud, Esq., dated at Golden City, Col. Ter., we take the liberty to extract the following memorandum.

—

"I have been applying myself to the subject of the P. R. R. surveys by the Missouri River, South pass, Coo-che-topa Pass, and New Mexico, together with the connections east of the Missouri and Mississippi. After explorations and surveys in every direction in Kansas, I was satisfied that the country between 39° and 41° of latitude, and between the Missouri and the Rocky Mountains, presented no engineering difficulties, would cross a region where more water, timber and grass existed than on any other route, and whereon emigration and settlements extended farther east from the Pacific, and west from the Missouri River than elsewhere, and where a more urgent necessity for a railroad now exists, since the discovery of the Rocky Mountains and Washoe gold mines on the Eastern slope of the great Cordilleras and the Sierra Nevada.

But for the selection of this route, two almost inseparable obstacles presented themselves, (as B——.G——.S——. and others thought) in the Rocky Mountains and the Wahsatch range. We had to find a good short feasible pass in each of these ranges. Could we do so this would give a great central railroad route the pre-eminence. At this problem I have been working at spare moments for the last year, and alone and on foot, with compass and barometer, have explored the whole breadth of the Rocky Mountains, from 40½° to 39° north latitude. Finally in May (after traveling fifteen miles in snow from 5 to 150 feet deep) I was rewarded by finding a low pass in about latitude 39° 42′, and longitude 105° 47′, by which we cross, in eleven chains, from the waters of the Atlantic to those of the Pacific. The mountain part of the pass is only a narrow ridge about 2 miles long, and leads into fine gentle vallies at each end, where ample scope is given by which to get an uniform practicable grade.

In July I surveyed for a company a new waggon road to Salt Lake by this pass. Proceeding through our mining region by the valley of Clear Creek, which leads to the new pass, I crossed in one day into the Middle Park, and then struck a course N. 75° W. (true). We explored the Park, the region between White Bear and Green River, crossed Green River (by swimming) 1½ miles above White River, then examined the country between the Wahsatch Mountains and Green River on Winter Duchene and Lake Firks, crossed the Wahsatch twice and then entered the Great Basin by the Rio Timpanagos, which we followed to Lake Utah. Remaining there and at Great Salt Lake City till Aug. 10th, I returned and made a chain survey from Provo in Utah to Golden City in 39 days, clearing in that time 426 miles. We found an excellent road all the way, and our survey demonstrated that where we passed the Wahsatch Mountains, the country was by no means as difficult as the Berkshire Hills, the Alleghanies, or the New York and Erie Line at or near Deposit. * * * * * * *

Cleveland, Columbus and Cincinnati R. R.

The directors of this company have issued a circular to the stockholders communicating the result of the negotiation for the purchase of the Springfield, Mount Vernon and Pittsburg, already mentioned in our columns, and calling a general meeting for the ratification of the contract, to be held on the 8th of January. According to this circular—

The portion of the road whose purchase is proposed is 49 miles in length, lying between Delaware and Springfield. It is completed and used, and stocked with 4 locomotives, 57 freight and passenger, and 24 gravel cars, and supplied with machine shops, machinery, &c., necessary for the operation the road. The sum to be paid for this is $140,000—$100,000 of which is payable Jan. 20, 1862, and the balance in bonds having 15 years to run, with interest at 7 per cent., payable semi-annually, secured by a mortgage on the said road.

New York State Canals.

ANNUAL REPORT OF THE AUDITOR.

The important facts and statements of this annual report for 1861, are presented below:

There was in the Treasury and invested Sept. 30, 1860, belonging to the Canal Fund		$2,375,017 76
Received year ending Sept. 30, 1861		5,605,247 92
Total available and unavailable		$7,980,265 68
Payments during year		5,375,644 43
Balance Sept. 30, 1861		$2,604,621 25
Deposited in banks, available	$1,946,314 75	
Deposited in banks, unavailable	489,530 29	
Total	$2,435,845 04	
Securities in Auditor's hands	168,776 21	
		2,604,621 25
Appropriations overdrawn, to be refunded out of tax of 1861		154,811 63
Total		$2,759,432 88

Of this $2,372,103 61 belongs to the several sinking funds for the redemption of the State debt, and the remainder to other funds.

The receipts from the Canals for the fiscal year were:

Tolls		$3,353,168 87
Rents of surplus waters		4,865 00
Interest on Current Canal Revenues		33,295 11
Miscellaneous		11,299 32
Total		$3,402,628 30
Repairs	$592,564 12	
Salaries, etc.	114,222 02	
		706,786 14
Surplus revenue		$2,695,842 16
Paid sinking fund, sec. 1 art. 7	$1,700,000	
Paid sinking fund, sec. 2 art. 7	350,000	
		2,050,000 00
Balance sinking fund, sec. 8 art. 7		$645,842 16

This balance is not sufficient to pay the interest on the $12,000,000 debt chargeable to this fund, and a deficiency of $64,157 84 will have to be provided for by tax.

The following table will show the receipts and expenditures on canal account (the latter other than charges on account of enlargement and completion) for four fiscal years:

	Receipts.	Expenditures.	Net.
1858.	$2,072,204 88	$1,078,878 91	$993,325 97
1859.	1,859,879 63	897,878 96	962,000 67
1860.	2,416,588 39	746,976 78	1,669,611 61
1861.	3,402,628 30	706,786 14	2,695,842 16

The following deficiencies under sec. 1, art. 1, have been supplied by extension or deficiency loans:

1857	$110,984 40
1858	706,674 03
1859	732,990 33
1860	30,388 39
Total	$1,581,037 15

Annexed is a recapitulation of the Canal Stock debt, paying interest Sept. 30, 1861:

Under art. 7, sec. 1 of the Constitut'n	$9,739,024 76
" " 3 " "	13,200,000 00
" " 10 " "	642,585 49
" " 10 " "	2,500,000 00
Total	$26,081,610 25

The annual interest on the above is $1,498,970 76.

Of this $1,200,000 was reimbursed on the 1st of January, and $900,000 more will be paid on the 1st of June next, which will reduce the debt to $23,981,610 25, and the annual interest to $1,381,970 76.

The debt contracted under sec. 10, though contracted for canal purposes, is not a charge upon the canals, but the interest is paid out of the general funds. The whole debt was reduced only $983,974 23 during the last fiscal year.

Annexed is a statement of the movements in the sinking funds during the year:

Under Sec. 1, Art. 7, Constitution.

Balance Sept. 30, 1860	$1,595,103 00
Receipts of year	2,931,533 98
Total	$4,526,636 98
Payments	2,716,794 90
Balance Sept. 30, 1861	$1,809,842 08

Applicable to payment of principal of canal debt under above section.

Under Sec. 3, Art. 7.

Balance Sept. 30, 1860	$257,191 59
Receipts	1,279,206 11
Total	$1,536,397 70
Payments	783,376 01
Balance Sept. 30, 1861	$753,021 69

Of this, $107,179 53 is invested as a sinking fund for the redemption of the principal, and $645,842 16 is applicable to the payment of interest.

No part of the 1¼ mill tax, to pay interest on the $12,000,000 debt, had been paid into this fund at the close of the fiscal year. It is estimated that it will net $1,580,742 63, which, after paying the deficiency loan of $1,200,000, due Jan. 1, 1862, and interest, will leave $445,858 48 for the fund, and a deficiency of $265,517 53 in the interest at the close of the fiscal year.

Under Sec. 12, Art. 7.

Balance Sept. 30, 1860	$75,000
Received from taxes	350,000
Total	$425,000
Payments	337,500
Balance Sept. 30, 1861	$87,500

It is estimated that the net proceeds of the tax of one-third mill, to which this fund is entitled, will be $468,368 18, of which $350,000 has been credited to it, leaving $168,368 18, which, added to the balance, will make $255,868 18. After providing for one year's interest, the balance to be carried to the credit of the fund for the payment of the first instalment of the principal of the debt of $800,000, due in 1866, will be $105,868 18.

The repair trust fund amounted on the 30th of September to $63,000, and the interest which had accrued on deposits.

Of the $499,530 29 due the canal fund by broken banks $129,270 63, owing by the Canal Bank of Albany, Walter Joy's Bank of Buffalo, and Empire City Bank of New York, will be a total loss. Of the remaining $360,259 66, $102,113 72 has been realized since the 1st of October, and there is a fair prospect of realizing a considerable portion of the remainder during the present year. The Auditor is of opinion that if the State deposits its funds in banks, it ought to have precedence in payment over all other creditors, the holders of circulating notes excepted.

The constitutional charges upon the Canals are as follows:

To pay the principal and interest of the Canal debt as it existed June 1, 1846	$1,700,000 00
To pay the interest on the General Fund debt	350,000 00
To pay the interest on the new enlargement and completion debt of $12,000,000	710,000 00
To the annual contribution to redeem the principal of that debt	406,242 65
For contributions to support Government	200,000 00
To pay the interest on the floating debt loan	150,000 00
For the annual contribution to reimburse the principal of that loan	138,888 88
Total constitutional charges	$3,655,131 53

This charge upon the Canal tolls, when fully met, relieves the State from an annual tax of 1¼ mills. When only the three first items are covered by the tolls, then the State is subject to an annual tax of one-third of a mill, as is now the case.

Beside these annual contributions, these revenues are charged with the payment of the General Fund debt after the Canal debt of 1846 is re-imbursed; and also the refunding to the general treasury all advances and contributions made to the canals, or their debt from sources other than their direct revenues.

The subject of competition with the canals of the State by the private corporations, is gone into at large, but we have not room for a summary in the present article.

The estimate for the business of the present fiscal year is as follows:

If the tonnage movement on the canals in 1862 shall correspond with that of the past season, or with that of 1860, we may safely estimate the revenue from canal tolls as follows:

Receipts from tolls from Sept. 1, 1861, to the close of navigation	$1,981,540
Receipts from tolls from the opening of navigation in the Spring of 1862, to Sept. 1 of the same year	1,800,000
Total estimated gross receipt	$3,781,540
Deduct appropriation for collection, superintendence, and ordinary repairs	800,000
Net surplus of tolls to the sinking fund.	$2,981,540
To which add the tax required to be annually levied under the act, chapter 271, laws of 1859	288,889
Estimated total net revenue	$3,270,429

This sum will be chargeable, under the Constitution, with the following payments:

Under section 1, article 7	$1,700,000	
" " 2, " 7	350,000	
" " 3, " 7	710,000	
Under the act, chapter 271, laws of 1859, for interest and sinking fund of the floating debt loan of $2,500,000	288,889	
		3,048,889
Balance sinking fund, sec. 8, art. 7		$221,540

The Auditor is of the opinion that the present toll rates should be continued except those on wheat and flour, which in his view, can be raised half-a-mill without producing any injury whatever to the canal navigating interests, and most certainly to the advantage of the State in the increased revenue it will give upon the transit. His suggestions are:

1. The imposition of rates of toll on the tonnage transported on the canals, with a view to and for the purposes of revenue.

2. A strictly rigid and economical administration and application of all funds appropriated for superintendence, the collection of tolls, and the ordinary repairs; and,

3. Legislative guards and protection, such as will be effective to carry out the object and intent of the Constitution in consecrating the canal revenues to the payment of the public debt.

Michigan Central Railroad.

At a meeting of the directors of the Michigan Central Railroad, held at Boston on the 27th ult., the following resolution was adopted:

Voted, That, in consideration of the aspect of public affairs, the subject of declaring a dividend be postponed for the present.

At this meeting the following statement was made:—

Income Account—Receipts of the Road.

	Dr.
To balance of this account, per Treasurer's report of June 1, 1861	$38,434 24
To receipts of road from June 1,'61, to December 1, 1861	1,144,617 10
Total	$1,183,051 34

	Cr.
By operating account, from June 1, 1861, to Dec. 1, 1861	$513,139 42
By annual payments toward sinking funds	84,500 00
By interest and exchange account, from June 1, 1861, to Dec. 1, 1861	357,397 14
By balance to new account	228,014 78
Total	$1,183,051 34

The balance to the credit of the income account is $228,014 78, showing an increase since the annual report of June 1, 1861, amounting to $189,580 54. If to this gain is added the annual payment made in October to the trustees of the sinking funds, $84,500, it will be found that during the six months ending November 30, 1861, the net earnings of the road, after paying operating expenditures and interest, have amounted to $274,080 54, or about 4½ per cent. upon the capital stock of the company.

During the last six months the bills payable—which upon the 1st of June pmounted to $125,000—have been entirely paid. The company is now free from floating debt.

A comparison of the six months just closed with the corresponding six months of the last year results as follows:—

The gross receipts for six months ending November 30, 1860, were	$1,176,341 80
The gross receipts for six months ending November 30, 1861	1,144,617 10
Showing a decrease in receipts of	$31,724 70
Operating and interest expenditures six months last year	$868,045 19
Operating and interest expenditures six month this year	870,536 56
Showing an increase in expenses of	$2,491 87
And net receipts less than last year of	$34,216 07

Of the sum of $228,014 78, which appears as the balance to the credit of income account, we have on hand in cash and loaned on call the sum of $145,354 80. The remainder has been used in the extinguishment of our floating debt, and will be replaced by an early realization from valuable assets.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503 500	105,255	1,515,704	54.0	.....	101.102	37,866	—	....
28 Feb. '59	30 3	....	....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518.965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,252	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	*	—	36,636	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,4[illegible]0	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,709	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	—
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,521	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	.....	.....	23.8	45,543	77,028	34,866	16	....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,456	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,147	149,477	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,688	2,350,000	927,000	13,356	3.9 5,087	73.0	323,491	712,376	354,136	14	136
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	127,390	135,072	—	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '60	66.0	—	5.2	—	7	7	111	New London Northern	1,399,409	174,159	—	510,900	1,052,100	—	1,573,568	66.0	148,820	130,295	—	—	....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	1,717,523	117.4	579,659	925,975	325,573	—	....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	—	75,672	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,651	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	....
								FLORIDA.													
— — '59	154.2	—	—	—	—	—	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	552,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
— — '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	128,000	—	1,597,385	86.7	.....	418,050	265,827	8	125
— — '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	753,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '59	43.5	—	....	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,857	.....	.....	.....	81.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	....	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,915	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832 343	454,541	—	—
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	—	5,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	.....	10,195,257	168.9	.....	1,514,478	242,564	—	58½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	—	—	—	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,034	75,829	9,344,863	194 0	10 mo.	384,656	139,822	—	....
30 Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	62½
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	—	84.0	.....	.....	.....	—	—
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,000	—	10,469,355	261.3	792,029	1,462,752	652,200	....	67
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,491,000	—	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,691	850,630	—	62½
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
— — —	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper.	by Chic.	& R. Is.	125,000	—	....
— — —	—	—	....	129.0	...	...	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
— — '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy	—	....
— — —	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper.	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,25[illegible]	208.3	.....	823,767	.....	—	....
								INDIANA.													
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	211,081	25,642	611,0 .0	1,164,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	318	Indianapolis and Cincinnati	2,497,952	340,045	2[illegible]9	1[illegible]0,000	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Dec. '60	84.0	—	....	—	—	—	—	Ind., Pittsburg and Cleveland	1,886,214	*	10,000	855,9[illegible]1	1,023,384	37.219	2,031,942	84.0	.....	277,952	119,745	—	....
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,752	*	—	1,015,907	723,000	5,900	2,182,004	108.9	329,481	302,006	112,798	—	....
— — '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,949	3,060,128	135.0	201,402	230,565	99,086	—	....
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
— — '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665.000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	880,000	389,0[illegible]	.....	86 0	7 mo's.	85,239	46,771	—	....
31 May, '58	50.1	—	....	289.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,513	50.1	.....	.....	.....	—	....
— — —	—	—	—	138.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	—
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
— — '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930.000	337,532	4,375,99[illegible]	111.8	.....	426,[illegible]08	227.534	—	75
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	804,024	*	—	sold, 1859,	for $26,0 00.	.....	.....	20.0	.....	.....	.....	—	....
— — '58	15.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13 0	oper. by	Cov. &	Lex	—	....
30 Jun. '60	29.0	—	....	—	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	724,865	29 0	.....	120,324	54,27[illegible]	—	80
30 Jun. '60	65.1	—	....	—				Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270.053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,908	716,478	371,12[illegible]	—	—
— — '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	....
— — —	27.0	—	....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '59	206 0	—	....	205.0	30	19	384	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	....
31 Aug. '60	53.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	100
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	189,200	556,600	—	—	37.0	.....	55,403	28,404	—	—
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	—	—	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	666,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	49
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	17
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,665,321	28.6	.....	544,882	184,615	8	94½
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	105
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	106½
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	108
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	15	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	78
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960,000	—	5,045,630	120.7	456,825	684,685	327,590	4	55
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Fitchburg	742,592	4,416	—	299,107	280,261	197,428	776,796	—	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	250,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	99
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	96½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	—
30 Nov. '60	12.1	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	—
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	108
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	73½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	—
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,512	111,691	.....	8.4	24,428	15,891	—	—	6
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	101½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	83,160	48,169	26,769	6	—
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	103
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	—
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	100½
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	—
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	9½
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,983,396	1,095,718	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,351	888,254	—	112
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	976	1,403,409	45.7	180,153	229,332	102,604	6	52
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	49
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	20
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	896,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	—
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	30
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	—
-- -- --	—	—	—	—	—	—	—	*Pacific County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	28	507	*South-Western*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	2.6.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	...	...	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	—	—	72	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015 880	93.5	353,000	227,720	84,338	—	8
30 Nov. '59	53.6	—	8.0	—	15	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	526,260	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	—
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	83
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	—
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	—
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	99
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,716	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	—
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	49
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	—
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	78.0	.....	274,204	162,841	—	—
31 Dec. '60	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	112½
31 Dec. '60	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	—
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	438,871	1,185,847	710,396	10	114
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	.....	.....	1,488,121	.....	.....	.....	.....	—	—
31 Dec. '58	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,236	1,768,241	53.0	163,703	263,496	109,111	8	—
31 Dec. '60	33.8	—	.....	—	—	—	—	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	115
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	—
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	70
31 Dec. '60	12.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	—	—	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by loco motives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—		—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Rens. & Sarat.	—	—	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r by Western.	—	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212 072	3,633,579	176.0	483,412	593 845	187,704	—	—
30 Sep. '60	68.3	—	14.0	—	28	84	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	110
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Erie.	—	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Erie.	—	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	39½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12.288	2,620,997	101.5	258,763	343,021	119,454	—	9
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	—	7,309,042	2,601,063	6	81½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	34½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	12½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Central.	—	60,000	6	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by B., N. Y. & E.	22,047	—	—	—
30 Sep. '60	18.0	—	1.0	—	—	—	1	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3.365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren s. & Sar.	—	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	18.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	18.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud s. River.	—	—	a	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth er Co's.	—	—	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	35
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256 750	71,660	3,256,750	118.2	—	314,091	102,765	—	—
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,675,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	63
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	680,621	10	106
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230.461	369,849	238,003	—	89
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	16½
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	—	919,971	493,956	—	36½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75.120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	760,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit. Miami.	—	170,795	8	74
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350.824	5,241,812	144.0	—	375.002	212,107	—	—
31 Aug. '60	36.6	—	—	5	3	—	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	—	152,328	43,865	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473.000	75,000	—	47.0	60.901	63,141	13,573	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24.000	31,126	10.460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	627,835	1,200,499	341,591	8	77
31 Dec. '58	178.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,116,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	398,818	169,943	—	1½
31 Aug. '58	137.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,561	*	*	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	153.9	52.0	—	—	40	26	891	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,035	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	—	285,934	34,167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C., C. & C.	—	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,206,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	5.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	57
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	—	—	—	54
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,336	1,216,688	6	65
30 Nov. '59	38.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	38.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf. & S. L.	—	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	51
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425.015	1,000,000	206,550	1,631,566	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	49½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256.100	942,500	85,000	3,299,600	ope	r. by C., W. & E.	—	—	—	19
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	—	753,318	670,227	6	48½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	48½
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	896,927	—	3,155,875	2,940.473	774,323	6,471 462	65.7	5 mos.	176,047	91,309	—	5
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581.158	3,065.289	3,474 546	13,261,960	17,163,947	367,489	32,497,124	423.0	3,476,812	5,932,701	2,296,402	—	38
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157.194	—	44½
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150	—	24,353,896	151.4	—	3,812,546	1,625,985	—	18
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.0	4.0	—	—	30	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600.000	2,200.000	—	—	200.5	48,677	1,234,597	471,712	6½	43

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,807	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,776	80,553	29,690	—	—
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,387	10,192,155	1,791,166	18,487,835	467.5	1,948,501	2,335,353	761,564	—	4
30 Sep. '59	31.0	—	—	11.0	—	—	—	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	—	—	—	—	—	—	—	—
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	—	1,355,700	54.0	—	—	—	—	—
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	—	—	573,616	24.5	—	34,501	29,604	3½	—
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	—	—	96,227	54,582	—	—
31 Dec. '59	148.0	—	20.0	140.0	—	—	—	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	—	114,126	61,848	—	—
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	—	—	29.6	—	83,072	47,607	6	—
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	—	125,597	4,502	—	—
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	—	78.0	199,878	238,420	860,339	—	4½
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	—	—	62.0	240,449	331,522	106,782	5	55
30 Nov. '58	13.6	—	0.5	—	—	—	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	—	13.6	23,514	23,005	1,278	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	—	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	—
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	—
— — '58	40.3	—	—	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	—	49.3	—	—	—	—	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	—	341,190	125,871	—	—
31 Aug. '58	22.5	—	—	—	—	—	—	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	—	—	—	5	—
31 July '58	32.0	—	—	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	—	27,568	8,527	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,852	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	—	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	—
31 July '58	25.1	—	—	41.9	—	—	—	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859	—	—	—	17.0	2	—	14	Edgefield and Kentucky	357,947	*	—	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	3 149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	—	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Col'rado	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56 0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275,000	240,000	171,586	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	389,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
— — '59	28.0	—	—	756.0	—	—	—	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	—
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	103,422	—	1,280,400	800,000	60 589	—	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	679,119	6,385,045	119.6	349 440	334,368	113,318	—	—
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	—	—	—	62.0	142,839	150,318	30,288	—	—
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	—
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	—	—	100
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	69,612	—	516,164	793,200	—	—	23.7	47,950	45,930	8,522	—	—
31 Aug. '60	54.0	10.5	—	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	1,083,500	ope	r.b.Troy	& Bost.	56,858	—	—
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,802	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,906	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	645,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,642	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,238,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,786	—	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	—	55.0	—	—	—	—	—
25 Mar. '59	199.8	—	—	—	—	—	—	*Milwaukee and Minnesota*	—	—	—	10,872,000	10,414,066	996,587	22,282,653	199.8	—	492,454	—	—	—
31 Dec. '58	40.0	—	—	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	—	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,066	—	—	—
31 Dec. '60	191.9	42.5	28.3	—	—	—	—	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	—	883,186	439,943	—	19½
— — '57	50.0	—	—	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	—	—	345,861	132,000	—	—	50.0	—	121,401	—	—	—
10 May, '61	104.0	—	—	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	—
— — '58	10.0	—	—	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	—	—	—
								CANADA.													
31 July '61	161.0	—	—	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	,771,780	363,670	—	—
— — '59	81.0	—	—	—	16	17	214	Montreal and Champlain	—	—	—	—	—	—	—	81.0	166,245	—	—	—	11
— — '59	37.0	11.0	—	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—	48.0	—	—	—	—	12
30 Sep. '58	624.0	137.0	—	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	—	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	—	—	357.0	1,360,900	—	—	3	—
— — '59	24.0	—	—	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	—	24.0	37,081	—	—	—	—
— — '59	95.0	1.6	—	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	254,530	—	—	—	—
— — '59	54.0	—	—	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—	54.0	89,222	—	—	—	—
— — '59	25.0	—	—	—	4	—	57	Welland	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								NEW BRUNSWICK.													
1 Oct. '60	108.0	0.9	12.0	—	12	18	236	European & North American	4,085,560	328,164	—	4,451,012	—	—	4,451,012	108 0	193,683	116,225	41,985	—	—
0 July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	—	132,555	36,670	—	—
								NOVA SCOTIA.													
— — '59	61.5	—	—	60.1	—	—	—	Nova Scotia	—	—	—	—	—	—	—	61.5	—	—	—	—	—
								NEW GRANADA.													
— Dec. '60	48.7	—	—	—	—	—	—	Panama	8,000,000	*	708,000	4,976,000	2,490,228	44,000	9,302,828	48.7	—	1,550,873	1,036,131	12	114

New York Stock Exchange.

Highest Sale Prices for the week ending 'Jan. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
FEDERAL STOCKS:—						
U. S. 5s, 1871	----	----	----	----	----	----
U. S. 5s, 1874	----	78	----	----	----	----
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881. reg.	87	----	86½	87	87	87½
U. S. 6s, 1881, cou.	88x	----	87½	87½	88½	89½
U. S. 6s, 1862	----	----	----	----	----	----
U. S. 6s, 1867	87	----	----	----	----	87
U. S. 6s, 1868	----	----	----	85	----	87
Treas. 12 p. c. notes	----	----	----	----	----	----
" 6 " 2 years	----	----	----	----	----	----
STATE STOCKS:—						
California 7s	77½	73½	----	77½	77	
Georgia 6s	66½	----	----	----	----	----
Illinois Coupon bonds	80½	80½	78x	----	----	----
" Canal bonds	----	78	78	----	----	----
Indiana 5s	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	59	60	----	60	----	----
Maryland 6s	----	----	----	73	----	----
Michigan 6s	78	78	----	78	----	----
Minnesota 8s	----	----	74	75	75	
Missouri 6s	41½	40½	40½	42½	42	41½
Del. Iss. to H. & St. J. R.	45½	----	----	45	45½	----
New York 6s, 1866	----	----	----	----	----	----
North Carolina 6s	60	----	----	----	60½	60
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	----	90	----	90	----
Tennessee 6s, 1890	45	----	42½	----	----	42½
Virginia 6s	49	50	50	----	----	----
RAILROAD SHARES:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. and Q.	57	----	57	58	58½	----
Chicago and Rock Isl.	51½	51	51½	53	52½	52½
Clev., Col. and Cin.	----	----	----	100	106	----
Clev. and Pittsburg	16	----	----	16½	16½	----
Clev. and Toledo	36	34½	34½	37	37	36½
Det., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	65½	65½	66½	67½	67½	67
Hudson River	38	37½	37½	39½	40	39½
Illinois Central (scrip)	62	----	61½	63	62	62½
Michigan Central	49½	48½	47½	50	50½	49
M. S. and N. I. guar'd,	----	39½	39½	41½	41½	40½
M. S. and N. I.	19½	19½	19	20½	20½	20
Mil. and P. du Chien	18½	----	----	19½	----	19½
M. and P. du C. 1st pref.	79½	79	----	80½	80	81
M. and P. du C. 2d pref.	59	59	59½	60½	61½	----
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	114	----
New York Central	80	79½	80½	81	81½	81½
Erie	32½	32	31½	33½	35	34½
Erie pref.	54½	53	53½	55½	57½	55½
Erie Assessment Scrip	----	----	----	----	----	----
N. York and Harlem	12½	12½	12½	13	13½	12½
N. Y. and H. "pref."	31	30½	30	31	32	30½
Panama	111	110½	111	113½	----	111
Phila. and Reading	35½	35½	----	36	36	----
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	75
Chic. and N. W. 1st M.	----	----	----	----	39	39½
" " 2d M.	----	----	----	----	----	12
" " S. F.	----	----	----	----	----	----
Cl. & Tol. S. F. 7 p.c. '85	----	----	----	----	----	----
Chi., Bur. and Q. 8 p.c.	92	----	----	----	92½	93
Chi. and R. I. 1st M. '70	----	----	98	----	----	----
D. L. & W. 1 M. 8 p.c. '71-5	----	----	98	----	----	99
" 2M. 8 p.c. '81	----	----	86½	----	----	----
Gal. and Ch. 1 M. 8 p.c. '63	----	----	99	----	----	100
" 2M. 8 p.c. '75	95	----	----	----	----	96
Hann. & St. J. 1 M. 8s	----	----	----	----	----	----
Hudson R. 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. 7 p.c. '60	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	77	77	77
" sink. fund	----	----	----	----	----	----
Illinois Centr. 7 p.c. '75	----	----	----	87½	----	89
" 6p.c. '75	----	----	----	87½	----	89
L. Erie & Wab. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. and P. du C. 1st M. 80	----	----	----	----	----	----
Mich. Cen. S. F. 8 p.c. '82	----	90	----	----	----	----
" conv. 8 p.c. '69	92	93	----	94½	----	----
Mich. Southern 1st M. 61	----	----	----	----	----	----
" " 2d M. Ass.	----	----	----	----	61	61
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	82	----	82½
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	104½	----
" " 2d M.	----	100	----	----	----	----
N. Y. C. 6p.c. certif. '83	----	----	----	91½	92	----
" 1 M. 7 p.c. '64	----	----	----	----	----	----
" bonds 1876	101	----	----	101½	102	----
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	----	103½	----
" 2 M. 7 p.c. '79	----	----	----	----	97x	----
" 3 M. 7 p.c. '85	----	----	----	88½	----	89x
" 4 M. 7 p.c. '80 77	----	----	----	----	----	77½
" 5 M. 7 p.c. '83	----	----	----	----	----	----
" conv. 7p.c. '62	----	----	----	----	----	----
" " 7p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7p.c. '73	----	----	----	----	----	----
" 2 M. 7p.c. '64	----	----	----	93½	----	----
" 3 M. 7p.c. '67	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. and Hud. Canal	84½	84½	85	86½	----	
Penn'a Coal Co.	----	----	----	80	----	
Pacific Mail S. S. Co.	93½	93	92½	94½	96	95½

The following are the closing prices in the London Market on the 14th December:

United States 5s, 1874	69	to	71
Virginia 6s	42	"	44
Erie shares, ex assessment scrip	24½	"	25½
Erie shares, 7 per cent. preference	43	"	45
Erie shares, assessment scrip	1½	"	1¾
Illinois Central 6s, 1875 x. c.	70	"	74
Illinois Central 7s, 1875	74	"	76
Illinois Central $100 shares, $80 paid, dis.	49½	"	48½
Illinois Central, all paid	49	"	51
Michigan Central 8s, Convertible, 1869	75	"	80
Michigan Central Sinking Fund 8s, 1852 x. c.	75	"	80
Michigan South. and North. Indiana 7s, 1885	--	"	--
New York Central 6s, 1883	72	"	76
New York Central 7s, 1864	85	"	90
New York Central 7s, 1876	85	"	90
New York Central 7s, 1876	85	"	90
New York Central $100 shares	64	"	66
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 x. c.	88	"	90
New York and Erie, 3d mort., '83, assented	78	"	80
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	90	"	95
Panama, 2d mortgage 7s, 1872 x. c.	94	"	96
Pennsylvania Central 6s	78	"	82
Pennsylvania Central 2d mortgage	76	"	78
Pennsylvania Central $50 Shares	27	"	29
Philadelphia and Reading $50 shares	14	"	18

American Railroad Journal.

Saturday, January 11, 1862.

Share and Money Market.

The Share Market the past week has been buoyant under the settlement of the English question, and the suspension of specie payment, which has caused great ease in the money market; and also in view of the proposed issue of Treasury notes to the amount of $100,000,000, to pass as money. An inflation in prices is naturally looked for under these circumstances. An unpleasant feature in the monetary circles is the high premium which gold is commanding, selling as we write at from four to five per cent. advance. It is claimed that the advance is purely speculative. It is so unquestionably, in part; but if the government undertakes to make its money legal tender, we must look for a wide difference between the prices of these, and the precious metals. This difference may be removed by a proper system of taxation, which shall restore domestic exchanges to a healthy condition, and retire the notes issued. Such a law only will correct the evil complained of. Money is abundant, there being but little demand for the trade. Exchange is nominally at from 113 to 115; the prices keeping pace with the premium on gold.

Holders of certificates of a loan made to the Receiver by the bondholders of the Chicago, Alton and St. Louis Railroad Company are requested to present the same to Messrs. Moran Brothers, of New York, on or after the 15th of January inst., and receive the interest due thereon for the year 1861.

Mr. J. M. Baker has been appointed Treasurer *pro tem* of the Chemung Railroad Company, vice William S. Brown, resigned. The dividends will be paid by him at the office of the Park Fire Insurance Company, where all the business of the company will be transacted for the present.

The Philadelphia and Reading Railroad Company have declared a dividend of 7 per cent. on the preferred stock, payable on the 15th inst., free of State tax, at the office of the company in Philadelphia, at the Farmers' Loan and Trust Co., New York, and at the office of J. E. Thayer & Brother, Boston.

The coupons due January 1st, 1862, of the registered mortgage bonds of the Elmira and Williamsport Railroad Company, will be paid on presentation at the office of the Pennsylvania Company for Insurance on Lives and Granting Annuities, No. 394 Walnut st., Philadelphia.

The Northern, late the New London, Willimantic and Palmer Railroad, has declared a dividend of $2 per share, payable on the 13th inst.

The Second and Third Street Philadelphia City Passenger Railroad Company, has declared a dividend of 5 per cent. The Fifth and Sixth, 3½ per cent. The Spruce and Pine, 50 cents per share. The Tenth and Eleventh $1.20 per share. The Girard College $1.00 per share. The Ridge Avenue and Manayunk 50 cents per share.

New Bedford and Taunton Railroad.

The report of the New Bedford and Taunton Railroad Corporation contains the following statements:—

N. B. & T. Railroad—cost of road and equipment		$553,014 70
Fairhaven Branch—cost of road and equipment		300,000 00
Running expenses of N. B. & T. R. R. for the year	$90,776 18	
Gross earn'gs for the year	122,322 37	
Net earnings for the year		$20,545 94
No. of miles run for the year	51,520	
Runing expenses of Fairhaven Br. for 5 months	$28,468 28	
Gross earn'gs for 5 months	29,191 74	
Net earnings for 5 months		$693 46
No. of miles run for 5 months	13,195	

The dividend for the last six months was passed.

Worcester and Nashua Railroad.

The earnings of this road for the year ending Nov. 30th, 1861, were $195,669 78; expenses for same time, $112,481 35; interest, $8,192 11; dividends, $60,886; total, $181,561 46; surplus not divided, $14,108 32.

Providence and Worcester Railroad.

From the seventeenth annual report of this corporation we learn that the income during the year ending Nov. 30, 1861, was:

For transportation of passengers	$120,081 79
" " merchandise	175,614 62
" " mails	5,114 25
" rents	2,140 37
" express	5,277 00
Total income	$308,228 08

Expenses for operating and maintaining the road:

Fuel	$17,694 41
Oil	2,819 18
New cars and repairs of old ones	15 504 29
Repairs of locomotives	15,881 37
Freight department	27,169 92
Passenger "	21,462 73
Maintenance of way	41,580 02
Miscellaneous	26,666 21
Total expenses	$168,781 13
Earnings, after deducting expenses	$139,446 90
Balance of interest paid by the Co.	5,158 09
Net income for the year	$134,288 81

The funded debt has been reduced $52,000 during the year, leaving the amount $147,000 still due. A considerable portion of this amount has been realized from the sale of 398 shares of the stock of the company at 6 per cent. over its par value. The road is represented to be in good order, and its appointments the same. There is no floating debt. The capital stock is $1,600,000—nearly all paid in—and the total cost of the road and equipments up to date of report has been $1,698,991 07. The average rate of interest paid stockholders

during the year has been 6 per cent. The total permanent investment and resources of the company is $1,812,330.

Boston and Lowell Railroad.

The business of the Boston and Lowell Railroad for the year ending September 30, 1861 was as follows:

Gross income	$478,586 63
Expenses	333,948 61
Net profits	$134,638 03

As compared with the last year, this shows a decrease of $69,440 14 in the receipts, and $25,468 08 in the expenses—a net decrease of $38,972 06. The amount of the reserved fund of the company is $378,661 23. Whole debt of corporation $462,382 50. Amount of sinking fund September 31, to pay this debt, $112,357 69, which will be increased on the 31st inst., by the amount of semi-annual deposit of $9,150, and of one year's accumulation.

Western, Mass., Railroad.

Notwithstanding the disturbances in business, the Western Railroad has done a large business for the year ending Nov. 30, 1861. The total income of the road has been $1,894,567 96; the expenses were $1,081,571 17, leaving a net income of $812,996 79, from which a dividend of eight per cent. was paid, $50,000 appropriated to the sinking fund, and $338,952 43 to the payment of interest on debt, &c. A surplus remains of $404,748 88. The total debt of the road is $6,347,520 Value of sinking fund $2,500,292.

This great road employs fifteen hundred and seventy-five men. It has carried 563,140 passengers during the year, equal to 23,000,000 one mile, and 508,179 tons of freight; and its cars have run 1,234,018 miles, burning 47,007 tons of wood, and 9,000 tons of coal. This road crosses the public way at grade in 109 places. Last year the income of the Western Railroad was $1,881,350 72, and the expenditures $993,096 30, an increase of income this year of $13,217 24; and of expenses of $88,474 77. It has carried 54,742 passengers less this year, but the freight convey was 2,632 tons greater than in 1860.

Boston and Providence Railroad.

The annual report of the directors of this corporation shows that the road has been conducted with the care and skill which have secured for it such prosperity during several years. The directors say:—

"It will be observed that the principal which has been adopted and rigidly adhered to for the last few years of reserving a certain amount annually as a fund for renewals, has been productive of the desired effect in exhibiting great uniformity in the expense account from year to year.

The gross receipts last year were		$588,871 49
Expenses in operating the road, includ'g int. paid.	$285,108 73	
Paid for new locomotive.	8,000 00	
" 20 new freight cars	9,550 00	
" new freight house.	7,000 00	
Carried as a reserve to the several f'ds for renewals	14,896 90	
		$324,555 63
Leaving a balance of		$264,315 76

"We have, in common with other similar corporations, experienced the effects of a partial derangement of the business of the community during the last year, but not to such an extent as to make it necessary to diminish our usual dividend. Our funded debt has been reduced during the year by the sum of $30,000. The amount still due, payable at various periods before 1868, is $132,720."

Fitchburg and Worcester Railroad.

At the recent annual meeting of this company, the following gentlemen were elected directors for the ensuing year: Ivers Phillips, Nathaniel Wood, Joseph Haskell, Dr. William D. Peck, and I. H. Spring. Col. Phillips was re-elected President, and H. F. Coggshall, Clerk.

The capital stock of this road is fixed at $275,000, of which $217,825 79 has been paid in. The funded debt amounts to $55,400, and the floating debt to $5,900; total $61,300. During the past year the earnings were $33,820 57, and the cost of working the road $26,168 76. The surplus on hand last year, after paying expenses, interest, and dividends, was $9,177 86; this year it is $1,674 45. This reduction of the surplus has been occasioned by extra expense incurred in enlarging the depot accommodations at Fitchburg. The business of the road is carefully and skillfully managed. It pays a semi-annual dividend of 8 per cent.

Panama Railroad.

The statement of this company for the year ending December 31, 1861, is as follows:

Balance to credit "Income Account," after dividend, January 2, 1861, per statement		$650,809 20
Add excess of receipts over estimate for part of December		35,615 31
Total		$686,424 51
Less amount carried to credit "Undivided earnings" account		650,809 20
		$35,615 31
Receipts from Dec. 31, 1860, to Dec. 31, 1861:		
For passengers	$694,414 36	
For freight, merchandise	630,996 32	
For freight, treasure	134,144 26	
For mails	11,515 47	
For interest, wharfage, light money, etc.	23,789 28	
For earnings for a portion of December, estimated	45,000 00	
		1,539,859 69
Total		$1,575,475 00
Deduct interest on sterling bonds, £540,000, with exchange and commission	$180,951 08	
Deduct interest on convertible bonds	1,505 00	
Deduct working expenses, including materials, repairs, subsistence, labor and salaries, etc.	396,192 14	
Deduct office expenses.	28,014 89	
Deduct New Granadian Government proportion of mail receipts.	10,000 00	
		611,663 11
Net earnings for the year		$963,811 89
Dividend No. 18, paid July 2, on $4,976,000, 6 per cent.	$298,560 00	
Dividend, No. 19, payable Jan. 2, on $4,981,000, 6 per cent.	298,860 00	
New Granadian Government, proportion 3 per cent.	17,922 60	
Paid Trustees Sinking F'd, July, 1861.	$50,000	
Appropriated to Sinking Fund, December, 1861	50,000	
	100,000 00	
		715,342 60
Surplus after dividends of 1861, to credit undivided earnings		$248,469 59

GENERAL STATEMENT.		Dr.
Construction account		$8,000,000 00
Cash—in Bank		250,966 77
Loans on demand		261,942 10
Cavan, Lubbock & Co., London		102,774 14
Investment in United States 7.30 per cent. Treasury Notes		100,580 00
Investment in Company's Sterling bonds, 1865		34,369 15
North Atlantic Steamship Company, representing five-ninths steamers Baltic and Atlantic		277,777 78
Sinking Fund—invested		150,369 86
Amounts due from agents & others,		72,981 08
Steamer Guatemala, valued		115,000 00
New steamer Salvador, payments on account		80,580 54
Steamer Columbus, valued		20,000 00
Interest in sailing vessels, valued		24,000 00
Steam tug and Launches in Bay of Panama, valued		35,000 00
Real estate on the Isthmus and Islands in the Bay of Panama, cost		68,446 99
Coal account, amount on hand		8,742 02
Total		$9,603,530 43
		Cr.
Capital stock		$4,981,000 00
Convertible bonds still out		19,000 00
		$5,000,000 00
Sterling b'ds, am't originally issued for construction	$3,000,000 00	
Less—Am't matured in 1859, paid and held by the Comp'y.	600,000 00	
	$2,400,000 00	
Exchange	66,237 78	
		2,466,237 78
Book accounts		60,054 40
Dividend declared, payable Jan. 2d, 1862, with New Granadian Government proportion		307,825 80
Appropriation to Sinking Fund, Dec. 24, 1861		50,000 00
Bonds redeemed and held by the Company, as above		600,000 00
Undivided earn'gs from road	$899,278 49	
Undivided earnings from sailing vessels, steamers, tugs, launches, etc.	220,133 96	
		1,119,412 45
		$9,603,530 43

Little Miami Railroad Company.

At the recent annual meeting of the stockholders of this company, the following gentlemen were elected directors for the ensuing year: Nathaniel Wright, Larz Anderson, John G. Groesbeck, James Hicks, Jr., Alphonso Traft, Charles H. Kilgour, Henry Hanna, Cincinnati; John Bacon, Springfield; Abraham Hivling, Xenia; W. H. Clement, Cincinnati; J. R. Swan, Columbus; Joseph C. Butler, Cincinnati.

The Board subsequently met and organized as follows:

W. H. Clement, President; C. H. Kilgour, Secretary; S. E. Wright, Treasurer; D. G. A. Davenport, Auditor; E. W. Woodward, Superintendent.

The earnings and expenses of the road as compared with those of the preceding year were as follows:

	1860.	1861.
Earnings	$1,328,332 84	$1,330,050 57
Expenses	830,410 32	800,069 49
Net earnings	$497,922 52	$529,981 08
Increase in gross earnings		$1,717 73
Decrease in expenses		30,340 83
Increase in net earnings		$32,058 56

Coinage in the United States in 1861.

Statement of bullion deposited at the Mint of the United States and branches during the fiscal year ending June 30, 1861:

	U. S. Mint, Phila.	Brch. Mint, San Francisco.	Assay Office, New York.	Total.
Gold.				
Fine bars	$17,865,478	....	....	$17,865,478
U. S. bullion	1,066,822	$12,306,382	$20,792,834	34,216,889
U. S. bullion (parted from all silver)	47,733	....	52,599	53,766
U. S. coin (O. S.)	1,675	....	2,513	4,188
Jewellers' bars	111,375	....	262,939	374,214
Foreign coin	2,750,375	....	27,586,517	30,624,503
Foreign bullion	24,703	....	3,664,126	3,710,630
Total gold	$51,896,763	$12,259,981	$52,358,095	116,970,002
Silver.—Bars	$1,487,279	....	....	$1,487,279
U. S. bullion	23,572	$197,814	$338,473	610,011
Foreign coins	160,754	....	1,015,069	1,369,702
" bullion	24,702	....	388,228	1,157,963
Total silver	$1,726,309	$197,944	$1,791,770	$4,624,061
Tot. gold & silver	$54,617,072	$12,456,325	$54,149,865	121,594,964
Less re-deposits at the different institutions (gold $47,885,478, silver, $1,562,914)				49,448,393
Total deposits				$72,196,571

The amount of bullion received at the Mint and its branches during the year was as follows: Gold, $116,970,002 66; silver, $4,624,961 57; total deposits, $121,594,964 23. From this total must be deducted the re-deposits of bullion, or bars made at one institution, and deposited at another for coinage. This deduction being made, the amount will be $72,146,571 01.

The coinage for the same period was as follows: Gold coins, $60,693,237; fine gold bars, $20,015,163 64; silver coins, $2,605,700; silver bars, $278,006 94; cent coins, $101,660. Total coinage, $83,693,767 58; number of pieces of all denominations of coin, 23,724,913.

The coinage of the Mint and its branches, from their respective organizations to the 30th of June, 1861, has been as follows:

Gold	$669,116,406 62
Silver	128,159,481 97
Copper	2,647,473 55
Total	$799,923,362 14

Of this coinage about $520,000,000 was from bullion derived from the mines of the United States.

Railroad Earnings--Monthly.

The earnings of the Hudson River Railroad for

December, 1861, were	$246,282 98
" 1860	220,370 19
Increase	$25,012 79

The following are the December earnings of the Buffalo, New York and Erie Railroad Company:

	1861.	1860.
Passengers	$9,537 01	$8,031 15
Freight	65,863 51	26,452 60
Other sources	2,650 00	2,401 34
Total	$78,040 52	$36,885 09
Increase	$41,164 43	

The earnings by the Chicago, Burlington and Quincy Railroad (310 miles) were in December, 1861, $166,191 61 against $132,840 47 in December, 1860, showing an increase of $33,351 14.

The earnings of the Chicago and Rock Island Railroad for December, 1861, were $107,839
Do., 1860 72,081
Increase $35,758

The earnings of the Toledo and Wabash Railroad for December were:

	1860.	1861.
Passengers	$16,986 35	$13,912 27
Freight	34,409 05	78,661 46
Totals	$51,295 40	$92,573 73
Increase		$41,278 33

The earnings of the Cleveland and Toledo Railroad in December, 1861, were $105 484
Do., 1860 82,769
Increase $22,715

The earnings of the Galena and Chicago Railroad for December, 1861, were $118,501
December, 1860 94,859
Increase $23,642

The earnings of the Michigan Central Railroad for December, 1861, were $200,133 76
Do., 1860 129,022 26
Increase $71,111 50

The receipts of the Chicago and Northwestern Railroad for the month of December, 1861, were $55,257 42
Do. 1860 53,553 88
Increase $1,703 54

Finances of Louisiana.

We copy from the N. O. *Picayune* of Nov. 29, the following synopsis of the late message of the Governor of Louisiana:

The State taxes are payable annually; on or before the 1st day of December. The Auditor's account, up to the 15th, show for:

Taxes collected, $614,816; due and still unpaid, $1,113,948. The collections have been only one-third of the assessment.

On the same day there were funds in the Treasury, amounting to $383,622 27.

We group together the statements of military expenditure, for this year, as follows:

The appropriations for military purposes made by the last Legislature amounted to	$960,000 00
The Governor has expended of this sum from the Treasury	$758,446 15
He has expended of the sum of $670,000 borrowed from the banks	656,761 66
The total military expenditures have therefore been	$1,415,207 81
There are debts for same objects unpaid, amounting to	181,600 00
Total cost of military	$1,596,807 81

To these the Governor adds an estimate for $100,000 for the equipment and subsistence of 5,000 men, for 30 days, in case of invasion. The whole war expense of the State for the year will, therefore, be, ascertained and estimated, $1,696,807 81.

This sum forms a charge against the Confederate States, and is now before the Confederate authorities at Richmond, to be audited and paid. The amount, when allowed, will be an offset against the Confederate tax laid upon the State, and will help the State to settle with the Confederate authorities, and assume the collection of the quota of Louisiana, through her own officers, and at her own convenience.

In making these expenditures, the Governor has obtained a loan of $670,000 from the banks of the city, (excepting the Bank of Orleans and the Crescent City Bank), of which sum he has on hand $106,101.

The debts to the banks for advances, to the Quartermasters, and for estimated military expenditures, reach to $951,000. There is of this unexpended $106,101 33 on hand, and authority to pay $191,553 85, the unexpended portion of the appropriation of $960,000. New appropriations will, therefore, be required for $653,944, and new means to the amount of $845,499 33.

The cash in the Treasury belonging to the several branches of domestic administration, is $383,622 27, of which only a trifle of $12,860 belongs to the general fund, applicable to appropriation.

This is the aspect of the State Treasury, which will tax the wisdom and sagacity of the Legislature to find means for supplying a public credit. The willingness of the people to contribute unstintingly to the public wants, is constrained only by the lack of ways in which to make their property and means serviceable to the cause in which we are all embarked. The measures suggested by the Governor as palliatives for the disorders of finance are:

1. An extension by the Legislature of the time for collecting taxes.

2. The making of Confederate money receivable for State taxes.

3. The authority to planters to issue "supply notes," or notes negotiable for the purchase of plantation supplies, which shall be a lien on crops.

4. The suspension by the Legislature of the duty imposed on the Attorney General to institute proceedings for a forfeiture of the Bank charters for suspension of specie payment, with provision to submit their action to a convention of the people, held after the conclusion of peace.

The issuing of small notes by the Banks, for the purpose of abating the nuisance of illegal private circulations.

The Governor reports the number of Louisiana troops now in service to be as follows: Eight regiments and two battallions in Virginia; three in Kentucky, and one in Missouri, and five more within the State.

The aggregate of soldiers furnished by Louisiana is 24,093 men, which is half of the usual voting population of the State.

Railroad Earnings--Weekly.

The receipts of the Grand Trunk Railway of Canada for the week ending Dec. 28,

were	$85,758 07
Corresponding week, 1860	60,805 49
Increase in 1861	$24,952 58
Total traffic from July 1st, 1861	$1,970,095 97
Corresponding period previous year	1,786,180 68
Increase	$183,915 29

The traffic of the Great Western Railway of Canada for the week ending Jan. 3, 1862, was as follows:

Passenger	$13,231 64
Freight and live stock	41,263 87
Mails and sundries	1,309 68
Total	$55,805 19
Corresponding week of last year	35,245 93
Increase	$20,559 26

The estimated earnings of the Cleveland and Toledo Railroad for the last eight days of December, 1861, were $34,672
Do., 1860 22,931
Increase $11,741

The earnings of the Michigan Central Railroad, for the last ten days in Dec., 1861, were $70,886 85
Do. 1860 39,845 40
Increase $31,041 45

The earnings of the Galena and Chicago Railroad the 4th week in Dec., 1861, were $25,515
Do., 1860 31,697
Decrease $6,182

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn Rivers :				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kenebec :				
Million Dollar Loan	468,600	6	'61–'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	70
" "	700,000	6	1880	68
" "	1,128,500	6	1875	71
" "	1,000,000	6	1867	81
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	400,000	6	1873	----
Boston and Worcester :				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	95
Income ⅓ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78–'79	----
Cambden and Amboy :				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,090,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa :**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Central of Georgia :				
Mortgage	86,067	7	1863	----
Central of New Jersey :				
1st Mortgage	1,400,000	7	'65 '70	104½
2d Mortgage	600,000	7	1875	100
Central Ohio :				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	43
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	93
Consolidated 2d Mort. (S. F.)	813,000	8	1890	95
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1858	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island :				
1st Mortgage	2,000,000	7	1870	93
Chicago and Northwestern :				
Sinking Fund Preferred	1,250,000	7	------	81
1st Mortgage	3,600,000	7	------	39¾
2d Mortgage	2,000,000	7	------	12
Cincinn., Hamilton and Dayton :				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning :				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	----
Clev., Columbus and Cin. :				
1st Mortgage, Coupon	509,000	7	'64–'90	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	359.000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296 000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	77½
Columbus and Xenia :				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River :				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dayton and Michigan (1 Ap. '60) :				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware :				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	99
1st Mortgage (E. Extension)	1,500,000	---	1875	99
2d Mortgage	2,000,000	---	1881	86½
Income (due 1862, '65 and '67	265,416	---	var.	88
Detriot and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000		------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	5	62–72	98
3d Mortgage (convertible)	445,000	6	1874	98½
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida :—				
Internal Improvement (State)	1,655.000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	360,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley :				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union :				
1st Mortgage (3d Div.) Coupon	422,000	7	'62–'68	100
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	100
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	96
***Great Western, Ill :**				
1st Mortgage (W. Div. 100 m.)	$1,041.000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	30
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster :				
New Dollar Bonds	651,000	6	1883	93½
Hartford and New Haven :				
1st Mortgage	927,000	6	1873	99
Housatonic :				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69–'70	103½
2d Mortgage	2,000,000	7	1860	97
3d Mortgage	1,840,000	7	1875	77
Convertible	1,002,000	7	1867	70
Illinois Central :				
Optional Right Scrip	38,000	7	1868	62⅝
Construction	12,885,000	7	1875	89
Construction	4,115,000	6	1875	89
Debeutnres	42,740	7	------	----
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	63
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville :				
1st Mortage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage }	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Leigh Valley :				
1st Mortgage	1,500,900	6	------	90½
La Crosse and Milwaukee :				
1st Mortgage (Eastern Div.)	903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	12½
2d Land Grant (Western Div.)	353,600	†	------	12½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort :				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami :				
Mortgage (Coupon)	1,300,000	6	1883	83
Long Island :				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort :				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville :				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester :				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis :				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati :**				
1st Mortgage (convertible)	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59–'62	----
Memphis and Charleston :				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv. :				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	94½
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	94½
1st Mortgage (S. F.), convertible	4,153,000	8	1882	90
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	80
Northern Indiana, 1st	985,000	7	1861	88
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	83
Detroit and Toledo	611,000	7	1876	70
1st General Mortgage (S. F.)	2,850,000	7	1885	77½
2d General Mortgage	2,465,000	7	1877	70
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	80
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,666,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	92
State Loan—Sch'dy and Troy	100,000	6	1867	90½
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100½
Stock Subscription	785,000	6	1883	92
Premium Consolidated Stock	7,745,000	6	1883	92
Real Estate	221,000	6	1883	92
New Convertible	3,000,000	7	1864	102
New York and Erie:				
1st Mortgage	3,000,000	7	1867	103½
2d Mortgage	4,000,000	7	1864	97
3d Mortgage (convertible)	6,000,000	7	1883	89
4th Mortgage (convertible)	3,729,000	7	1880	77½
5th Mortgage	1,277,000	7	1883	68
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	96
2d Mortgage	1,000,000	7	1864	93½
3d Mortgage	862,300	7	1867	73
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	61
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	62½
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54
Chattel Mortgage	350,000	10	------	70
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1868	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,216,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	93¼
2d Mortgage	2,319,000	6	1875	84
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	78½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	92
Mortgage	3,103,600	6	1870	74
Mortgage (convertible)	3,586,500	6	1886	73½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	73½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and L.)	1,000,000	7	1872	----
2d Mortgage (O. and L.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	30
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1876	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.)				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	75½
2d Mortgage (convertible)	2,000,000	7†	'68–'70	29½
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	72
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	45
3d M. (L. Er., Wab. and St. Louis)	1,347,600	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	10½
2d Mortgage Coupon	1,135,000	7	1887	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	65
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

Consolidation of Pennsylvania Railroads.

THE PENNSYLVANIA; AND THE PHILADELPHIA AND ERIE RAILROAD COMPANIES; THE LEASE NOT AN ASSIGNMENT FOR THE BENEFIT OF CREDITORS; THE ACT OF MARCH 7, 1861, PRONOUNCED CONSTITUTIONAL.

The case of Gratz vs. The Pennsylvania Railroad Company, and the Philadelphia and Erie Railroad Company came up before the Supreme Court of Pennsylvania, in equity, on a motion for an injunction, to restrain the defendants from carrying out certain contracts made between them in pursuance of acts of the Legislature, apparently authorizing them; and the Court have now decided in favor of the defendants, and denied the motion for an injunction.

The complainant was a stockholder in both the companies, and a citizen and taxpayer of the Commonwealth. He charged that the defendants were about to enter into contracts with each other, by which the Pennsylvania Railroad Company would become the purchaser of the Rolling Stock of the Philadelphia and Erie Railroad Company, and also of their bonds secured by a mortgage, dated March 30, 1861, (claimed to be the first mortgage upon all the railroad, except the part between Williamsport and Sunbury,) and also to become the lessee of their railroad for the term of 999 years. The reasons assigned were: first, that the defendants had not the corporated power to enter into them: second, that even if they had the power, the contracts themselves constituted an assignment in trust for the benefit of creditors, with preferences; and third, that the bonds proposed to be sold and purchased were not secured by the first lien upon the railroad, but that there was a prior mortgage of seven millions of dollars not legally satisfied; and if the contracts were consumated the bonds purchased would prove worthless in consequence of the prior incumbrance.

The Court held, that, the purchase by the railroad company (as in this instance) of the rolling stocks and bonds of another railroad, accompanied by a lease for 999 years: by the terms of which, the lessee is to keep the road in repair, maintain its equipment, and pay 30 per cent. of its gross earnings to the lessors, is valid, by virtue of the acts of April 13, 1860, and April 23, 1861; and is not an assignment for the benefit of creditors. Also that the act of March 7, 1861, authorizing the State Treasurer to cancel $3,500,000 of the bonds of the Sunbury and Erie Railroad, and directing the satisfaction of the mortgage for $7,000,000 is constitutional; and the mortgage for $5,000,000 executed March 30, 1861, is the first lien on the Philadelphia and Sunbury Railroad from Williamsport to Erie, and second only to the $1,000,000 on the road from Sunbury to Williamsport.

The following is the opinion of the Judge, delivered on the decision of the case:

STRONG J.—The last two reasons urged in support of the motion for an injunction, do not call in question either the legality of the proposed contract, or the power of the defendant to make them. They assert rather the impolicy of the arrangement, and deny that it will accomplish what the contracting parties intended. The purchasers of the bonds, it is said, instead of obtaining a security protected by a first mortgage, will, contrary to their expectations, be postponed to a prior incumbrance, satisfied of record indeed, but satisfied without authority of law. Whether for such reasons we should be authorised to interfere at the suit of a stockholder, or a tax-payer, and enjoin the defendants against consummating their proposed arrangement, we do not design now to inquire. We shall rather examine the objections urged by the complainant, and see whether they have any substantial foundation.

Is it then within the corporate powers of the two companies to enter into such contracts as they propose to make? This is hardly a debateable question. It would seem that if legislation could give it, the power has been given. Repeated Acts of Assembly have put this beyond doubt. The enactment of the second section of the Act of April 13, 1860, is, "that the President and Managers of the Sunbury and Erie Railroad Company (since changed by law to the Philadelphia and Erie Railroad Company,) be, and they are hereby authorized to make and enter into any contract or contracts with the Managers, or President and Directors of any other railroad company or companies within this Commonwealth, having relation to the completion, the working, or to the traffic originating on, or passing over or to and from the Sunbury and Erie Railroad, which may be considered just and reasonable by the contracting parties, and such contract or contracts shall be valid and binding upon the said companies represented by the said contracting parties, as fully as if the same were expressly authorized by their respective charters." It would be difficult to employ language more explicit and comprehensive than this. The contracts into which these defendants propose to enter are just such as this Act contemplated. They relate exclusively to the completion and working of the Philadelphia and Erie Railroad Company's road, and the traffic thereon. They contain not a provision or stipulation which does not bear more or less directly upon these objects. And if the Act of April 13, 1860, were not sufficient to confer upon the defendants the power to enter into such contracts, it is unmistakably given by the subsequent Act of April 23, 1861, which embraces all railroad companies created by and existing under the laws of this Commonwealth. It empowers them to purchase and hold the stock and bonds of any other railroad company chartered by the Commonwealth, and it makes it lawful for any railroad company to enter into contract for the use or lease of any other railroad, and to run, use, and operate it, provided the roads of the two companies so contracting or leasing shall be connected with each other, either directly, or by means of intervening railroads. The affidavits submitted with the bill in this case prove that the railroad of the Pennsylvania Railroad Company is connected with that of the Philadelphia and Erie Railroad Company by an intervening railroad, and so as to form a continuous route. The case is, therefore, fully covered by the provisions of this Act. It avails nothing to urge, against the words of the statue, the impolicy of contracts which substantially unite in one, two railroads so extended as those of these defendants. The question in hand is, whether the power has been given. Our province is to declare what the law is, not what the legislature should have done. We must hold that the law makers mean what they say, and we cannot therefore doubt that the defendants possess the power to make the contracts into which they propose to enter.

And if the contracts are within the corporate powers of the defendants, if they are authorized by Acts of Assembly, it may be doubted whether we should be justified in enjoining against them, even though we might be of opinion that they together would constitute an assignment in trust for the benefits of creditors, with preferences. This, however, need not be considered, for it is clear that they amount to no such assignment. They amount to a sale and a lease, not an assignment within the Act of Assembly. They create no trust. It is stipulated in each of them, that before they take effect, arrangements shall be made by the Philadelphia and Erie Railroad Company to pay or satisfy all their debts, except those secured by mortgage. By one of the contracts it is stipulated that the Pennsylvania Railroad Company shall purchase the mortgage bonds of the other party, at a fixed rate of discount, and that other party agrees to complete the construction of their unfinished railroad. By the other contract, bearing even date, the Philadelphia and Erie Railroad Company leases its road to the Pennsylvania Railroad Company for the term of nine hundred and ninety-nine years. The lessees covenant to stock the road and run it, and keep it in order and repair, fixing and collecting their own tolls and charges for freight. They also covenant to pay a rent equal to thirty per cent. of the gross revenue, and to pay it, first, in discharge of the taxes upon the property devised; secondly, as to a portion (to be agreed upon,) directly to the lessors; thirdly, in discharge of the interest on all the mortgage bonds of the lessors, according to their respective equities and priorities, and to the payment of that part of the principal of the bonds which is due to the sinking fund of the Commonwealth, and secured by one of the mortgages; fourthly, to pay the surplus, if any, to the lessors. To call this an assignment in trust for the benefit of creditors, is a perversion of terms. The case is diverse from Lucas *vs.* The Sunbury and Erie Railroad Co., 8 Casey, 458. The stipulated rent is to be paid wholly to the lessors, or in relief of the property demised from taxes and mortgages paramount to the term, and which might destroy it. This makes the ordinary case of a landlord agreeing with his tenant that the latter shall pay the taxes on the premises leased, and keep down the interest on prior incumbrances, and deduct his payments from the rent.

To understand the remaining objection of the complainant to the contracts proposed to be entered into, will require us to notice some of the legislation of the Commonwealth, and what has been done under it. By an Act passed April 21, 1858, and which was declared constitutional, in the Sunbury and Erie Railroad Co., *vs.* Cooper, the legislature authorized a sale of the canals then belonging to the Commonwealth, to the Sunbury and Erie Railroad Co., for the sum of three millions five hundred thousand dollars. The proposition was not to sell for cash, but entirely on credit. To secure the payment of the purchase money, the Act required the vendees to execute and issue their five per cent. bonds for seven millions of dollars, payable in instalments of one million each; the first in the year 1872, and an additional instalment each year thereafter, and to secure the payment of the bonds by a mortgage to two trustees, on the whole line of their railroad, finished and unfinished. Of these bonds, the State Treasurer was directed to receive an amount equal to three millions five hundred thousand dollars, in settlement for the purchase money of the said canals, and the residue were directed to be deposited also in the office of the State Treasurer, to be surrendered to the company as the work of completing their railroad progressed. The Act also provided that as a further security for the payment of the purchase money of the property sold, the vendees should execute and deliver to the State Treasurer other mortgages on the canals, and it enacted that in case of default by the vendees in paying the principal or interest of any of the bonds for ninety days after the same should become due and payable, a *scire facias* should issue, the mortgaged property should be sold, and that the proceeds of sale of the said canals should be paid into the sinking fund, and applied to the payment of the State debt.

In accordance with the proposition thus made by this Act of Assembly, the Sunbury and Erie Railroad Company became the purchaser of the State canals, and executed their bonds for seven millions of dollars, with an accompanying mortgage upon all their road. The mortgage was recorded, and all the bonds were delivered to the State Treasurer in pursuance of the requirements of the Act. One half of the bonds, to wit: three millions five hundred thousand dollars, represented the purchase money of the canals, and belonged to the Commonwealth. The other half belonged to the company that issued them, and were to

be delivered to them for negotiation, as the work on their railroad progressed. There was already a mortgage for one million of dollars, which was the first lien upon that part of the railroad extending between Sunbury and Williamsport.

Consequently some advance was made towards the completion of the unfinished pdrts of the railroad, and in making it debts were incurred by the company to contractors and material men. The advanced stage of the work, while it increased the debt of the company, necessarily enhanced the value of the property embraced within the mortgage. It was in view of this fact, doubtless, that when the mortgagors had failed to pay to the Commonwealth the interest on the bonds for the purchase money of the canals, the legislature, by the Act of April 13, 1860, directed that bringing suit on the mortgage should be postponed, and enacted that if any judicial sale of the road should thereafter be made, the amount, not exceeding six hundred thousand dollars, due contractors on that part of the road between Williamsport and Erie, for work and labor actually done, and materials furnished between the first day of August, 1859 and the first day of April, 1860, shall be postponed to the mortgage held by the Commonwealth. A list of the preferred claims was required to be furnished to the Auditor General. Some, if not all of them, were evidenced by bonds or scrip. After this Act of Assembly, it is evident the security of the Commonwealth was not less than it was when the mortgage was taken.

But the Sunbury and Erie Railroad Company were utterly unable to dispose of their portion of the bonds secured by the seven millions mortgage, which remained in the office of the State Treasurer, and of course they were unable to complete their railroad or even to pay the accruing interest on the bonds owned by the Commonwealth. This is abundantly established by the affidavits submitted to us, and it has been conceded by the legislature. The security which the Commonwealth held for the payment of the purchase money of the State canals, was therefere a mortgage upon an unfinished railroad; upon a road which could not be finished while the seven millions mortgage remained. Not only so, but there was a prior mortgage of one million of dollars upon the eastern end of the road, from Williamsport to Sunbury, and a prior lien not exceeding six hundred thousand dollars, upon the remainder. Then the other three millions five hundred thousand dollars covered by the mortgage stood in equal right with the Commonwealth. And the road was not only unfinished and incumbered with prior and coeval liens, but it was in such a condition of progress as to be of very little value for traffic or for sale. The extremities had been completed, but the large bodies by which the extremities were designed to be connected was all unmade. In such circumstances the legislature thought, and, if the affidavits submitted with the present motion are to be believed, they were warranted in thinking that the mortgage for seven millions of dollars was no adequate security, if indeed it was any security at all, for the payment of the debt due the Commonwealth. To make the security effectual, it was indispensable that the railroad should be completed. Accordingly, by the Act of March 7, 1861, it was enacted that the name of the Sunbury and Erie Railroad Co. should be changed to the Philadelphia and Erie Railroad Co., and that the company might execute new bonds for the five millions of dollars secured by a first mortgage to trustees on all their road, except, that from Sunbury to Williamsport it should be second to the one million mortgage which had before that time been given. The Act also directed that the bonds should bear interest at the rate of six per cent., should be payable in twenty years, and should be used by the said company for the purpose of completing and equiping their railroad, and for the payment of debts contracted concerning the same, and for the payment of the scrip issued by the company under the Act of April 13, 1860. To insure this required application of the bonds to the completion of the road, and the payment of the debts incurred in completing it, including the scrip previously declared prior to the claim of the Commonwealth, all the bonds were required to be deposited with the State Treasurer, and by him delivered to the company according to the progress of the work, after endorsement of the Secretary of the Commonwealth that they were issued by authority of law. The Act also authorized the company to execute other six per cent. bonds for four millions of dollars, and secure the same by a second mortgage to the Commonwealth, on the same property. It directed that these bonds, with the accompanying mortgage, should be delivered to the commissioners of the sinking fund, to be held *as collateral security* for the payment of the bonds for three millions five hundred thousand dollars, given for the purchase money of the canals. Thereupon the State Treasurer was directed to cancel and surrender all that portion of the seven millions mortgage bonds which belonged to the company, retaining uncancelled however, the bonds amounting to three millions five hundred thousand dollars, which belonged to the Commonwealth; and the trustees of the seven millions mortgage were directed to enter satisfaction on it, on the surrender and cancellation of all the bonds secured by it, except those owned by the Commonwealth.

The provisions of this last mentioned act have been accepted and performed. The five millions mortgage and bonds were executed on the 30th of March, 1861, and deposited with the State Treasurer. The four millions mortgage and bonds have also been executed and delivered to the commissioners of the sinking fund, and satisfaction has been entered upon the mortgage for seven millions.

It is now claimed that the Act of March 7, 1861 is unconstitutional; that the mortgage for seven millions of dollars has been marked satisfied without sufficient authority of law; that it still remains of force, and consequently that the five millions mortgage will not be the first lien on all the railroad between Williamsport and Erie, and subject only to the one million mortgage on that part of the road between Williamsport and Sunbury. It is insisted, that directing satisfaction to be entered on the mortgage for seven millions of dollars was a violation of section 4, article 11, of the Constitution of the State. That section provides for the establishment of a sinking fund for the payment of the public debt, and it declares that the sinking fund shall consist of the net annual income of the public works from time to time owned by the State, or the proceeds of the sale of the same or any part thereof, and of the income or proceeds of the sale of stocks owned by the State, together with other funds or resources that may be designated by law. It also declares that the said sinking fund may be increased from time to time by assigning to it any part of the taxes or other resources of the State not required for the ordinary and current expenses of government, and "that unless in case of war, invasion or insurrection, no part of the said sinking fund shall be used or applied otherwise than in extinguishment of the public debt, until the amount of such debt is reduced below the sum of five millions of dollars."

Is, then, the provisions of the Act of March 7, 1861, which directs satisfaction to be entered upon the seven millions mortgage, an *use* or *application* of any part of the sinking fund otherwise than in extinguishment of the public debt?

It is not worth the while to inquire whether at the time when the Act was passed, the bonds for the three millions five hundred thousand dollars were in the sinking fund. Strictly speaking, perhaps, they were not. The constitutional idea of that fund was doubtless that it should be money; something that could be applied directly to the payment of the public debt. But the bonds can hardly be called the proceeds of the sales of the canals. Those canals are not yet paid for. The proceeds of their sale are yet to be received. The bonds are but the evidence of indebtedness. They represent the proceeds of sale—they are not the proceeds themselves. Still less the mortgage. That was not even the representative of a debt. It was given, not to the Commonwealth, but to two other persons, who were made by it trustees of all the holders of the seven millions bonds. Each holder had as much control over it as the State herself. It added nothing to the amount due the Commonwealth, and its release could take nothing out of the treasury, or out of the sinking fund. With or without the mortgage the debt is the same; the amount of the proceeds of the sale of the canals unchanged.

But it would be a very narrow and illiberal construction of the constitutional order, were we to say that the securities taken for the purchase money of the public works are not within its protection. A Constitution is not to receive a technical construction, like a common law instrument or a statute. It is to be interpreted so as to carry out the great principles of the government, not to defeat them; Commonwealth *vs.* Clark. It must necessarily be brief, and speak in general terms, for its province is only to declare organic rules. Our duty is to enforce its meaning, to take care that what was intended to be accomplished by it shall not fail.

Treating, then, the debt due to the Commonwealth from the Philadelphia and Erie Railroad Company, and evidenced by the bonds, as within the sinking fund, and entitled to the protection of the constitutional ordinance as fully as its equivalent in money would be, how does the satisfaction of the mortgage amount to an *use* or *application* of any part of it contrary to the constitutional prohibition? To what other use is it applied? Not to the use of the Commonwealth, certainly. Not to the use of the mortgagors, for no part of the debt is released by the satisfaction of the mortgage. The debt, and the whole debt, remains due as before. The bonds for three millions five hundred thousand dollars continue in the sinking fund. The mortgagors and the obligors are still debtors as fully as ever. The proceeds of the sale of the canals are neither given away nor applied to any new use. And if there be no diversion of the fund from the object to which it was dedicated by the fundamental law, then nothing has been done which the Constitution prohibits.

It is material also to observe that if the Constitution is to be so construed as to bring the evidences of the debt due by the company to the Commonwealth, into the sinking fund, as we think it must, it follows, as a necessary consequence, that there is power in the government to manage the securities for the debt, and make such changes in them as will best effectuate the grand object which the framers of the Constitution had in view. And if this power exists, it must be in the legislature, subject perhaps, though only indirectly, to the supervision of this court. Now, what the framers of the Constitution mainly intended, was the dedication of the proceeds of the sale of the public works irrevocably to the payment of the public debt. The payment of that debt was the great end sought to be obtained, all else was but subsidiary to it. But this dominant purpose, this object of the Constitutional ordinance would be defeated, if, when a security for a debt has gone into the sinking fund, there remains no power over it except that of custody. If the commissioners of the sinking fund and the legislature must stand helpless and see the evidences of indebtedness belonging to the fund decaying from year to year into worthlessness, if they may not substitute a better for a worse security, then the Constitution but "holds the word of promise to the ear and breaks it to the hope." Such a view of it is worse than clinging to the letter and sticking in the bark, for not even the letter of the Constitution prohibits the administration and prudent management of whatever belongs to the fund. It prohibits only its perversion to any other use than the payment of the public debt. So far from inhibiting prudent measures to secure a debt, in spirit it enjoins them. It makes it the duty of all who have charge of the fund to see to it that all that belongs to it shall be effectually applied to the purpose for which the fund was created. And I cannot doubt that whenever it is made apparent that a possible change of securities is necessary to

guard any part of the fund from loss, this court would order it. In doing so, they would exercise only the ordinary powers of a court of equity over trustees, and they would be furthering the design of the framers of the Constitution. And if this is so, then it cannot be doubted that a court of equity would sanction precisely what the legislature did by Act of March 7, 1861, when they ordered the seven millions mortgage to be satisfied. We shall not go over in detail the facts as they have been exhibited to us in the proofs, not even mention again those which we have recapitulated. Let it suffice to say that the affidavits prove, without any attempt at contradiction, what is apparent also from the several Acts of Assembly, that the debt due to the Commonwealth is much safer, since the Act of March 7th, 1861, than it was before. The original debt, or rather the original evidences of debt, remain unchanged. A collateral security only has been given up, while an improved one is substituted in its place. We think this was not beyond the Constitutional power of the legislature to direct.

It remains only to add that, in our opinion, the seven millions mortgage was legally marked satisfied; that the five millions mortgage is the first mortgage upon the entire railroad from Williamsport to Erie, and second only to the one million mortgage on the part of the road between Sunbury and Williamsport; and that there is no ground for the injunction for which the complainant moves.

The motion for an injunction is therefore overruled.

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OFFICE OF THE ILLINOIS CENTRAL R. R. Co., New York, Dec. 5, 1861.

AT a meeting of the Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY, held at their office in New York this day, it was

Resolved, That an assessment of FIVE DOLLARS per share upon the Scrip Shares of the Capital Stock of the Company, be and the same is hereby called payable on the twentieth of January, 1862; and that the same be payable on the Stock registered in the City of New York at the office of the Company in that city; and on the Stock registered in London at the office of Messrs. ROBERT BENSON & Co., London; and that parties desiring to pay their assessment in London, may pay the same at a rate of exchange sufficient to produce five dollars per share to the Company in the City of New York.

Resolved, That the transfer books be closed on the afternoon of the 15th January next, and re-opened on the 20th day of the same month; and that no transfer be permitted, on or after that day, of shares upon which the foregoing assessment shall not have been paid.

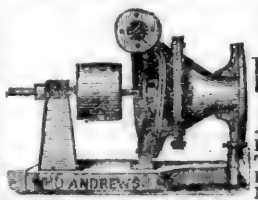
THOMAS E. WALKER, Treasurer.

The eighty-dollar certificates to be returned on payment of the above.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co., New York, Oct. 29, 1861.

HOLDERS of the stock of this Company, as registered upon the books of the company at the close of business on the 15th day of January, 1862, will be entitled to Canceled Bonds Scrip for five dollars upon each share of stock held by them deliverable on or after the 1st day of February next; and parties holding certificates are hereby notified to have the same registered in their own names on or before the said 15th day of January. 48

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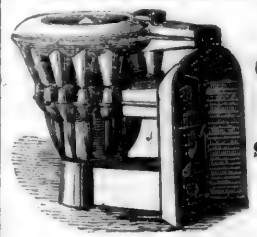


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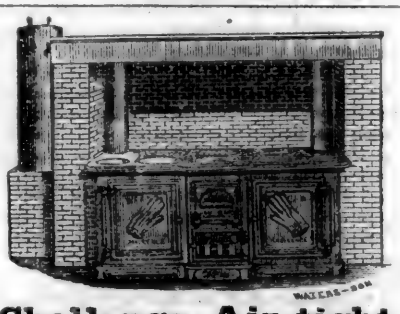


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This range, already very popular, has the **LARGEST OVEN** of any in the market; BAKES PERFECTLY, never failing to brown at the bottom; BOILS, ROASTS and and BROILS with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL,** which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light SUMMER AND WINTER PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y



SANFORD'S MAMMOTH OR GLOBE HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y

This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.

The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used. CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water street, New York,

ISAIAH W. SYLVESTER,

ATTORNEY AND COUNSELLOR AT LAW,
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ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, January 18, 1862.

Our Mining Interests--Effect of the War on the Production of American Iron.

There never was a nation whose territory contained within itself so many elements of wealth, as our own. The prairies of the West yield their annual tribute of grain, our hills furnish abundant pasturage, through our valleys flow mountain streams, at all times ready to turn our mills; and beneath our soil lie millions of wealth which our children are destined to discover and turn to a practical account. The coal and iron mines of Pennsylvania are worth more to us than the yellow fields of California, and whether with or without a protective tariff, our friends of the Keystone State are destined to reap an immense income from them, in all time to come. It is natural that the presence of this immense source of wealth lying beneath their soil, should render Pennsylvanians anxious upon the subject of a tariff; and make them desirous of one that would protect them from foreign competition. The anxiety on this subject was stronger twenty years ago, than at present. Henry Clay, Daniel Webster, John C. Calhoun, all spoke earnestly and eloquently upon the question. The balance of interests was then against a high or specific tariff; and the Democrats triumphed in the establishment in 1846, of an *ad valorum* tariff of thirty per cent. on the importation of iron. But four years previously, the Whigs had adopted a high specific tariff; the result of which was to attract competition into the iron business, and to greatly increase the number of furnaces throughout the United States. This proved what a high tariff would do, and our iron manufacturers may now again congratulate themselves, that among the incidents *made necessary* by the war, is the imposition of a duty on iron, nearly equal to that of 1842. That tariff was passed by the Whigs, and established the following rates upon the importation of iron: on iron bars or bolts a duty of $17 per ton; on iron in pigs a duty of $9 per ton; on old scrape iron a duty of $10 per ton; and upon steel a duty of 15 cents per 100 lbs. As we before said, this tariff was amended in 1846, and an *ad valorum* tariff of thirty per cent. upon bolts, bars, blooms, pigs, rods, slabs, &c., &c., superceded the specific tariff of 1842. The rate of duty now collected on the importation of iron, is established by the recent act of March 2d, 1861; and the tariff imposed is, upon bar iron rolled or hammered a duty of $15 per ton; upon iron slabs a duty of $15 per ton, or not less than 20 per cent. ad valorum; upon rails, &c., fitted to be laid down without further manufacture a duty of $12 per ton; upon boiler plate iron a duty of $20 per ton; upon pig iron and old scraps a duty of $6 per ton; upon iron wire a duty ranging from 75 cents per 100 lbs., to $20 per ton; and upon steel in ingots, bars, sheets, &c., a duty of one and one-half cents per pound.

If a tariff but little higher than this produced favorable results in 1842, what may we not reasonably expect from the same tariff at the present time; or not so much at the present time, as when the war is ended, as we believe it shortly will be, and the business activity of peace becomes again general throughout our land. For, we must bear in mind, that the necessity of a revenue, the reason for the imposition of this tariff, will continue many years after the war is over, and there is, therefore, no danger to be apprehended from a repeal of this act.

We cannot expect to be freed from heavy taxation for twenty years to come; and Congress can confer no greater benefit upon the country, than in making the raising of this revenue, conduce to the development of native American Iron, and to the thrift of manufacturing interests in general. And we respectfully submit that if, as many good and able men formerly believed, and as many talented men still believe, the promotion of our manufactures should be sought, if necessary, by the imposition of heavy duties upon the importation of foreign manufactures, that the benefit is no less certain, or important, where the duty is imposed, not with the special object of promoting manufactures, but for the purpose of increasing the public revenue, or in raising money to be expended in maintaining the integrity of our common Union. The great *desideratum*, the exclusion of foreign competition, is in both cases, equally, obtained.

And our iron manufacturers are now just in a position to derive benefit from this tariff. In 1859 there were 1,159 iron mills in working order, of which 560 were furnaces, 389 were forges, and 210 were rolling mills. There were abandoned 272 furnaces, 99 forges, and 15 rolling mills. The number of tons of pig iron produced in 1854 was 724,833; the number produced in 1855 was 728,-973; and the number produced in 1856 was 812,-917. Thus showing an increase in the amount produced in each year, and from '55 to '56 an increase of nearly 85,000 tons. The following figures exhibit the number of tons of rails manufactured by the rolling mills during the four years immediately preceding 1856, in comparison with the number of tons imported from abroad.

	Made. Tons.	Imported. Tons.	Total. Tons.
1853.....	105,000	298,995	403,995
1854.....	121,000	282,867	403,867
1855.....	134,000	127,506	261,506
1856.....	142,555.	155,496	298,051

It thus appears that from 1853 to 1856, the number of rails manufactured at home gradually increased, while the number imported gradually decreased, until in 1856 the number made in this country about equalled the number imported. But in 1857 came a financial crises, and iron manufacturers suffered with all other branches of business. The last four years has pretty thoroughly sifted the chaf from the wheat; those of our merchants who were doing business on limited

means, or were poor financiers, have been compelled to go into liquidation; and we may safely calculate, that those who remain are solid men, both as regards capital and business talent.

Starting from this basis, we know that our iron manufacturers have the control of the American Market. The ruinous competition of foreign merchants, between the high tariff, and the unsettled state of things in this country and in England, is practically excluded from interfering with our domestic manufactures; and we think that English iron will never again find a sale on this half of the American Continent.

During the last five years there was an increase of 9,729 miles of railway. In 1846 when the whig tariff was repealed there was but 4,870 miles of railway, while there is now in actual operation 31,169 miles. This great length must be kept in running order, and hereafter, the rails must be the product of our own mines, the fruit of our own mechanical skill and industry. And as if to compensate us for our many other losses during the past year, there has been an unusually large foreign demand for our cereals; the graniers of the West have poured their rich treasures of life into the lap of Europe; our immense lines of railway have never before been so full of business; in the midst of war a new demand has been made upon our machine shops to supply the waste of the wear and tear of the last year; and should our difficulties be settled before another season, we do not question, but that it would be merely the beginning of a new and more enduring prosperity than ever before blessed our iron manufactures.

War is, therefore, not an unmixed evil. Manufactures is, perhaps, the greatest source of wealth, and our difficulties have compelled us to encourage home industries. With strong hearts and working hands, the past will soon be forgotten, in the realization of a brighter and a more substantial future; at least, so far as our iron manufacturing interests are concerned.

Foreign Commerce of the United States.

Tabular statement showing the average annual value of Exports and Imports of the United States for the four decades, 1821, 1830, 1831 1840. 1841, 1850 and 1851, 1860.

	EXPORTS. 1st Decade. 1821–30.	2d Decade. 1831–40.	3d Decade. 1840–50.	4th Decade. 1851–60.
State States.				
Delaware	49,194	43,528	96,027	58,117
Maryland	4,523,948	4,329,981	6,195,172	9,589,707
District of Colum	841,984	714,313	391,071	36,501
Virginia	3,888,404	4,852,227	3,604,316	5,085,765
North Carolina	512,999	424,923	330,309	467,445
South Carolina	7,868,039	10,167,695	6,616,463	15,668,557
Georgia	4,668,915	7,349,822	4,486,073	9,647,493
Florida	18,804	294,206	1,238,218	2,516,360
Alabama	974,941	7,664,760	10,216,152	21,382,001
Mississippi		30,463		
Louisiana	10,537,716	28,650,152	33,785,354	75,978,559
Texas			25,136	2,065,869
Missouri				
Tennessee				
Kentucky		372		
Total Slaves Sts.	$33,884,944	$64,521,474	$98,987,291	$142,486,380
Grand Total	$76,674,667	$109,233,191	$125,757,361	$207,340,236

	IMPORTS. 1st Decade. 1821–30.	2d Decade. 1831–40.	3d Decade. 1841–50.	4th Decade. 1851–60.
Free States.				
Maine	$980,518	$963,067	671,909	$1,936,415
New Hampshire	288,999	110,010	40,373	33,738
Vermont	130,572	332,064	195,747	1,280,717
Massachusetts	15,047,389	18,466,751	24,060,720	41,903,032
Rhode Island	1,109,496	590,754	272,616	552,589
Connecticut	499,513	387,028	308,366	720,036
New York	36,337,956	75,392,170	75,757,184	191,504,119
New Jersey	268,500	21,256	3,401	3,632
Pennsylvania	11,708,869	11,574,721	8,830,583	17,095,044
Ohio	82	11,673	126,191	531,451
Indiana				
Michigan	8,868	142,443	100,911	569,096
Illinois			3,010	113,141
Wisconsin				27,305
Oregon				10,995
California			9,471	7,755,077
Washington Ter.				2,156
Total	$66,380,742	$107,951,937	$112,380,382	$264,038,543

	EXPORTS. 1st Decade. 1821–30.	2d Decade. 1831–40.	3d Decade. 1840–50.	4th Decade. 1851–60.
Free States.				
Maine	$945,528	$935,660	$1,302,878	$2,920,237
New Hampshire	175,306	77,237	12,255	10,011
Vermont	521,118	327,341	453,345	1,015,081
Massachusetts	10,565,101	9,827,901	10,307,488	21,607,723
Rhode Island	732,089	358,519	221,760	341,629
Connecticut	527,687	489,217	559,913	818,159
New York	21,583,336	27,958,815	35,532,296	111,331,464
New Jersey	30,136	43,734	14,418	9,370
Pennsylvania	7,703,240	4,424,762	4,726,055	6,554,832
Ohio	392	200,152	432,451	536,520
Indiana	5,790	68,375	188,109	1,681,674
Michigan			20,002	906,715
Illinois				250,153
Wisconsin				5,114
Minnesota				30,464
Oregon				6,861,132
California				73,585
Washington Ter.				
Total	$42,789,723	$44,711,717	$56,770,070	$154,953,856

	IMPORTS. 1st Decade. 1821–30.	2d Decade. 1831–40.	3d Decade. 1841–50.	4th Decade. 1851–60.
Slave States.				
Delaware	47,188	42,696	4,771	1,712
Maryland	4,740,494	5,778,437	4,557,688	8,240,717
District of Colum	295,532	142,795	56,416	40,540
Virginia	606,139	721,749	289,506	956,346
North Carolina	293,883	231,566	197,625	254,967
South Carolina	1,817,316	2,042,462	1,386,426	1,837,001
Georgia	617,322	494,125	314,792	548,790
Florida	66,437	179,469	125,142	146,207
Alabama	129,912	497,392	476,333	710,498
Mississippi	1,063	665	434	672
Louisiana	4,968,322	12,090,308	8,827,883	16,797,252
Texas			18,342	458,632
Arkansas		8,259	102,442	239,818
Missouri		10,682	7,792	57,811
Tennessee		3,944	39,088	57,449
Kentucky				
Total	13,473,608	22,244,439	16,404,680	30,356,612
Grand Total	79,854,350	130,226,376	128,785,062	294,395,155

Anthracite Coal Trade of the United States.

The Southern division or field includes all the coal basins South of the Nescopeck Mountain; in the Northern division or field is included the canoe-shaped basin North of Wyoming Mountain, which is watered exclusively by the North Branch of the Susquehanna and the Lackawanna rivers, whose junction is at Pittston, near the centre of the coal area.

The Southern Coal Field, situated between the Mountains Nescopeck and Kittatining and the rivers Lehigh and Susquehanna, comprising the Schuylkill, Lehigh, Mahanoy, Shamokin, Wiconisco, Swatara basins, or districts contains the Southern Coal Field—233 square miles or 149,120 acres. The Northern Coal Field, comprising vale Wyoming and dell Lackawanna contains 178 square miles or 113,920 acres—making a total area of 411 square miles, or 263,040 acres.

Southern Coal Field— Name of outlet.	1861. Tons.	1860. Tons.
Phila. and Reading R. R.	1,479,278	1,878,156
Schuylkill Canal	1,183,570	1,356,688
Lehigh Valley Railroad	743,762	730,642
Lehigh Canal	883,631	990,755
Shamokin V.& Pottsv. R.R.	241,451	210,108
Treverton Railroad	49,656	90,148
Lykens Valley Railroad	170,392	176,274
Lehigh & Susq. RR.—west from P. G. (about.)	10,000	14,719
Union Canal	42,171	35,489
Total Southern Coal Field	4,803,821	5,482,979
Northern Coal Field— Name of outlet.		
Del. and Hudson Canal	1,356,301	1,201,091
Del., Lack. & West. R. R.	1,104,319	1,080,228
Wyoming Canal	263,521	383,396
Lehigh & Susquehana R. R. (W. B. to W. H.)	111,074	100,277
North Branch Canal	53,244	52,965
Total, Northern Field	2,888,459	2,817,957
Total Southern Field	4,803,821	5,482,979
Grand total both fields	7,692,280	8,300,936

National Finances.

We give from Messrs. Samuel Hallett & Co.'s Circular what we regard as a well digested view of the condition of the government, in relation to its finances, as well as in reference to the political complications that exists. The aspect of affairs is decidedly more favorable, and we very confidently predict that the lapse of another month will witness the authority of government reasserted in very extensive portions of the Southern States:

Congress has yet taken no definite action upon the various schemes before it for the relief of the Treasury, but there is no doubt of the adoption, as soon as it can be matured, of a system of national taxation that shall at least assume to provide for the expenses of government on a peace footing. The necessity and expediency of such a step is fully appreciated, which is a great point gained. There is no question of the willingness of Congress to act, but the whole matter is novel to us, and our internal condition is so unlike that of other countries that we have to frame, really for the first time in our history, a system which will require much time, and perhaps repeated experiments, before it can be so adjusted as to bear evenly, and not too oppressively, and at the same time produce all the money needed. Congress will act soon enough. The danger is that it may too precipitately in view of the

necessities which press upon it. With a declaration, however, of its determination, to follow up the treasury note bill by an adequate tax bill, the former may be immediately passed which would afford the requisite relief; and followed in good time by the other measures, will solve the whole difficulty by the confidence it would impart to the long bonds of government. All that is wanted to put these to *par*, is ample provisions for their interest, and to show that we shall not, after peace, be compelled to borrow for our current expenditures.

In the present CIRCULAR we can only urge upon Congress the measures that should be adopted. It is a great misfortune that the only ones that can give real relief should have been postponed until the present time. We cannot long carry on the war by borrowing. The suspension of the Banks resulted not at all from the lack of capital, but from a derangement in the domestic exchanges. The city of New York, through the loans that have been negotiated, supplied the greater part of the money for the war. This money was distributed all over the country. For a time it returned, to pay the balances due the city. After these were discharged, it remained where it was paid out, or did not find its way back fast enough to fill the vacuum created. An adequate tax would have returned it, and preserved a proper equilibrium. This will be gradually restored under the laws of trade. It will be still further aided by the issue of Treasury notes which will be paid out to the creditors of government wherever they are found, by whom they must, at present at least, be held. If sent to the cities they will help to supply the capital they have parted with. They will be converted, to some extent, into the long bonds of the government; and should these advance under proper financial measures, they may be absorbed nearly as fast as they are issued. Notwithstanding, consequently, the vast expenditure going on, our national finances have not presented since the war commenced an aspect so encouraging, in the disposition shown to place, by an adequate system of taxation, the whole available means of the country at the disposal of the government. We are entirely confident of the ability of the country to surmount every difficulty that may be encountered. Notwithstanding the inexplicable delays that have been suffered in military operations, the confidence of the people in their ultimate success remains unabated. There appears to be good ground for believing that the long period of inaction has been at last broken, and that a forward movement has already taken place along an immense line of operation of nearly 2,000 miles, extending from the Chesapeake to the distant territory of Kansas.

We have in previous CIRCULARS enlarged upon the ability of the country to sustain the enormous expenditures going on. Thus far the revenues of the Federal Government have been derived almost entirely from impost duties. All the other sources upon which other governments chiefly rely, are left open to us. Of the total amount received into the British Exchequer in 1860, 1861, $360,000,000, only $115,000,000 were received from Customs duties. Excise produced $95,000,000. At a similar rate of taxation upon similar sources of revenues, it may be made to produce in the United States, at least $60,000,000; and a much larger sum should it be extended to the production of cotton, tobacco and sugar, in imitation of excise duty, in England, on *hops*. England derives an impost revenue on tobacco of 80 cents per pound, or about $30,000,000 in the aggregate. We export annually some 175,000,000 pounds, of which, that country takes about 35,000,000 pounds. The revenue derived to foreign governments upon tobacco grown in the United States equals probably one dollar per pound, or $175,000,000. We see no reason why our own government should not derive some portion of its revenues from this most important article in commerce. Cotton may be properly taxed in the same way. The future expenses of government are to be largely incurred in the support of a local police, which should be a charge upon the products of the territory protected.

Stamps in England produced in 1860, 1861, about $42,000,000. Similar rates here would produce a larger sum from the vastly greater number of contracts entered into in this country. The income tax would produce less here than in England, but still would yield a large sum. Such a tax is levied equal to three per cent. on all incomes over $800. A direct tax of $20,000,000 is also laid. It will thus be seen that with the $100,000,000 already provided for, in impost revenues and lands, and in income and direct taxes, it will not be difficult to swell the amount to $200,000,000, or $250,000,000, a sum quite up to our anticipated wants. Our ability and disposition to pay is not to be questioned, and the readiness with which our people will assume their new and vast responsibilities, will create quite as much surprise abroad, as the courteous surrender of Messrs. Slidell and Mason, whom English journalists affected to believe would be detained against the decision of our government, if not torn to peices by an infuriated mob.

Louisville and Frankfort and Lexington and Frankfort Railroads.

The length of the Louisville and Frankfort Railroad is 65 miles; of the Lexington and Frankfort, 29 miles. These roads are operated as one; the net earnings, after the payment of all operating expenses, being divided between the companies in the proportion of the lengths of their respective roads. The receipts from the joint operations of these roads during the fiscal years ending June 30, 1860 and 1861 were as follows:

	1860.	1861.
From passengers	$212,133 69	$181,303 74
" freight	165,982 37	161,260 15
" mail	8,963 00	8,960 00
" miscellaneous	3,299 11	3,331 38
	$390,378 17	$354,855 27

The expenditures during the past year were:

Repair of road	$45,633 13	
" locomotives	21,736 52	
" cars	23,393 44	
" bridges	348 47	
" rails	8,982 24	
" buildings, etc.	4,100 89	
Fuel	20,654 19	
Wages	45,421 55	
Chairs and spikes	2,135 57	
Cross-ties	15,280 76	
Ballast	6,719 75	
Miscellaneous	18,501 19	
		212,907 70
Balance net profit		$141,947 57
The decrease in gross earnings was		$35,522 90
With an increase in expenses of		1,673 57
Making the decrease in net earnings		$37,196 47

LOUISVILLE AND FRANKFORT RAILROAD.

The proportion of gross and net earnings and expenses applicable to this road is as follows:

	1860.	1861.
Gross earnings	$270,053 08	$245,910 86
Operating expenses	145,183 23	147,230 98
Net earnings	$124,869 85	$98,679 88

Of the net earnings of the past year, $44,178 have been appropriated to the payment of two cash dividends, declared the one in January, and the other in June, 1861; and the balance to the payment of interest, reduction of the debt of the company, .

The gross earnings have been $24,142 22, and the net earnings $26,189 97 less than for the preceding year. The expenses were $2,047 75 greater, arising from the increased outlay in repairs of rails, cross-ties, and repairs of locomotives, amounting in the aggregate to $13,822 65 more than during the previous year.

The business of the road for the ensuing year must be much more diminished, and until a reviving change takes place the company cannot hope to realize more than will pay the interest on its debt, and meets its liabilities as they fall due, if it can do that much. The directors cannot promise another dividend until the troubles of the country are settled.

Since the last annual report, a stock dividend of 50 per cent. has been declared, so as to make the amount of the stock and the debt of the company represent the cost of the road.

BALANCE SHEET JULY 1, 1861.

Capital stock		$1,104,587 50
Stock to be issued for interest and dividends		5,006 90
City of Louisville bonds		124,000 00
State of Kentucky		74,519 50
Railroad bonds, old and new		216,000 00
Cash dividends unclaimed		10,268 31
Profit and loss		115,169 46
		$1,649,551 67
Construction	$1,383,526 43	
Proportion of rolling stock	126,735 00	
" materials	52,276 52	
Stock of other companies	6,540 00	
Real estate	38,170 36	
Bills receivable	4,863 81	
Cash in New York to pay bonds	10,029 49	
" " " interest	3,639 40	
Cash on hand	23,770 66	
		$1,649,551 67

President—EDWARD D. HOBBS.
Superintendent—SAMUEL GILL.
Secretary and Treas.—W. H. REYNROTH.

LEXINGTON AND FRANKFORT RAILROAD.

The proportion of gross and net earnings and expenses applicable to this road is as follows:

	1860.	1861.
Gross earnings	$120,325 09	$108,944 41
Expenses	66,050 90	65,676 72
Net earnings	$54,274 19	$43,267 69

The gross earnings show a decrease of $11,380 68, with a decrease in expenses of $374 18—making the decrease in net earnings $11,006 50.

BALANCE SHEET, JULY 1, 1861.

Capital stock		$514,433 39
Bonds		180,000 00
Dividends unpaid		8,774 24
Sinking fund		19,500 00
Renewal and contingent		37,337 26
Stock profits		22,415 70
Profit and loss		2,851 53
		$735,312 12

Construction	$591,120 86
Proportion of rolling stock	52,300 50
" materials	28,557 20
Bonds receivable	51,000 00
Bills receivable	3,199 50
Real estate	1,025 12
Treasurer	208 38
Cash	7,900 56
	$735,312 12

President—EDWARD H. HOBBS.
Superintendent—SAMUEL GILL.
Secretary—E. S. DUNCANSON.

The proposition alluded to in the last report with regard to the Lexington and Big Sandy and the Shelby Railroads remain in *statu quo*—no action having been taken as to the Big Sandy road, and the efforts to complete the Shelby road having been suspended owing to the pressure in the financial condition of the country.

The equipment of the entire line consists of 13 locomotives; 10 passenger, 5 baggage, 160 freight, stock and platform, and 65 construction, ballast and hand cars.

The whole number of passengers carried was 188,286. The total mileage of passengers was 5,326,994. The number of ton of freight carried was 69,344. The number of tons carried one mile was 3,687,576.

The number of miles run by locomotives with passenger trains was 143,837; by freight trains, 79,649; by other trains, 21,297—total, 244,773.

Corporations--The Statute of New York Prohibiting Transfers of their Property.

TRANSFERS OF THEIR EFFECTS EXCEEDING $1,000—DESIGN OF THE ACT—AUTHORITY OF THE OFFICERS—PRESUMTION AS TO THEIR USUAL OR CUSTOMARY ACTS.

The case of *Elwell et al. vs. Dodge et al.* was brought upon a promissory note of the defendants, for $1,671 81, payable twelve months after date to the "Globe Mutual Insurance Company or order." The note was endorsed to the plaintiffs by "L. Gregory, president;" he being at the time president of the company and named in the note as payee. This was the usual manner in which the company endorsed and transferred its paper. The note was transferred to the plaintiff as collateral to a stock note of the company upon a loan by the plaintiffs of their notes, in lieu of money, to the company, which notes the plaintiffs paid at maturity. The loan was $20,000, and the collaterals received by the plaintiffs exceeded that amount by $5,000, or $6,000, and the whole amount loaned had not been repaid.

The defendants urged in their behalf, first, the want of authority in the company to transfer the note; they being prohibited by the statute from transferring effects exceeding $1,000 in value without special authority of the directors, and there being no such authority shown in the case; second, that the endorsement of "L. Gregory, president," was not the endorsement of the Globe Mutual Insurance Company, so as to pass title to the note: and, third, that the note was given for a consideration specified, and that they were only to pay such amounts as the company should earn as premiums on property insured for the defendants, and that the premiums only amounted to $853.99. At the trial the court directed a verdict for the plaintiffs for the amount of the note and the interest, and the defendants appealed to the General Term. The following is a portion of the opinion of the court, delivered at the decision of the case, overruling the exceptions and points of the defendants, and affirming the judgment of the court below.

ALLEN, J.—A general resolution of the directors, delegating the power to transfer property or choses in action to meet the exigencies of the company, or a ratification of this particular transfer by act or resolution of the board, or acceptance or appropriation of the fruits of the transaction, if a special resolution authorizing the transfer and use of this note was wanting, would be sufficient to sustain the endorsement as the act of the company, and might have been proved had the precise point now made been then taken. The evidence given did not preclude the possibility or even probability that such evidence could be given. The presumption is that acts which an officer usually and customarily performs in behalf of the company are authorized by the directors: and the authority to act in a class of cases may be conferred by a single resolution, as well as by a distinct resolution for each case. The usage and practice of this company was proved, and it would hardly be supposed that the want of a special resolution and want of proof of authority in the officer of the company to make the transfers to the plaintiffs, was the ground of the defendant's objections, taken on his motions to dismiss the complaint. * * * *

But if the point had been distinctly taken, it would not have availed the defendants for several reasons: 1st, The statute prohibiting transfers of the effects of moneyed corporations exceeding in value $1,000, except as authorized by a previous resolution of the board of directors, was designed to protect the corporation against the acts of its agents and officers, and is for the benefit of the corporation and its stockholders and creditors. So long as the corporation nor any one claiming under it, or as a creditor having a claim against it at the time of the transfer, who might be injured by it, do not repudiate the transaction, and seek to reclaim or reach the note, the debtor cannot attack the title of the holder, under this statute. The transfer is not void but simply voidable, at the suit of the corporation or other party in interest. The statute saves the rights of a purchaser for a valuable consideration, and the plaintiffs were such purchasers of the note in suit, before its maturity. There was no conflict of evidence, nothing to be submitted to a jury upon this point, and there was no request to submit any question of fact to the jury. Indeed it was not suggested upon the trial, that the plaintiffs were not purchasers for value and no pretense, that they had any notice of any want of authority in the officers making the transfer. The president, vice president and secretary were all parties to the transfer taking part in the transaction. The secretary delivered the note to the vice president to be negotiated after it had been endorsed by the president, and the transfer was in the usual manner, and by the executive and financial officers of the company. 3d, It does not appear that there was not a previous resolution authorizing this transaction. All that was proved was that there was no resolution authorizing the particular transfer. But a resolution general in its terms, and sufficiently broad to cover the transaction would answer the requirements of the statute.

It is now urged that the endorsement of "L Gregory, President," was not the endorsement of the Globe Mutual Insurance Company so as to pass title to the note. This point was not taken at the trial. But treated as taken it is not tenable. This case is distinguished from that relied on by the defendant's counsel. (Marine Bank *vs.* Clements.) The fact was proved in this case, the absence of which is commented upon by the learned judge in that case, and for want of which the judgment in that case was given. It was proved here that the company had been accustomed to endorse its commercial paper in this manner, and it did not appear that endorsements in any other form had ever been made by it. It was then the endorsement of the company and not of the president individually, and so the jury must have found, had the counsel for the defendant desired that question to be submitted to them, and so in effect found by the general verdict rendered by the jury under the direction of the court.

In *Marine Bank vs. Clements* stress is laid upon the omission of the referee to find that the note was "endorsed by the company." The only other question arises upon the offer of the defendants to prove the defense as stated under the second head of their answer and the exclusion of the evidence by the court. The fair construction of this offer would limit it to evidence of the facts alleged in the paragraph or clause of the answer preceded by the word "Second" and such I doubt not was the understanding of the judge at the trial.

The following paragraphs of the answer purport to be statements of other and distinct defenses having no connection with the fact alleged in the "Second" paragraph or with each other. Had the defendants intended anything else, their counsel should have stated the specific facts designed to be proved that the court might understandingly pass upon the admissibility of the offered evidence. The second clause of the answer alleges an agreement cotemporaneous with the note, varying its effect, which was clearly inadmissible in evidence. But the defendants are no better off if the offer is held to embrace all the facts alleged is new matter in the answer. The note was transferred before due, and the only facts alleged which are now claimed to have been admissible under the answer are that the plaintiffs parted with no value for the note but took the same as security for a pre-existing debt and that the defendants "have sustained losses on property insured in such company to the amount of $799.82, which said company has become and is liable to pay to these defendants, and which sum they will set off against any claim on the note set forth in plaintiff's complaint." To make this demand a set off or counter-claim against the note in the hands of the plaintiffs, it must have existed at the time of the transfer of the note by the company. So far as appears from the answer, the claim had an existence for the first day on the day of making of the answer. It does not even appear to have existed at the commencement of the action. The endorsee of negotiable paper does not take it subject to equities that may thereafter arise between the payee and maker, but only to such as exist at the time of the transfer. No defense is set up in the answer; and the judge at the circuit properly excluded all evidence under it. The judgment must be affirmed.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	.....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	36,646	79,664	—	116,310	—	—	—	—	—	—
31 Dec. '59	349.9	13.5	.....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,418	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	—	—	1,030,957	—	—	—	—	—	—
								ARKANSAS.													
— — '—	—	—	—	301.4	—	—	—	Cairo and Fulton	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	.....	.....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	.....	.....	23.8	45,543	77,028	34,866	16	.....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,986	359,147	149,477	—	.....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	136
31 Dec. '60	74.0	—	.....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	.....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	.....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	758,538	750,000	156,429	1,644,967	62.0	127,390	185,072	.....	—	.....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	.....
31 Dec. '60	66.0	—	5.2	—	7	7	111	New London Northern	1,399,409	174,159	—	510,900	1,052,100	—	1,573,568	66.0	148,820	130,295	.....	—	.....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	1,717,523	117.4	579,659	925,075	325,575	—	.....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	1,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	.....
31 Oct. '59	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	725,551	—	—	744,529	—	4,641	749,171	5.0	.....	21,195	.....	6	.....
								FLORIDA.													
— — '59	154.2	—	.....	—	—	—	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,185	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.5	.....	10,256	1,504	—	.....
— — '59	26.5	3.9	.....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '59	30.0	—	.....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '59	43.5	—	.....	23 7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	272.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71 6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	390,500	19,91	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832 343	454,541	—	.....
								ILLINOIS.													
31 Dec. '60	220.0	—	.....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	—	—	8,500,000	4,500,000	.....	10.000.000	220.0	845,981	994,569	225,786	13m	.....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	.....	10,195,267	168.0	.....	1,514,478	242,564	—	61½
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	.....	—	...	...	.....	Chicago and Northwestern	9,344,863	*	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,666	139,822	—	.....
30 Jun. '60	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,954	309,567	3½	55
10 Nov. '58	33.2	—	.....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,000	.....	10,469,355	261.8	792,029	1,462,752	652,260	—	69
31 May, '61	175.0	—	.....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	2,394,000	.....	.....	175.0	.....	485,945	181,529	—	.....
31 Dec. '60	454.8	252.5	.....	—	115	90	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	.....	33,221,720	708.3	.....	2,721,991	850,630	—	64
— — —	—	—	—	81.5	—	—	—	Illinois River	—	—	—	—	—	—	—	—	—	—	—	—	—
— — —	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,103	.....	.....	148.0	.....	.....	.....	—	.....
— — —	46.6	—	.....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	.....	oper. by Chic. & R. Is.	.....	125,000	—	.....
— — —	—	—	.....	129.0	—	—	—	Peoria and Hannibal	—	—	—	—	—	—	—	—	—	—	—	—	—
— — '58	186.0	—	.....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100 0	oper. by	Bur. &	Quincy	—	.....
— — —	1.0	—	.....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	.....	oper. by Chic. & R. Is.	.....	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,457	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
— — —	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,030,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
— — —	29.0	—	.....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	.....	.....	—	.....	.....	.....	.....	109.0	.....	.....	.....	—	.....
1 Jan. '58	72.4	—	.....	—	19	21	278	Indiana Central	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	1,666,280	244,081	25,641	611,000	1,164,000	47,850	2,111,059	106.0	.....	368,189	132,094	6	58
31 Dec. '60	84.0	—	.....	—	...	...	.....	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,849,900	1,36 ,284	140,689	3,458,108	110.0	.....	448 858	230,834	9	42
31 Dec. '60	78.0	—	11.0	—	15	16	119	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	855,971	1,023,384	37,219	2,031,942	84.0	.....	277,952	119,745	—	.....
— — '59	64.0	—	.....	—	...	...	.....	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,431	30,2,006	112,798	—	.....
31 Dec. '60	86.0	49.0	.....	—	23	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
— — '58	288.0	—	.....	—	...	...	.....	Madison and Indianapolis	2,667,704	*	350,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,086	—	.....
— — '58	74.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,080,000	6,000,000	288.0	.....	645,827	371,402	—	.....
30 Nov. '60	73.0	—	.....	—	18	25	298	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
								Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	239,000	46,647	1,970,381	73.0	.....	404,599	252,773	10	.....
								IOWA.													
1 Jan. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50 0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,239	46,77	—	.....
31 May, '58	50.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	240,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft, Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	—	—	—	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
— — '59	55.0	52.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,99	111.8	.....	426,408	227,564	—	85
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	.....
— — '58	13.0	—	.....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13 0	oper. by	Cov. & Lex.	.....	—	.....
30 Jun. '60	29.0	—	.....	—	...	...	.....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	.....	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	.....	—	12	10	165	Louisville and Frankfort	1,375.359	126,735	6,540	741,069	456,519	—	1,662,740	65 0	.....	270,053	124,869	—	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,12.	—	.....
— — '59	18.8	—	.....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. & Lex.	.....	—	.....
								LOUISIANA.													
— — —	22.0	—	.....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	.....
— — —	27.0	—	.....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,294	481,922	223,649	—	.....
31 Mar. '59	206 0	—	.....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	755,774	.....	—	.....
31 Aug. '60	53.7	—	.....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,376	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,228	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	—	—
31 Aug.'59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	828,412			180,497	300,000	75,000						—	—
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	—
31 May,'59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	141,664	208,299	104,029	6	100
31 May,'59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
31 May,'59	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	49
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,563,616	855,889	214,998	2,280,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	17
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000			601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*		1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	94½
31 May,'60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,886,709	417,233	465,758	4,076,974		134,950	4,929,166	118.3	553,484	915,626	450,096	8	10[illegible]
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	1 9
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000		47,580	5,327,567	83.7	525,954	1,045,653	439,284	8	111½
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,690	168,400	11,058	.....	47.2	77,522	122,637	45,618	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	242,000		1,928,264	52.4	.....	297,096	153,154	8	78
31 May,'61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960 000		5,045,630	120.7	456,825	684,685	327,590	4	57½
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416		299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	250,149		3,540,000	100,000		3,869,729	67.7	337,451	632,865	272,299	6	97
30 Nov. '60	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	96½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582			298,951	303,014	57,065	663,030	ope	r. by N.	H.&N'h	28,791	—	.....
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	100,000		363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	30.0	172,511	251,683	72,097	8	108
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644		500,000		19,800	564,707	21.8	49,241	136,585	30,677	5	78½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696		220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,562	—	.....
30 Nov. '60	9.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302			279,818	197,512	111,691	.....	8.4	24,428	15,891	.....	—	6
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	101½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000		1,864,789	44.4	.....	393,589	197,774	8	103
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope	r. by R.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700			448,700			451,000	ope	r. by Ho	usatonic.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*		250,000			250,000	.....	50,082	156,015	27,817	8	100½
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048			385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880		3,516,865	77.0	101,326	211,899	75,810	—	10½
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb.&W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,289,520	17,532	13,940,644	192.0	.....	1,881,351	888,254	—	111½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	150,000	976	1,403,409	45.7	180,153	229,332	102,604	6	52
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596		2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May,'61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	8	52
31 Mar. '61	248.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,086,629	—	21½
-- -- --	—	—	—	80.8	—	—	—	*Port Huron and Milwaukee*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....		.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....		.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....		.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....		.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292		2,000,961	2,554,782	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	88.2	.....	260,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	—	.....	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0				—	—
31 Aug. '60	206.8	—	.....	—	—	—	.....	*Hannibal and St. Joseph*	12,364,134	*		1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	30
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254		2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	875	*Pacific*	9,959,077	626,357		3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216			68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	42,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267		2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*		389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*		1,500,000			1,564,506	61.3	334,532	459,659	128,366	6	53
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*		250,000			250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000			200,000			200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205			492.500		42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000			863,400	33,800	108.259	1,005,459	ope	r. by Con	cord.	88,577	8	99
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715		595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,186	4	49½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	.....	Belvidere Delaware	3,128,267	*		997,862	2,032,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.5	32.3	.....	8.0	—	—	.....	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	112½
31 Dec. '60	60.3	—	.....	—	—	—	.....	Camden and Atlantic	1,829,473	*		976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	.....
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	175,000	5,580,961	64.0	488,871	1,185,847	710,396	10	114
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000		.....	1,488,121	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '59	53.0	—	45.5	11	15	—	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '60	33.8	—	.....	—	—	—	—	New Jersey	3,589,031	394,228	1,266,337	5,749,000	688,000	.....	5,312,019	33.8	522,731	1,113,882	670,720	10	115
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*		154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*		630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*		1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	70
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278			216,794		56,582				15,344	3,368	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. rotd leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,090	50,000	—	oper. by Rens. & Sarat.		—	—	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	oper. by Western.		—	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212 072	3,633,579	176.0	483,412	593 845	187,704	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	827	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,646	3,027,496	67.8	317,850	211,020	498,047	10	120
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	330,000	70,000	—	450,000	oper. by Erie.		—	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	oper. by Erie.		—	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	39½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	439,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	9
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,095	209,356	41,045,289	654.9	.....	7,309,042	2,601,063	6	83½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,506	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	35½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	.....	.....	152.9	.....	1,142,851	433,716	—	18
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.		—	60,000	6	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	.....	4,577,000	121.8	395.12s	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	330,340	213,500	4,875	.....	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	.....	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	.....	59.2	119,325	269,363	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	.....	oper. by B., N. Y. & E.		22,047	—	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sackett's Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,006	.....	.....	oper. by Ren. & Sar.		—	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	.....	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	.....	13.0	.....	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	.....	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	125	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	.....	112.0	280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	.....	.....	oper. by Hud's River.		—	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	.....	.....	oper. by other Co's.		—	—	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	.....	—	—	—	—	—	—
30 Sep. '60	98.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	63,112	.....	98.7	212,235	351,167	178,067	10	35
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	.....	.....	223.0	.....	—	—	—	—
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,840,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	.....	—	.....	.....	.....	Atlantic and Great Western	613,231	—	—	866,999	—	77,294	.....	—	—	—	—	—	—
31 Dec. '60	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	.....	314,091	102,765	—	—
1 Aug. '59	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,675,000	1,126,458	6,810,432	141.0	.....	597,633	71,356	—	—
31 Mar. '61	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	.....	3,708,392	198.3	382,987	644,229	282,700	7	63
31 Dec. '60	30.0	—	.....	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	—	—	—	28
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304.168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	.....	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,128	141.2	655.162	1,085,799	580,621	10	110
31 Dec. '60	67.0	—	.....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	296,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369 849	238,003	—	89
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,802,006	.....	.....	96.6	492,955	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653.821	9,661,102	203.5	646,413	772,093	332,093	4	16
31 May '61	109.2	79.4	.....	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,296	3,343,800	3,850,570	196,413	7,612,406	188.6	.....	919,971	493,956	—	37½
31 Dec. '58	61.4	—	.....	58.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144.000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	oper. r. w. Lit. Miami.		170,795	8	74	
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	.....	575,002	212,107	—	—
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	1,104,086	36.6	.....	62,026	3,565	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	.....	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	.....	152,328	43,865	—	—
— — '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Aug. '58	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,330	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,157	158.0	687,855	1,200,499	341,591	8	77
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '61	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,685,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,908,736	2,490,000	466,215	.....	125.0	.....	.....	.....	.....	.....
30 Jun. '61	153.9	52.0	.....	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450.245	58,589	—	—
31 Dec. '60	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	152,063	2,588,876	125.0	.....	185.934	34 167	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper. by C., C. & C.		—	—	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	.....	.....
31 Aug. '60	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	.....	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	62,624	.....	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	57
31 Dec. '60	68.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	.....	.....	146.0	.....	.....	.....	.....	5½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	.....	182,673	116,922	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,139,157	5,222,916	733,622	11,680,357	202.0	.....	2,191,336	1,316,688	6	65
30 Nov. '59	36.3	—	2.8	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	.....	.....
30 Sep. '59	18.6	—	4.0	—	.....	.....	.....	Erie and Northeast	700,000	.....	.....	600,000	400,000	.....	1,000,000	oper. b. Buf. & S. L.		—	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	.....	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	5	51
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,067,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116.200	67,660	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	.....	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	.....	.....	45.7	183,500	679,908	342,039	6	49½
30 Nov. '59	28.0	5.0	13.5	—	9	.....	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	oper. r. by C., W. & E.		—	—	—	19
31 Dec. '60	20.0	—	4.0	—	.....	.....	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,950	3,413,871	303 927	9,803,932	.....	.....	753,318	670,227	6	48½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.8	.....	556.192	379,976	10	48½
31 Dec. '59	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	396,927	—	3,155,875	2,940,473	774,322	6,471 462	65.7	5 mos.	176,047	91,389	—	5
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,269	3,474 545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932.701	2,296,402	—	38
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,627	.....	.....	.....
30 Sep. '59	17.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	44½
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150	.....	24,353,896	151.4	.....	3,312,546	1,625,985	—	18½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by Cam. & Amboy	—	—	—	125
31 Oct. '60	98.0	6.0	—	—	80	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,300,000	.....	.....	200.5	48,677	1,236 597	471,712	6½	43½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	P. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1.755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	—
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791 166	18,487,835	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	....	....	....	....	....	....	....	....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	....	1,355,700	54.0	....	....	....	—	....
30 Sep. '59	9.2	15.3	14.9	—	....	....	....	Schuylkill Valley	573,616	*	—	568,150	....	....	573,616	24.5	....	34,501	29,604	3½	....
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	....	....	96,227	54,582	....	....
31 Dec. '59	148.0	—	20.0	140.0	....	....	....	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,189,869	148.0	....	114,126	61,848	—	....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	....	....	29.6	....	83,072	47,007	6	....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,454	1,679,301	26.4	....	125,597	4,502	—	....
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	....	78.0	199,878	238,420	880,239	—	44
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,900	....	....	62.0	240,449	331,522	106,782	5	55
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	....	13.6	23,514	23,005	1,478	....	....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	....	....	1,916,515	217,577	....	2,134,092	13.2	....	....	....	—	....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	....	....	....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	....	....	109.6	....	283,263	151,536	6	....
.. .. '58	40.3	—	....	—	....	....	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	....	....	49.3	....	....	....	—	....
1 Jan. '59	143.2	21.3	....	—	....	....	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,540	2,919,554	164.5	....	341,190	125,871	....	....
31 Aug. '58	22.5	—	....	—	....	....	....	Kings Mountain	196,230	*	—	200,000	....	....	200,000	22.5	....	....	....	5	....
31 July '58	32.0	—	....	—	....	....	....	Laurens	543,403	*	—	400,000	106,218	....	575,729	32.0	....	27,568	8,527	—	....
28 Feb. '59	102.0	—	....	—	....	....	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	....	220,014	96,145	—	....
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	....	....	....	....	2,643,833	....	....	....	....	1,499,636	701,943	7	....
31 July '58	25.1	—	....	41.9	....	....	....	Spartanburg and Union	....	....	....	....	....	....	....	25.1	....	....	....	—	....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	....	....	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	....	29,967	19,187	—	....
1859	....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	....	30.0	29,845	9,359	7,486	—	....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	....	140.0	....	318,718	187,466	—	....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	....	130.3	150,142	297,806	3 149,167	—	....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	....	1,635,096	873,597	—	....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,561,000	145,000	....	....	....	....	....	—	....
1859	100.0	—	30.6	55.8	....	....	....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	....	....	....	....	....	....	—	....
1859	59.9	—	....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	....	59.4	69,870	177,256	60,029	—	....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	....	47.4	54,175	83,129	44,666	—	....
1859	34.2	—	7.9	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	....	34.2	30,065	23,808	13,892	—	....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	....	....	159.0	....	734,118	337,384	6	....
1859	....	—	....	—	....	....	....	Nashville and Northwestern	....	....	....	....	....	....	....	....	....	....	....	—	....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	....	45.8	57,950	127,953	87,243	—	....
1859	30.0	—	0.6	8.0	....	....	....	Winchester and Alabama	....	....	....	216,962	413,000	408,477	....	30.0	....	1,248	....	—	....
								TEXAS, (*all aided by State*).													
.. .. '58	32.0	—	....	158.0	....	....	....	Buffalo Bayou, Braz. & Col'r'do	....	....	....	....	....	....	....	32.0	....	....	....	—	....
.. .. '58	56.0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	....	....	....	....	....	....	....	56.0	....	....	....	—	....
.. .. '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	....	....	275-000	240,000	171,560	....	50.0	31,300	32,670	....	—	....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	....	70.0	102,200	282,846	196,568	—	....
.. .. '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	....	....	....	....	....	....	....	25.0	....	....	....	—	....
.. .. '59	28.0	—	....	756.0	....	....	....	Southern Pacific	....	....	....	....	....	....	....	28.0	....	....	....	—	....
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	28	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	....
31 Aug. '60	62.0	....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	960,000	....	....	....	62.0	142,839	150,318	30,288	—	....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	708,817	775,569	127,727	—	....
31 Aug. '60	47.0	—	2.8	—	....	....	....	Vermont and Canada	1,350,695	....	—	1,350,000	....	....	1,380,695	ope	r. by Vt.	Central	....	—	100½
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	....	....	23.7	47,950	45,930	8,522	—	....
31 Aug. '60	54.0	10.5	....	—	....	....	....	Western Vermont	1,083,500	*	—	332,000	700,000	....	1,083,500	ope	r.b.Troy	& Bost.	55,858	....	....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	....	113.7	703,034	136,302	43,062	—	....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	....	....	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	....	....	....	2,062,655	2,517,500	590,056	....	167.7	270,846	450,427	222,214	—	....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	....	410,166	201,344	—	....
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	....	326,554	213,852	7½	....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560.904	282.328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	....	43.5	1,058,064	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	....	....	23.7	12,542	....	....	—	....
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	....	240,446	121,053	7	....
30 Sep. '60	178.2	—	21.5	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	490,193	740,489	347,957	—	....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	....	32.0	30,000	49,971	14,469	—	....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	....	55.0	....	....	....	—	....
25 Mar. '59	199.8	—	....	—	....	....	....	*Milwaukee and Minnesota*	....	....	....	10,872,000	10,414,066	996,587	22,282,653	199.8	....	492,454	....	—	....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	....
.. .. '57	42.0	—	....	27.8	....	....	....	Milwaukee and Horicon	919,757	*	—	1,101,200	....	....	....	42.0	10 mos.	60,066	....	—	....
31 Dec. '60	191.9	42.5	28.3	—	....	....	....	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	....	883,186	439,943	—	22
.. .. '57	50.0	—	....	85.0	....	....	....	Milw., Watertown & Baraboo	514,238	....	—	345,861	132,000	....	....	50.0	....	121,401	....	—	....
10 May, '61	104.0	—	....	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	....
.. .. '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	—	—	....	....	....	operated	by	Fox Riv	er Vall.	....	—	....
								CANADA.													
31 July '61	161.0	—	....	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	,771,780	363,670	—	....
.. .. '59	81.0	—	....	—	16	17	214	Montreal and Champlain	....	....	....	....	....	....	....	81.0	166,245	....	....	—	11
.. .. '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	....	....	....	....	....	....	....	48.0	....	....	....	—	12
30 Sep. '58	824.0	137.0	....	78.0	204	130	2,389	Grand Trunk	46,651,084	*	....	15,603,128	31,351,133	....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
.. .. '59	229.0	128.0	....	—	87	126	1,689	Great Western	32,153,321	*	....	14,054,908	8,480,849	....	....	357.0	1,360,900	....	....	3	....
.. .. '59	24.0	—	....	—	2	2	52	London and Port Stanley	....	....	....	....	....	....	....	24.0	37,081	....	....	—	....
.. .. '59	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	....	....	....	....	....	....	....	96.6	254,530	....	....	—	....
.. .. '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	....	....	....	....	....	....	....	54.0	89,222	....	....	—	....
.. .. '59	25.0	—	....	—	4	—	57	Welland	....	....	....	....	....	....	....	25.0	....	....	....	—	....
								NEW BRUNSWICK.													
1 Oct. '60	108.0	0.0	12 0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	—	—	4,451,012	108 0	193,683	116,225	41,985	—	—
0 July,'61	60.0	—	....	....	....	....	....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	....	132,555	36,670	—	....
								NOVA SCOTIA.													
.. .. '59	81.5	—	....	60.1	....	....	....	Nova Scotia	....	....	....	....	....	....	....	81.5	....	....	....	—	—
								NEW GRANADA.													
.. Dec. '60	48.7	—	—	—	—	—	—	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	48.7	....	1,550,873	1,036,131	12	112½

New York Stock Exchange.

Highest Sale Prices for the week ending Jan. 15.

	Th.9	F.10.	Sat.11.	M.13.	Tu.14	W.15.
Federal Stocks:—						
U. S. 5s, 1871	----	----	----	----	----	----
U. S. 5s, 1874	----	----	80	80	----	----
U. S. 5s, 1865	----	----	85	----	----	----
U. S. 6s, 1881. reg.	----	88¼	90	89¼	90	90
U. S. 6s, 1881, cou.	----	89	91¼	90	90	91¼
U. S. 6s, 1862	----	97	----	97	----	----
U. S. 6s, 1867	----	----	88	----	----	----
U. S. 6s, 1868	----	----	----	----	----	----
Treas. 12 p. c. notes	----	----	----	----	----	----
" 6 " 2 years	----	----	----	----	----	----
State Stocks:—						
California 7s	77	77½	----	78	78¼	78½
Georgia 6s	----	----	----	----	----	----
Illinois Coupon bonds	----	----	----	81	82¼	----
" Canal bonds	77	77	79	79½	79½	79½
Indiana 5s	----	----	----	76½	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	60	----	----	----	----	----
Maryland 6s	----	----	----	78	----	----
Michigan 6s	----	79	----	----	80	----
Minnesota 8s	----	----	----	77	----	77
Missouri 6s	41½	41½	43	42	42½	42¾
Do. iss. to H.& St.J.R.	----	----	----	43	----	----
New York 6s, 1866	----	102	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	92	----	----	93	----
Tennessee 6s, 1890	----	----	43½	43½	43⅝	42
Virginia 6s	----	49⅛	----	----	50	----
Railroad Shares:—						
Buffalo & State Line	120	----	120	----	----	----
Chicago, Burl. and Q.	58	57⅝	58½	59½	60	61½
Chicago and Rock Isl.	52½	52⅛	54	53½	54	55
Clev., Col. and Cin.	----	----	107¼	----	----	110
Clev. and Pittsburg	----	----	16	16	16	16
Clev. and Toledo	36	36⅛	37⅛	37¼	37	37½
Del., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	67¼	66¾	68	68¼	68¾	69
Hudson River	----	----	40	39⅜	39⅛	39⅜
Illinois Central (scrip)	----	63½	63⅜	63½	63¼	64
Michigan Central	49¼	50	51½	51¼	51⅝	52
M. S. and N. I. guar'd,	41¼	42	42¼	42	41	42½
M. S. and N. I.	20¼	20⅜	21¼	21	20¼	21¼
Mil. and P. du Chien	19½	19⅜	----	19⅜	20	22
M. and P. du C. 1st pref.	----	80½	82	83	84	84
M. and P. du C. 2d pref.	62	62	63	64	64¼	64½
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	81¼	81⅝	84⅛	83	83¼	83½
Erie	34¼	34⅛	36⅛	35¼	35⅜	35½
Erie pref.	56¼	57	57⅝	57⅛	57	57⅜
Erie Assessment Scrip	----	----	----	----	----	----
N. York and Harlem	13	13⅛	13¼	13⅛	13	----
N. Y. and H. "pref."	30¼	31⅛	32	32	31½	32½
Panama	112	112½	113½	113	112½	112½
Phila. and Reading	----	----	37	36	37	37⅜
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	----	----	75	----	----
Ohio. and N. W. 1st M.	89¾	39½	39½	----	41	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	93	----	----
Cl. & Tol. S. F. 7 p.c. '85	78	79	----	----	----	81
Chi., Bur. and Q. 8 p.c.	93	93	----	93	----	93½
Chi. and R. I. 1st M. '70	----	----	----	97	----	----
D. L. & W. 1 M. 8p.c. '71-5	----	100	101	101	----	----
" 2M. 8p.c. '81	----	----	89	----	----	----
Gal. and Ch. 1 M. 8p.c. '63	----	----	----	----	----	----
" 2M. 8p.c. '75	----	----	98	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	----
Hudson R. 1 M. 7p.c. '69	106¼	----	----	107	----	----
" 2 M. 7p.c. '60	----	----	----	----	----	----
" 3 M. 7p.c. '75	----	----	----	----	77	81
" sink. fund	----	99	----	99	----	----
Illinois Centr. 7 p.c. '75	89	----	90	90	90	91
" " 6p.c. '75	89	----	90	90	90	91
L. Erie & Wab. 1 M.	75	75⅛	76¼	----	----	78¼
" " 2 M.	----	----	52½	53	53	54
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. and P. du C. 1st M.	83	----	85	86	87	87
Mich. Cen. S. F. 8 p.c. '82	----	----	----	----	95	----
" conv. 8p.c. '69	----	96	96	96½	96	----
Mich. Southern 1st M.	----	----	----	----	----	87
" " 2d M. Ass.	61	----	----	----	61	66½
" " 2d M.	----	----	----	----	----	----
" " S. F.	82¾	----	83	84½	84½	85
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	88	----	88	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif. '83	----	95	95	95	----	95½
" 1 M. 7 p.c. '64	----	----	----	----	----	101
" bonds 1876	----	101	----	104	104	104
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '85	----	90	91	----	----	----
" 4 M. 7 p.c. '80	----	79	----	----	----	----
" 5 M. 7 p.c. '83	72	----	----	----	----	----
" conv. 7p.c. '62	----	----	----	----	----	----
" " 7p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7p.c. '73	----	----	99¼	----	----	100
" 2 M. 7p.c. '64	----	----	----	----	----	94½
" 3 M. 7p.c. '67	----	----	----	----	----	----
Miscellaneous:—						
Del. and Hud. Canal	----	----	91	----	92	----
Penn'a Coal Co.	----	----	----	----	85	----
Pacific Mail S. S. Co.	96	96	99½	88½	99½	98½

The following are the closing prices in the London Market on the 14th December:

United States 5s, 1874	69	to	71
Virginia 6s	42	"	44
Erie shares, ex assessment scrip	24¼	"	25⅛
Erie shares, 7 per cent. preference	43	"	45
Erie shares, assessment scrip	1¼	"	1⅜
Illinois Central 6s, 1875 x. c.	70	"	74
Illinois Central 7s, 1875	74	"	76
Illinois Central $100 shares, $80 paid, dis.	49⅛	"	48½
Illinois Central, all paid	49	"	51
Michigan Central 8s, Convertible, 1869	75	"	80
Michigan Central Sinking Fund 8s, 1882 x. c.	75	"	80
Michigan South. and North. Indiana 7s, 1885	--	"	--
New York Central 6s, 1883	72	"	76
New York Central 7s, 1864	85	"	90
New York Central 7s, 1876	85	"	90
New York Central 7s, 1876	85	"	90
New York Central $100 shares	64	"	66
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 x. c.	88	"	90
New York and Erie, 3d mort., '83, assented	78	"	80
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	90	"	95
Panama, 2d mortgage 7s, 1872 x. c.	94	"	96
Pennsylvania Central 6s	78	"	82
Pennsylvania Central 2d mortgage	76	"	78
Pennsylvania Central $50 3hares	27	"	29
Philadelphia and Reading $50 shares	14	"	18

American Railroad Journal.

Saturday, January 18, 1862.

Share and Money Market.

The Share Market the past week has been buoyant, under favorable advices from all quarters. There has not for some time past been a more confident state of feeling. The activity in the market has been aided by the probable passage of the treasury note bill, which promises to add very largely to our circulating medium. This, however, is to be followed, with as little delay as possible, with an adequate system of taxation to produce some $200,000,000, or $250,000,000 annually. The effect upon the Share Market has been very decided. Money daily grows more abundant. Exchange is very dull at large reduction of price. Gold is also easier. Should Congress enact without more delay a suitable tax bill, we shall see a very decided advance of United States securities, which will solve all the financial difficulties of government.

The New Jersey Railroad and Transportation Company has declared a semi-annual dividend of five per cent., payable February 1.

The Milwaukee and Prairie du Chien Railway Company have declared a dividend of eight per cent. on the first class preferred, and a dividend of seven per cent. on the second class preferred stocks of this company, payable at the company's office in this city on and after the 22d inst.

The Central Railroad Company of New Jersey has declared a quarterly dividend of two and a half per cent., payable on the 15th inst., at its office, No. 69 Wall st.

The Cleveland, Columbus and Cincinnati Railroad Company has declared a dividend of five per cent. out of the earnings of the six months ending December 31, 1861, payable at the United States Trust Company to stockholders registered here. All others will be paid at the office of the Treasurer, in Cleveland, Ohio.

Earnings and Expenses of English Railroads.

We give elsewhere a full tabular statement of the earnings and expenses, in detail, of all the Railroads in the United Kingdom. The tables possess great interest as standards of comparison with similar figures deduced from the operations of the railroads of the United States.

New Jersey Railroad and Transp. Co.

F. Walcott Jackson, Esq., has been appointed Superintendent of this road in place of his father John P. Jackson, Esq., recently deceased, who for many years was the manager, and in fact, the life and soul of the road. Under his superintendence the road was rendered a model of good management and financial success. We have no doubt that his place will be equally well filled by the son, who appears to combine every quality that rendered the father equally distinguished as a thorough man of business and a gentleman, and one of the most valued citizens of his town and State.

☞ Messrs. Williams & Page, Boston, Mass., have for sale a small second hand Locomotive of the ordinary gauge. Also a second hand Snow Plow, for sale low. See advertisement.

☞ Geo. T. M. Davis, Esq., 47 Exchange Place, N. Y., has for sale 5 locomotives of the usual gauge, and 50 house freight cars, all of which are at Chicago, Ills. Mr. D. is sole agent for the sale of *Reverse Acting Tumbler Locks*, for Railroad and other purposes. The advertisements appear elsewhere.

☞ The Bedford Lubricating Oil Co. have for sale *Lubricating Oils* of their own manufacture. They are also dealers in Sperm, Whale, Elephant, Lard, Kerosene and Coal Oils, etc. The Lubricating Oil is expressly adapted for railroad purposes, etc., and is warranted not to gum. Address Wm. F. Clark, Jr., Gen'l Agent 56 Courtlandt st., New York.

Rates of Foreign Exchange.

The rates of Foreign Exchange, as quoted by N. Brandt, Broker, No. 39 Exchange-place, for the steamer of January 18, were as follows:

London—60 days' sight	113½ per cent.
London—3 days' sight	114 "
Paris—60 days' sight, per dollar	4f. 95c.
Paris—3 days' sight, per dollar	4f. 91¼c.
Amsterdam—60 days' sight, per guilder	43¼c.
Hamburg—60 days' sight, per marc banco	38¼c.
Frankfort—60 days' sight, per florin	43½c.
Bremen—60 days' sight, per rix dollar	83½c.

Railroad Earnings—Weekly.

The earnings of the Michigan Central Railroad, for the 1st week of Jan., 1862, were .. $51,568 91
Do. 1861 ..... 31,178 51

Increase $20,390 40

The earnings of the Galena and Chicago Railroad the 1st week in Jan., 1862, were. $21,957 97
Do., 1861 ..... 25,509 93

Decrease $3,651 96

The earnings of the Cleveland and Toledo Railroad for the week ending January 7th, 1862, were $24,067
Do., 1861 19,467

Increase $4,600

The Chicago and Northwestern Railroad earned in the 1st week of January, 1862 ..... $10,434 09
Do., 1861 ..... 11,836 29

Decrease $1,402 20

The Chicago and Rock Island Railroad earned the 1st week in January, 1862 ..... $29,380
Do., 1861 21,800

Increase $7,576

The receipts of the Grand Trunk Railway of Canada for the week ending Jan. 4, were $88,695 07
Corresponding week, 1861..... 59,588 37

Increase..... $29,106 70
Total traffic from July 1st, 1861 ...$2,011,463 87
Corresponding period previous year. 1,798,086 95

Increase..... $213,376 92

The traffic of the Great Western Railway of Canada for the week ending Jan. 10, 1862, was as follows:

Passenger	$13,159 91
Freight and live stock	47,362 64
Mails and sundries	1,599 34
Total	$62,121 89
Corresponding week of last year	42,040 07
Increase	$20,081 82

New York State Banks.

The following statement from the Report of the Superintendent of the Bank Department, exhibits the amount of outstanding circulation issued to banking associations and individual bankers; and the amount and character of the securities deposited and held in trust for its redemption, on the 30th day of the September, 1861:

Outstanding circulation		$28,360,482 00
SECURITIES.		
Bonds and mortgages		$5,386,802 47
New York State Stock—		
4½ per cent.	$133,400 00	
5 "	6,683,300 00	
5½ "	175,000 00	
6 "	11,499,505 92	
7 "	632,500 00	
		19,123,705 92
U. S. stock, 5 per ct.	$3,236,000 00	
" 6 "	1,853,300 00	
		5,089,300 00
Arkansas State stock, 6 per cent.	$24,000 00	
Illinois State stock, 6 per cent.	410,250 00	
Michigan State stock, 6 per cent.	41,000 00	
		475,250 00
Cash on deposit		138,722 20
Total		$30,213,780 59
Aggregate of the securities held in trust for banking associations and individual bankers, Sept. 30, 1860	$30,195,462 13	
Increase during the year 1861	18,318 47	
		$30,213,780 59
Amount of circulation outstanding Sept. 30, 1860		28,841,416 00
Amount of circulation outstanding Sept. 30, 1861		28,360,482 00
Decrease for the year ending Sept. 30, 1861		$480,934 00

Increase and decrease in the several kinds of securities during the past year:

Increase in U. S. stock		$1,968,700 00
Increase in cash		62,995 80
		$1,031,695 80
Decrease in New York State stock	$130,716 01	
Decrease in Arkansas State stocks	118,000 00	
Decrease in bonds and mortgages	464,661 32	
		$1,013,377 33
Total		$18,318 47

Of securities held in trust by the Superintendent of the Banking Department, of the circulating notes issued to banks, banking associations, individual bankers, and outstanding Sept. 30, 1861:

For banking associations and individual bankers	$30,213,780 59
For incorporated banks	66,071 39
For trust companies	200,000 00
Total	$30,479,851 98
To banking associations and individual bankers	$28,360,482 00
To incorporated banks	8,245,658 00
Total	$36,606,140 00

The total number of banks, banking associations, individual bankers, and closing and insolvent banks, is 449, viz:

Incorporated banks	26
Banking associations	239
Individual bankers	36
Closing and insolvent banks	48
Total	349

Cleveland, Columbus and Cincinnati R. R.

The annual meeting of the Cleveland, Columbus and Cincinnati R.R. Co. was held at Cleveland on the 8th inst., when the purchase of the Springfield, Mt. Vernon and Pittsburg Railroad (Delaware Cut-off) by the Directors was reported and confirmed by the stockholders. The directors of the last year were re-elected. The business of the past year was thus reported.

Earnings for eleven months ending Nov. 30, 1861.

From passengers		$337,549 91
" freight		630,935 98
" express		20,215 39
" mails		26,675 00
" rents		76,956 64
" interest on deposits		5,553 98
" mileage		15,101 51
" other sources		234 89
		$1,113,222 75
December earnings (subject to corrections)		141,781 16
Total for the year		$1,255,003 91

Expenses for eleven months ending Nov. 30, 1861.

Passenger expenses	$58,522 12	
Freight expenses	125,340 81	
General expenses	17,670 52	
Repairs expenses	237,382 74	
Tax expenses	23,430 97	
Other items	85,817 87	
Total	$548,115 03	
December expenses (estimated	42,000 00	
		590,115 03
Net earnings for 1861		$664,888 88
Dividend paid August 1, 1861, 5 per cent.	$237,310 00	
Dividend payable Feb. 1, 1862, 5 per cent.	237,310 00	
		474,620 00
Surplus earnings for the year 1861		$190,268 88

Illinois and Michigan Canal.

The business of the Illinois and Michigan Canal for a series of years was as follows:

	Tons Freight.	Tolls.
1861	547,880	$218,040 26
1860	367,437	138,554 09
1859	399,437	132,140 23
1858	507,966	197,171 14
1857	620,171	197,830 38
1856	581,311	184,310 63
1855	525,351	180,519 39

Railroad Earnings--Monthly.

The receipts of the New York and Harlem Railroad for December, 1860, were... $95,009 89
December, 1861 ..... 90,884 13

Decrease..... $4,125 26

The Michigan Southern Railroad earned in December, 1862 ..... $184,972
Do., 1861 191,778

Increase..... $57,806

The receipts of the European and North American Railway for December, 1860 and 1861 were as follows:

	1861.	1860.
Passengers	$3,856 82	$3,381 25
Freight	3,269 45	2,205 15
Mails and sundries	1,501 34	2,519 95
Total	$8,627 61	$8,106 35

The earnings of the Erie Railroad for the month of December, 1861, were $708,136 29
Do. 1860 ..... 404,276 30

Increase..... $308,859 99

Cleveland and Pittsburg Railroad.

The annual meeting of the stockholders of this company was held in Cleveland on the 1st inst. The following gentlemen were elected directors for the ensuing year: J. N. McCullough, Wellsville; James Farmer, James F. Clark, H. W. Clark, Cleveland; B. P. Drennan, Steubenville; W. W. Holloway, Bridgeport, O.; H. A. Johnson, New York; H. C. Kingsley, New Haven, Conn.; D. C. List, Wheeling; J. Pennock, Pittsburg, B. Preston, Pittsburg; J. H. Schoenberger, Pittsburg.

The only change from the Board of last year is the name of H. A. Johnson, of New York, to represent the foreign interest, instead of Joshua Atwater, of Cattskill, N. Y.

The Board subsequently met and elected the old staff of officers.

The report presented showed a highly satisfactory condition in both the financial and operative departments.

Finances of Pennsylvania.

EXTRACTS FROM THE MESSAGE OF THE GOVERNOR.

The balance in the Treasury on the 30th Nov., 1860, was		$681,433 08
The receipts during the fiscal year ending Nov. 30, 1861, were as follows:		
From ordinary resources		3,017,645 57
From temporary loan under act of April 12, 1861, at 6 per cent. interest, and negotiated at par		475,000 00
From 6 per cent. loan under act of May 15, 1861, also negotiated at par		2,612,150 00
From Society of Cincinnati		500 00
From United States, on account of military expenses		606,000 00
From paymasters and others, refun'd.		82,229 45
Total into Treasury for fiscal year ending November 30, 1861		$7,424,958 10
And the payments as follows:		
For ordinary purposes.	$3,144,480 34	
For military expenses, under act April 12, 1861	474,873 85	
Ditto. act May 15, '61.	1,708,462 68	
Ditto. act May 16, '61.	170,535 51	
Amount loan under act April 12, 1861, repaid	375,000 00	
		5,873,352 38
Leaving balance in Treasury, Nov. 30, 1861		$1,551,605 72

PUBLIC DEBT—FUNDED AND UNFUNDED.

Received from temporary loan, under act of April 12, 1861		$475 000 00
Repaid as above		375,000 00
Outstanding Nov. 30, 1861		$100,000 00
Received from loan under act of May 15, 1861		2,612,150 00
Amount of public debt, funded and unfunded, Nov. 30, 1860	$37,969,847 50	
Paid during fiscal year	101,331 42	
Remaining unpaid, (exclusive of military loans above mentioned) Nov. 30, 1861		$37,868,516 08

RECEIPTS AND EXPENDITURES OF MILITARY LOANS.

Receipts under the act of April 12, 1861	$475,000 00	
Receipts under the act of April 15, 1861	2,612,150 00	
From paymasters and others, refunded	32,229 45	
		$3,119,379 45
Paid for military expenses as above	2,353,872 04	
Paid for redeeming loan, act April 12	375,000 00	
		2,728,872 04
Unexpended of military loans		$390,507 41

RECEIPTS AND EXPENDITURES OF ORDINARY REVENUES.

Balance in Treasury, from ordinary sources, Nov. 30, 1860		$681,433 08
Received from ordinary sources during fiscal year		3,017,645 57
		$3,699,078 65
Paid for ordinary expenses, as above		3,144,480 34
Unexpended of ordinary revenue		$554,598 31
Received from United States on account of military expenses		606,000 00
Received from Soc. of Cincinnati		500 00
Balance in Treasury, as above		$1,551,605 72

The operations of the sinking fund during the last year, have been as follows:

Debt redeemed from 4th September, 1860, to 1st September, 1861		$303,801 01
Of stock loans	$300,050 00	
Of interest certificates	3,330 01	
Of relief notes	421 00	
		$303,801 01

The Commissioners of the sinking fund during the last spring received from the Philadelphia and Erie (late Sunbury and Erie) Railroad Company, forty bonds of that company for $100,000 each, and a mortgage to secure the same, executed in conformity with the third section of the act of March the 7th, 1861. That company has also deposited in the State Treasury its bonds to the amount of $5,000,000, in accordance with the sixth section of the same act. On the 9th of May last, I granted my warrant authorizing the State Treasurer to deliver to the said company one thousand of said bonds, being to the amount of $1,000,000. This warrant was issued in conformity with the law, the five per cent. bonds mentioned in the fifth section of the act (except those belonging to the State and now in the sinking fund) having been previously surrendered, and cancelled, and satisfaction entered on the record of the mortgage mentioned in said fifth section. Having received notice from the company that the bonds so delivered to the company or their proceeds had been appropriated, in accordance with the provisions of the law, on the 21st of June last I appointed John A Wright as Commissioner to examine and to report to me whether said bonds or their proceeds had been appropriated to the purposes required by the act. His report has not yet been received by me.

It is understood that arrangements have at last been made under which the direct railroad connection between Philadelphia and Erie will be completed within a short time. It is impossible to estimate too highly the importance of this great work to the Commonwealth, and especially to Philadelphia and Erie and the hitherto neglected counties near its route west of the Susquehanna.

By the act of the 21st April, 1858, for the sale of the State canals to the Sunbury and Erie Railroad Company, it was provided that if that company should sell said canals for a greater sum in the aggregate than three and a half millions of dollars, seventy-five per centum of such excess should be paid to the Commonwealth by a transfer of so much of such bonds and securities as said company should receive for the same and payable in like manner.

The company sold the canals and reported that the share of the profit on such sale, due to the Commonwealth was $281,250, of which $250 was paid in cash, and for the remaining $281,000 the Commonwealth received coupon bonds of the Wyoming canal company to that amount, being a portion of bonds for $900,000 issued by that company, and secured by a mortgage of the Wyoming canal, formerly called the Lower North Branch canal. These bonds bear an interest of six per cent. per annum, payable semi-annually on the 15th of January and July, and the interest was paid by the company to January last inclusive. The interest due in July last has not been paid. Judgments having been obtained against the company on some of the coupons for the unpaid July interest, a bill in equity was filed in the Supreme Court by a bond and stockholder in which such proceedings were had that by a decree made on the 2d September last the property and affairs of the company were placed in the hands of a receiver.

A plan has been suggested for the assent of the stock and bondholders which contemplates a sale of the canal under lawful process and a purchase of the same for the purpose of forming a new company, of which the capital stock shall be one million of dollars, divided into twenty thousand shares of fifty dollars each, of which each assenting holder of a mortgage bond for one thousand dollars shall be entitled to eighteen shares, and each assenting holder of fifty shares of stock of the Wyoming Canal Company shall be entitled to nine shares. Of course no officer of the Commonwealth had authority to assent to the proposal or in any way to affect her position. It is believed also that the plan is not one that ought to be assented to by the Commonwealth, and that under all the circumstances if the convenience of individual parties requires a change such as proposed, the debt due to the Commonwealth ought to be the first paid or fully secured.

I suggest that the act, passed 8th of April, 1861, entitled "An Act concerning the sale of railroads, canals," &c., should be modified so that in all cases in which a debt may be due to the Commonwealth by the company as whose property a public work may be sold, the purchasers thereof shall not be entitled to the benefits and privileges conferred by the act unless they shall have first paid the debt due to the State, or secured the same by their bonds to the Commonwealth secured by a first mortgage on the work itself.

I commend the subject to the immediate consideration of the Legislature, as an effort may be made at an early day to enforce a sale of the canal and some provision by law to protect the interests of the State would in that case be necessary.

Norwich and Worcester Railroad.

The annual report of the Norwich and Worcester road for the year ending Nov. 30, will show a net earning of about 3¼ per cent. on the capital stock. The road at present is earning at the rate of 6 per cent. per annum, and the new propeller line, it is estimated, will largely increase the business of the road. Their large and elegant passenger steamers run crowded with freight.

Old Colony and Fall River Railroad.

The construction of the extension of the Old Colony and Fall River Railroad from Fall River to Newport, was begun on Monday by the breaking of ground near the Stone Bridge.

Failures in the United States in 1861.

Statement showing the number of trading and business establishments in the United States in 1861, with the number of failures during the year with the annual amount of the liabilities of the insolvents.

States.	1860. Number of failures.	1860. Liabilities.	1861. Total No. of busin'n estabishm'ts.	1861. Number of failures.	1861. Liabilities.
New York—					
City & Brooklyn	428	$22,127,297	19,127	980	$69,067,114
Albany	33	1,635,000	1,145	47	2,348,500
Buffalo	29	596,000	930	26	300,000
Oswego	19	143,000	274	13	130,000
Rochester	21	227,000	683	37	319,000
Syracuse	16	126,000	435	36	549,000
Troy	12	120,000	521	33	380,000
Utica	12	135,000	501	35	359,000
Remainder of St.	251	2,505,500	19,644	660	7,700,100
Massachusetts—					
Boston	172	4,966,760	5,472	480	18,317,161
Remainder of St.	157	2,433,700	12,025	363	6,796,000
Pennsylvania—					
Philadelphia	144	6,107,936	8,726	389	21,294,363
Pittsburg	29	226,648	1,351	49	747,396
Remainder of St.	166	1,970,300	18,959	327	2,948,500
Illinois—					
Chicago	56	1,288,589	1,754	91	5,117,170
Remainder of St.	198	2,739,416	10,987	350	4,911,300
Ohio—					
Cincinnati	68	1,926,950	2,595	163	6,982,071
Cleveland	21	619,300	917	22	604,000
Remainder of St.	195	1,629,400	15,841	397	5,879,500
Rhode Island—					
Providence	21	798,000	1,111	54	1,093,000
Remainder of St.	16	261,500	1,234	14	168,000
Michigan—					
Detroit	28	397,475	683	50	1,119,206
Remainder of St.	70	833,500	4,694	169	1,820,200
Iowa—					
Dubuque	7	105,000	321	10	370,000
Remainder of St.	82	1,200,482	4,390	93	1,295,000
Indiana	96	1,004,000	7,904	253	2,562,000
Wisconsin—					
Milwaukee	21	753,521	533	17	537,204
Remainder of St.	90	1,293,700	3,958	113	2,137,500
New Jersey	41	438,500	6,014	146	2,234,300
Connecticut	54	401,500	5,266	181	2,594,000
Maine	69	598,500	5,506	76	710,000
N. Hampshire	40	318,000	3,175	90	840,000
Vermont	30	254,000	2,691	116	1,488,000
Min.,Kan.&Ter.	46	1,273,000	2,870	55	4,912,500
Total Nort. Sts.	2,733	$61,789,474	172,287	5,935	$178,632,170
Louisiana—					
New Orleans	24	1,403,000	2,856	33	5,635,000
Remainder of St.	12	178,000	2,258	18	325,000
Missouri—					
St. Louis	56	2,024,500	1,829	100	2,560,374
Remainder of St.	77	986,500	5,478	143	1,454,000
Maryland—					
Baltimore	82	2,881,500	2,887	121	4,057,000
Remainder of St.	32	183,000	2,806	14	104,000
Kentucky—					
Louisville	26	807,706	1,138	36	1,287,483
Remainder of St.	61	433,900	5,975	133	5,654,100
South Carolina—					
Charleston	25	649,000	887	12	1,105,000
Remainder of St.	22	225,000	2,677	21	260,000
Virginia—					
Richmond	30	411,665	1,290	27	398,300
Remainder of St.	90	1,789,600	9,392	84	1,186,200
North Carolina	43	423,000	4,193	42	466,000
Georgia	81	852,100	5,726	51	1,067,800
Del. & Dis. Col.	26	318,000	2,971	38	188,000
Arkansas	24	347,000	1,787	26	227,000
Alabama	34	498,500	3,683	21	190,000
Mississippi	37	571,700	3,067	31	790,500
Tennessee	98	1,705,500	5,426	68	520,500
Florida	11	158,200	956	4	46,000
Texas	52	1,221,000	3,695	36	417,000
Total Sout'n Sts.	943	$18,068,371	70,968	1,068	$28,578,257
Total U. States	3,676	$79,857,845	243,206	6,993	$207,210,427
Canada West—					
Toronto	21	651,000	1,117	23	323,000
Remainder C. W.	121	1,136,000	6,812	144	2,362,200
Canada East—					
Montreal	46	1,954,926	1,389	53	1,851,569
Remainder. C. E.	37	394,000	3,071	43	544,000
Remainder of Brit. N. A. Prov.	27	436,000	2,904	47	1,391,000
Total British Prov.	252	$4,211,926	15,293	310	$6,471,769
Tot U. S.&Br. Pr.	3,928	$84,019,771	258,498	7,303	$213,682,196

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61–'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	70
" "	700,000	6	1880	68
" "	1,128,500	6	1875	71
" "	1,000,000	6	1867	81
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	400,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'73–'79	----
Cambden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65 '70	101½
2d Mortgage	600,000	7	1875	100
Central Ohio:				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	93½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	93½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	---------	†	------	----
2d Mortgage	---------	†	------	----
3d Mortgage	---------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	97
Chicago and Northwestern:				81
Sinking Fund Preferred	1,250,000	7	------	41
1st Mortgage	3,600,000	7	------	12
2d Mortgage	2,000,000	7	------	
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,164,000	7	------	----
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64–'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	298 000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	81
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connecticut and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	---------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	101
1st Mortgage (E. Extension)	1,500,000	---	1875	101
2d Mortgage	2,600,000	---	1881	89
Income (due 1862, '65 and '67	255,416	---	var.	88
Detriot and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	---	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	5	62–'72	98
3d Mortgage (convertible)	445,000	6	1874	100
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	---------	7	1891	----
Free Land, 2d Mortgage	---------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	'62–'63	100
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	100
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	98
***Great Western, Ill:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	'30
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	107
2d Mortgage	2,000,000	7	1880	97
3d Mortgage	1,840,000	7	1875	81
Convertible	1,002,000	7	1867	70
Illinois Central:				
Optional Right Scrip	38,000	7	1868	64
Construction	12,885,000	7	1875	91
Construction	4,116,000	6	1875	91
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Leigh Valley:				
1st Mortgage	1,500,000	6	------	90½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	12½
2d Land Grant (Western Div.)	353,600	†	------	12½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	83
Long Island:				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59–'62	----
Memphis and Charleston:				
State Tenn.] Loan	1,160,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	96
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	96
1st Mortgage (S. F.), convertible	4,153,000	8	1882	95
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	87
Northern Indiana, 1st	985,000	7	1861	88
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	85
Detroit and Toledo	611,000	7	1876	70
1st General Mortgage (S. F.)	2,850,000	7	1885	85
2d General Mortgage	2,465,000	7	1877	70
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	87
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	----	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	----	------	----
Chat. and Clev. Subsc. (endors.)	231,000	----	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	----	1869	----
New Jersey:				
Company's (various)	711,000	----	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	92
State Loan—Sch'dy and Troy	100,000	6	1867	90½
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100½
Stock Subscription	785,000	6	1883	95½
Premium Consolidated Stock	7,745,000	6	1883	95½
Real Estate	221,000	6	1883	95½
New Convertible	3,000,000	7	1864	104
New York and Erie:				
1st Mortgage	3,000,000	7	1867	103½
2d Mortgage	4,000,000	7	1864	97
3d Mortgage (convertible)	6,000,000	7	1883	9[illegible]
4th Mortgage (convertible)	3,729,000	7	1880	79
5th Mortgage	1,277,000	7	1883	72
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	100
2d Mortgage	1,000,000	7	1864	94½
3d Mortgage	862,300	7	1867	73
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1876	----

Description.	Amount.	Interest.	Due.	Price.
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	----	------	----
2d Mortgage	224,500	----	------	----
Real Estate	35,910	----	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	61
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	68½
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54
Chattel Mortgage	350,000	10	------	70
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	----	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,216,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	93¾
2d Mortgage	2,319,000	6	1875	84
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	78½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Ban. or City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	208,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,600	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., German't'n and Norris't'n:				
Consolidated Loan	274,800	----	------	----
Loan of 1842	100,000	----	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	92
Mortgage	3,103,600	6	1870	74
Mortgage (convertible)	3,586,500	6	1886	73½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	73½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,200,000	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	----	------	----
Alleghany Co. "	750,000	----	------	----
Connellsville "	100,000	----	------	----
McKeesport "	100,000	----	------	----
Baltimore Loan	1,000,000	----	1886	----
Cumberland Subscription	200,000	----	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1880	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1875	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and L.)	1,000,000	7	1872	----
2d Mortgage (O. and L.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	----	1873	----

Description.	Amount.	Interest.	Due.	Price.
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	----	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	150,000	----	1875	----
*†Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	30
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1869	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1888	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	6	1866	----
Southern Mississippi:				
1st Mortgage	500,000	----	------	----
South-Western (Ga.):				
1st Mortgage	631,000	----	1875	----
*Springfield, Mt. Vern. and Pittsb.				
1st Mortgage	500,000	----	------	----
2d Mortgage	450,000	----	------	----
*Steubenv. and Ind. (P. C. and C.)				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,835,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	----	------	----
St. Louis City Subscription	500,000	----	------	----
St. Louis County Subscription	1,000,000	----	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	75¼
2d Mortgage (convertible)	2,000,000	7†	'68–'70	29¼
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	484,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	----	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	78½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	54
3d M. (L. Er., Wab. and St. Louis)	1,347,000	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	10½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58 '61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	55
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1872	----

Railways in Great Britain.

EARNINGS, WORKING EXPENDITURE, ETC.

From Bradshaw's Manual for 1862.

The following is a return of the working expenditure of each company in England and Wales, Scotland and Ireland, respectively, during the year ending the 31st day of December, 1860, divided under the several heads of—Maintenance and Renewal of Way; Locomotive Power; Repairs and Renewal of Carriages and Wagons; Traffic Charges (Coaching and Merchandise); Rates and Taxes; Government Duty; Compensation for Accidents and Losses; and Miscellaneous, not included in the foregoing.

	Length in miles.	Maintenance of way.	Maintenance of motive power.	Repairs and renewals.	Traffic charges.	Rates and Taxes.	Government duty.	Compensation for accidents.	Miscellaneous expenses.	Total expenses.	Gross receipts.	Net earnings.	Per cent.
ENGLAND AND WALES.		£	£	£	£	£	£	£	£	£	£	£	
Birkenhead	33	11,382	24,265	5,672	34,728	1,230	2,783	753	21,470	102,373	127,705	25,332	80
Blyth and Tyne	22	6,418	14,944	8,547	2,364	733	298	317	5,680	39,301	80,690	41,389	48
Bodmin and Wadebridge	14½	137	277	123	205	5	3	717	126	1,593	1,903	310	83
Bristol and Exeter	132	38,854	53,067	11,878	39,070	9,065	7,639	292	19,409	178,774	358,865	180,091	50
Carlisle and Silloth Bay	13	457	1,126	414	800	34	27	.....	306	3,164	5,358	2,194	59
Carmarthen and Cardigan	7	.....	1,632	.....	1,134	4	12	.....	62	2,844	1,182	....	232
Cockermouth and Workington	9	1,167	1,712	1,114	1,564	49	119	17	795	6,537	14,069	7,532	46
Coleford, Monmouth, etc.	16	780	2,016	202	1,288	215	46	14	195	4,656	6,466	1,810	72
Colne Valley and Halstead	6	92	828	5	639	.....	12	.....	72	1,638	1,691	53	96
Cornwall	54	8,133	14,362	370	8,360	687	1,275	1,143	1,726	36,056	62,778	26,722	57
Cromford and High Peak	34	1,151	1,893	340	2,332	136	1	86	3,542	9,481	11,486	2,005	82
Eastern Counties	656	114,515	256,288	.....	246,570	33,560	24,229	11,125	42,052	725,339	1,362,884	637,545	53
Fleetwood, Preston, etc.	8	372	671	550	183	314	10	109	411	2,530	5,377	2,847	47
Furness	31	7,749	6,954	2,475	9,245	536	207	61	4,464	31,691	68,627	36,936	46
Great Northern	381	139,586	209,670	71,530	181,084	27,580	19,261	22,504	64,457	735,622	1,422,904	687,282	52
Great Western	594	201,945	171,906	104,758	307,712	32,303	39,574	8,731	33,312	900,241	2,029,583	1,129,342	44
Lancashire and Yorkshire	368	151,941	171,906	53,280	341,936	33,109	17,328	11,846	38,671	820,002	1,893,076	1,073,074	43
Preston and Wyre	28	9,669	10,229	.....	9,240	836	1,012	.....	533	31,519	70,371	38,852	44
Leeds, Bradford and Halifax (Gildersome)	10	1,133	4,214	254	2,515	404	66	.....	1,861	10,457	22,674	12,217	46
Leominster and Kington	14	920	1,156	649	1,926	142	141	.....	567	5,501	8,587	3,086	64
Llanelly	47	3,797	4,309	488	5,208	374	65	48	1,963	16,252	25,472	9,220	63
Llanidloes and Newtown	12	428	452	50	1,071	22	46	.....	17	2,086	3,451	1,365	60
London and Blackwall	5	1,924	7,176	1,577	11,878	3,944	2 789	243	5,390	34,921	85,625	50,704	40
London and Northwestern	968	360,122	633,884	163,510	603,618	65,816	62,219	55,362	128,842	2,073,373	4,568,501	2,495,128	45
London and Southwestern	444	109,812	128,707	31,799	154,945	25,668	27,671	6,861	24,747	509,710	1,046,879	537,169	49
London, Brighton and South Coast	213	55,169	111,958	33,345	129,525	29,593	29,091	3,469	24,647	416,797	851,851	435,054	49
London, Chatham and Dover	78	3,132	7,351	470	5,986	1,096	1,134	.....	1,761	20,940	25,744	4,804	81
Manchester, Sheffield and Lincolnshire	174	38,340	105,802	34,022	95,748	7,295	4,876	2,189	28,071	309,388	586,346	277,008	52
Manchester South Junction and Altrincham	9	2,024	8,253	1,459	4,793	1,479	1,078	79	11,222	30,387	57,997	27,610	52
Maryport and Carlisle	28	9,797	8,449	2,607	2,891	594	524	36	4,703	29.101	62,406	33,305	46
Midland	633	148,862	311,583	60,323	236,965	32,185	16,925	8,900	127,854	943,597	2,093,334	1,149,737	45
Monmouthshire	49	16,299	19,426	2,183	14,810	3,585	212	499	5,150	62,114	121,535	59,221	51
Newcastle-upon-Tyne and Carlisle	79	20,395	21,920	12,723	13,095	2,490	1,653	756	6,455	79,490	195,899	116,409	40
North and Southwestern Junction	5	766	.....	.....	.....	162	206	.....	1,593	2,727	9,483	6,756	29
North Devon	42	3,208	4,719	1,835	6,098	200	682	45	137	16,919	29,727	12,808	56
Northeastern	764	172,764	264,842	118,655	178,088	35,151	17,152	3,112	101,105	890,819	2,004,763	1,113,944	44
North London	8	9,875	30,410	5,917	18,132	3,173	2,262	1,044	14,021	84,884	159,751	74,917	53
North Staffordshire	143	32,085	49,696	16,874	47,337	2,048	3,506	328	6,757	158,681	292,577	133,946	54
Penarth	6	320	587	.....	257	78	.....	52	1,236	2,530	3,236	706	77
Port Carlisle	11	747	849	272	963	171	32	.....	473	3,507	5,974	2,467	58
Rhymney	22	4,024	8,052	656	4,885	79	34	50	2,628	20,358	36,914	16,556	55
St. Helens	23	6,361	13,321	3,092	10,852	1,140	172	617	7,284	42,889	97,573	54,784	44
Shrewsbury and Hereford	51	21,809	20,089	6,469	20,839	893	1,148	2,987	1,611	75,845	101,051	25,206	76
South Devon	74	22,587	36,808	7,913	25,089	2,311	3,444	889	.....	99,041	180,564	81,523	54
Southeastern	286	93,498	121,842	39,785	148,043	39,315	29,435	8,355	42,479	517,747	1,133,043	615,296	45
South Staffordshire	36	8,858	17,456	14,734	35,360	927	1,896	1,728	1,240	81,699	113,946	32,247	71
South Wales	172	44,199	119,132	.....	46,108	4,384	3,678	3,315	14,153	234,969	366,911	131,942	64
South Yorkshire	58	10,747	19,594	2,278	10,796	1,655	185	119	8,310	53,684	105,251	51,567	51
Stockton and Darlington	120	28,107	80,498	42,992	30,721	4,902	1,835	94	8,080	197,229	383,783	186,554	51
Swansea Vale	8	366	1,341	.....	1,210	1,447	22	.....	752	5,138	8,891	3,753	57
Taff Vale	54	28,457	39,050	22,166	26,998	7,705	861	68	11,988	137,288	248,744	111,456	55
Ulverstone and Lancaster	19	3,962	6,778	2,338	4,929	174	207	.....	1,041	19,428	38,906	19,287	49
Vale of Clwyd	10	979	959	88	1,579	221	219	52	870	4,962	7,808	2,846	63
Vale of Neath	36	8,050	11,368	6,084	10,334	936	120	66	8,606	45,564	81,621	36,062	55

West Cornwall	42	4,476	6,237	2,737	7,667	821	319	17	3,438	25,712	38,172	12,460	67
West Hartlepool	48	10,500	27,252	18,646	30,736	2,293	891	30	6,386	96,254	184,222	87,968	52
West Midland	166	23,012	45,615	14,601	41,781	3,012	4,287	3,827	18,707	154,842	348,527	193,685	44
West Somerset Mineral	7	343	357	82	847	25	.....	.....	25	1,679	3,148	1,469	53
Whitehaven and Furness Junction	35	3,780	4,049	2,113	3,197	157	317	21	1,391	14,975	34,757	19,782	43
Whitehaven, Cleator and Egremont	7	2,602	3,195	752	2,847	62	23	.....	621	10,102	21,673	11,571	46
Whitehaven Junction	13	3,817	6,080	3,044	2,918	289	309	.....	1,950	18,407	36,233	17,826	50
Total England and Wales	4,735½	2,025,465	3,275,058	941,541	3,202,058	430,823	335,789	162,921	884,449	11,258,104	23,454,810	12,196,706	48
SCOTLAND.													
Banff, Portsoy and Strathisla	19	248	1,018	28	1,006	168	95	23	281	2,807	5,499	2,692	51
Caledonian	229	77,326	94,432	37,432	108,897	13,529	4,910	3,495	23,373	362,894	790,294	427,400	45
Caledonian and Dumbartonshire Junction	8½	1,094	2,718	970	2,035	340	162	.....	1,853	9,172	15,994	6,822	57
Charleston	6	804	834	881	1,283	216	13	.....	417	4,548	6,607	2,059	68
Crieff Junction	9	488	1,322	.....	1,020	171	70	.....	59	3,080	5,435	2,355	57
Deeside	32	1,142	2,914	535	1,960	220	129	7	1,151	8,058	20,183	12,075	40
Dunblane, Doune and Callander	10	498	1,267	.....	1,067	120	87	.....	290	3,329	5,160	1,831	65
Dundee and Arbroath	17	1,772	3,357	2,176	3,913	485	728	50	2,585	15,066	33,565	18,499	44
Dundee, Perth and Aberdeen Junction	32	2,989	5,549	2,507	9,022	1,015	471	17	2,831	24,401	54,184	29,788	45
East of Fife	7	274	198	52	521	87	58	.....	291	1,481	2,915	1,434	50
Edinburg and Glasgow	129	29,260	40,810	13,903	41,236	6,781	4,889	989	11,745	149,613	358,683	209,070	41
Edinburg, Perth and Dundee	85	11,550	22,592	7,199	21,780	1,963	2,255	901	18,487	86,727	190,728	104,001	45
Fife and Kinross	16	477	480	92	462	95	66	.....	321	1,993	3,707	1,714	53
Findhorn	3	106	216	1	74	17	5	.....	16	485	393	.....	110
Forth and Clyde Junction	30	1,800	3,109	860	2,863	254	203	7	188	9,284	13,147	3,863	70
Forth and Clyde Navigation	1	661	283	.....	.....	.....	.....	31	.....	975	2,515	1,530	38
General Terminus and Glasgow Harbor	0½	243	.....	1,282	1,976	556	.....	249	954	5,210	11,039	5,829	47
Glasgow and Southwestern	234	47,215	55,823	23,330	42,704	8,295	3,278	2,894	16,594	200,128	436,111	235,983	46
Great North of Scotland	103	6,549	11,594	731	13,025	3,489	1,241	.....	11,876	48,505	98,781	50,276	49
Inverness and Aberdeen	55	3,159	5,308	525	4,534	885	793	.....	2,358	17,562	42,695	25,133	41
Leven	6	556	170	44	1,011	258	96	.....	396	2,531	5,394	2,863	47
Monkland	56	3,920	8,957	4,260	5,502	1,526	126	191	4,074	28,556	76,917	48,361	37
Morayshire	11	512	1,312	168	1,142	94	29	37	339	3,628	5,150	1,522	70
North British	172	33,779	37,770	13,642	34,588	8,146	3,789	975	6,697	141,386	322,622	181,236	43
Peebles	19	1,084	1,135	1,490	1,473	147	142	64	610	6,145	12,033	5,888	51
Perth, Almond Valley and Methven Junction	6	160	474	40	269	18	8	.....	1,020	1,989	2,599	610	76
Scottish Central	56	13,342	17,513	7,913	20,727	2,687	1,986	328	9,530	74,026	195,120	121,094	38
Scottish Northeastern	124	14,532	27,113	11,048	23,280	5,074	1,761	166	8,698	91,672	206,017	114,345	44
West of Fife Mineral	10	247	279	.....	200	101	.....	.....	100	972	1,792	865	52
Total Scotland	1,486	225,837	350,547	131,054	347,070	56,677	27,385	10,424	127,134	1,306,128	2,925,229	1,619,101	45
IRELAND.													
Ballymena, Ballymoney, etc.	35	1,500	3,600	.....	3,000	.....	.....	.....	1,400	9,500	18,027	8,527	52
Belfast and Northern Counties	65	4,873	6,573	1,903	7,530	847	.....	285	3,425	25,386	66,630	41,244	38
Belfast and County Down	39	3,249	5,352	833	4,139	170	.....	.....	1,046	13,789	31,822	17,533	44
Cork and Bandon	20	1,404	1,974	1,703	2,129	271	.....	24	1,397	8,902	17,762	8,860	50
Cork and Youghal	26	1,616	2,522	100	3,350	35	.....	50	.....	7,673	8,230	557	93
Cork, Blackrock and Passage	6	709	1,659	215	967	527	.....	906	1,934	6,917	13,284	6,367	52
Dublin and Belfast Junction	63	3,646	8,915	2,168	5,008	1,100	.....	.....	15,422	36,289	70,904	34,615	51
Dublin and Drogheda	62	21,053	13,377	3,928	10,012	1,417	.....	982	1,773	52,512	90,240	37,698	58
Dublin, Wicklow and Wexford	40	6,739	13,248	2,982	12,897	3,963	.....	662	3,781	43,772	102,768	58,996	42
Dundalk and Enniskillen	180	6,838	8,380	2,746	7,009	341	.....	255	2,133	27,702	87,112	59,410	32
Great Southern and Western	361	55,945	63,755	9,817	42,836	10,431	.....	1,608	9,737	198,629	434,759	241,180	44
Limerick and Ennis	25	1,046	1,856	173	1,537	73	.....	75	1,987	6,697	9,825	2,628	71
Midland Great Western of Ireland	229	33,018	19,186	12,741	20,675	7,450	.....	2,561	8,079	103,710	213,013	109,303	48
Newry and Armagh	4	211	533	264	988	14	.....	3	184	2,147	3,560	1,413	60
Newry, Warrenpoint and Rostrevor	6	293	573	106	490	17	.....	10	654	2,143	4,899	2,756	43
Ulster	66	4,853	10,164	2,503	15,237	2,007	.....	309	.....	35,073	99,484	64,411	35
Waterford and Kilkenny	29	2,094	3,421	743	3,140	120	.....	9	971	10,509	17,257	6,748	60
Waterford and Limerick	115	6,893	10,765	3,099	9,902	1,039	.....	136	2,796	34,130	75,477	41,347	45
Waterford and Tramore	7	580	794	154	734	45	.....	.....	319	2,626	4,394	1,768	59
Total Ireland	1,828	156,060	175,677	46,189	150,580	29,867	.....	7,825	56,938	623,186	1,368,447	745,311	45
Total England and Wales	4,735½	2,025,465	3,275,058	941,541	3,202,058	430,823	335,789	162,921	884,449	11,258,104	23,454,810	12,196,706	48
Total Scotland	1,486	225,837	350,547	131,054	347,070	56,677	27,385	10,424	127,134	1,306,128	2,925,229	1,619,101	45
GRAND TOTAL OF GREAT BRITAIN	7,549½	2,407,362	3,801,282	1,118,784	3,699,708	517,867	368,174	181,170	1,068,521	13,187,368	27,748,486	14,561,118	47

Cleveland and Mahoning Railroad.

The earnings of this road for the year ending

December 31, 1860, were	$369,848 97
Operating expenses for same time	131,845 49
Net earnings	$238,003 48
Earnings for eleven months ending Nov. 30, 1861	$359 559 47
Operating expenses for same time	132,841 44
Net earnings	$226,718 03

A comparison with the report of 1860 will show that, in addition to paying expenses and interest, extending the main line 1½ miles to reach a new coal field, and building 15 coal and 2 caboose cars, the floating debt of the company has been reduced some $80,000.

BEDFORD
Lubricating Oil Company,
Office, No. 56 Courtlandt St., New York,
MANUFACTURERS OF
LUBRICATING OILS
Expressly adapted for Railroad purposes and the wants of Heavy Machinery,
ALSO, DEALERS IN
Sperm, Whale, Elephant, Lard, Kerosene & Coal Oils.
Adamantine Candles for Railroad use.
WM. CLARK, Jr., Gen'l Agent.

RENSSELAER
POLYTECHNIC INSTITUTE,
TROY, N. Y.

THE seventy-sixth semi-annual session of this well-known Institution for instruction in the Mathematical, Physical and Natural Sciences, will commence on Wednesday, Feb. 19th, 1862. A full course in Military Science is now in progress. Graduates of the Institute find no difficulty in obtaining very desirable positions as Civil, Naval and Topographical Engineers. The Annual Register, giving full particulars, can be obtained of Prof. CHARLES DROWNE, Director.
612 N. S. S. BEMAN, *President.*

Reverse Acting Tumbler
LOCKS
For Railroad and other Purpose,

MADE to order and with different keys if desired. **One Thousand Dollars** has been offered by the inventor to any person who will pick one of their locks or get it out of order by any ordinary usage.
Orders filled, samples and prices furnished by application to the **Sole Agent** *of the Manufacturer.*
New York, January 4, 1862
GEO. T. M. DAVIS,
3m2 47 Exchange Place.

FOR SALE.
5 Locomotives, 4 ft. 8½ in. gauge.
50 House Freight Cars, that have had but slight use.
The above are at Chicago, Ill.
January 4, 1862.
Apply to GEO. T. M. DAVIS,
3m2 47 Exchange Place.

PASCAL IRON WORKS,
ESTABLISHED 1821.
MORRIS, TASKER & CO.,
MANUFACTURERS OF
Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.
Wrought Iron Welded Tubes—from ⅛ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also, fittings of every kind to suit the same.
Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.
Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, etc.
Gas Works Castings, etc., etc.
PHILADELPHIA.

LOCOMOTIVE FOR SALE.
SMALL second hand Locomotive, usual gauge (4ft. 8½ in.) Weight, 10 tons—Drivers, 4ft. 6 in.—Cylinders 10x18 in. Fire-box, Crank and Tires nearly new, and the whole engine in excellent condition.
Also a second hand "Bradly" Snow Plow.
For sale low by
WILLIAMS & PAGE,
51 Boston.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, Dec. 5, 1861.

AT a meeting of the Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY, held at their office in New York this day, it was

Resolved, That an assessment of FIVE DOLLARS per share upon the Scrip Shares of the Capital Stock of the Company, be and the same is hereby called payable on the twentieth of January, 1862; and that the same be payable on the Stock registered in the City of New York at the office of the Company in that city; and on the Stock registered in London at the office of Messrs. ROBERT BENSON & Co., London; and that parties desiring to pay their assessment in London, may pay the same at a rate of exchange sufficient to produce five dollars per share to the Company in the City of New York.

Resolved, That the transfer books be closed on the afternoon of the 15th January next, and re-opened on the 20th day of the same month; and that no transfer be permitted, on or after that day, of shares upon which the foregoing assessment shall not have been paid.

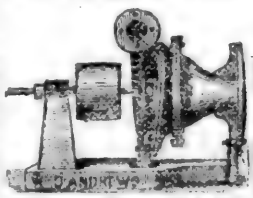
THOMAS E. WALKER, Treasurer.

The eighty-dollar certificates to be returned on payment of the above.

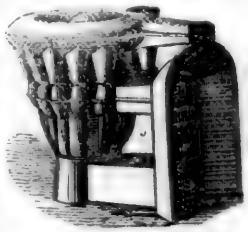
OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, Oct. 29, 1861.

HOLDERS of the stock of this Company, as registered upon the books of the company at the close of business on the 15th day of January, 1862, will be entitled to Canceled Bonds Scrip for five dollars upon each share of stock held by them deliverable on or after the 1st day of February next; and parties holding certificates are hereby notified to have the same registered in their own names on or before the said 15th day of January. 48

ANDREWS' PATENT
Centrifugal PUMPS



ARE the best and cheapest Pumps made for **RAILROAD STATIONS, MINES, FACTORIES, TANNERIES, PLANTATIONS, DRAINAGE, IRRIGATION, WRECKING,** and general use.
Made entirely of metal without working valves or rubbing surfaces, they pass sand, fine ore and gravel, without injury Capacity from 20 Gallons to 1,000 Bbls. per minute.
For descriptive pamphlet and Price List address
WM. D. ANDREWS & BRO.,
414 Water St., New York,
GENERAL DEALERS IN
Iron, Metals, new and second hand **Machinery.**



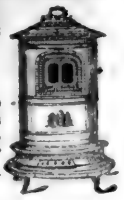
Sanford's
CHALLENGE
HEATERS
SET IN BRICK,
PORTABLE
OR AS
FIRE PLACE
HEATERS,



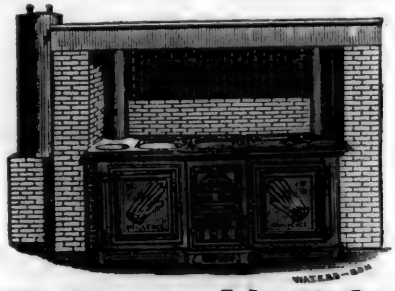
FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR
Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,
WITH AND WITHOUT REGISTERS.
THE MOST POWERFUL HEATERS AND THE
Greatest Fuel Savers in the World:
With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.
SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.

The COSMOPOLITE
PARLOR RADIATOR, &
GAS BURNER,



Introduced one year ago, already ranks as the **LEADING STOVE** for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.
Fire may be kept all winter with an astonishingly small supply of coal.
Send for description and testimonials.
SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.



Challenge Air-tight
KITCHEN RANGES,
May be placed in a fire-place without masonry, and with or without water-back; or may be set out on feet, as an ordinary stove.
This range, already very popular, has the **LARGEST OVENS** of any in the market; BAKES PERFECTLY, never burning to brown at the bottom; BOILS, ROASTS and BROILS with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL,** which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.
Four sizes, adapted to families and hotels.

Beacon Light
SUMMER AND WINTER
PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.
Three sizes, adapted to coal, or wood.
SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y



SANFORD'S
MAMMOTH
OR
GLOBE
HEATERS.
The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.
Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.
HUDSON RIVER RAILROAD OFFICE, N. Y
This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.
J. M. HEBARD, Supply Agent.
UNION FERRY COMPANY.
The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used. CYRUS P. SMITH, Managing Director.
MANUFACTURED AND SOLD BY
SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water street, New York,

ISAIAH W. SYLVESTER,
ATTORNEY AND COUNSELLOR AT LAW,
Law Reporter for the "AMERICAN RAILROAD JOURNAL,"
No. 8 WALL STREET, NEW YORK.
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

EDITED BY

HENRY V. POOR AND JOHN H. SCHULTZ.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM

SECOND QUARTO SERIES, VOL. XVIII., No. 4.] SATURDAY, JANUARY 25, 1862. [WHOLE No. 1,345, VOL. XXXV.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, January 25, 1862.

Terre Haute and Richmond Railroad.

The gross earnings of this company during the fiscal year ending November 30, 1861, were:

From passengers	$139,677 62
" troops	26,428 46
" freight	175,115 02
" coal	13,863 50
" mail, express, etc.	22,597 77
	$377,692 37

And the expenses were:

Train expenses	$32,142 71	
Fuel	15,549 53	
Repairs of road	26,855 63	
" buildings, etc.	6,867 04	
" rolling stock	42,503 10	
Depot expenses	17,174 52	
Salaries of officers	6,085 40	
Foreign agencies	3,068 56	
Miscellaneous	10,022 58	
Total operating expenses	$158,779 07	
Additional expenditures	1,729 35	
		161,508 42
Net earnings		$216,183 95

Compared with the previous year the gross earnings show a decrease of $26,907 24
With a decrease in expenses of 25,700 64

Making the decrease in net earnings... $1,197 60

The number of through passengers carried was 42,099; way passengers, 62,593; soldiers, 19,721—total, 124,413.

The account with the stockholders is as follows:

Balance Nov. 30, 1860	$239,499 84
Profit and loss	426 25
Interest on E. & C. extension bonds..	7,367 50
Net earnings as above	216,183 95
	$463,477 54
Passenger station, Terre Haute	$8,969 77
Interest and exchange	20,321 53
Taxes	5,452 66
June dividend	69,072 50
Dividend payable Jan., 1862	69,072 50
Balance	290,588 58
	$463,477 54

The company have 18 locomotives; 17 passenger, 6 baggage, 103 freight, 30 stock, 71 coal 48 platform, 37 gravel and 13 hand cars.

The receipts from all sources during the year (including $96,849 62 in treasurer's hands,) were $500,949 56; and the disbursements $394,152 28—leaving a balance, (including $99,076 99 in treasurer's hands) of $106,797 28.

The road-bed, track, structures, and equipments have been kept in good condition. The track room at Indianapolis has been enlarged, and an additional siding added for the accommodation of business at that point. Additional coal mines of a superior quality have been opened at Brazil. A new siding has been put in at Brazil Station, furnishing additional facilities to the shippers of coal, lumber, etc., at that point. Extensive alterations have also been made in the tracks connecting the several depots at Terre Haute, in order to facilitate the movements of trains.

GENERAL STATEMENT.

Capital stock	$1,381,450 00
Bonds at 7 per cent	230,000 00
Coupons unpaid	3,370 00
Dividends unpaid	504 25
Dividend payable in January	69,072 50
Sundries	516 32
Surplus account	290,588 58
	$1,975,801 65
Construction	$1,585,809 22
Union depot and track, Indianap..	25,640 78
E. and C. Railroad stock	24,429 89
" " bonds	94,950 00
" " account	568 40
Real estate for road purposes	1,600 00
" " 1859	10,000 00
M. and I. Railroad income bonds...	1,600 00
Fuel	16,500 00
Materials	32,402 15
Bills receivable	75,744 83
Cash and cash items	106,556 38
	$1,975,801 65

The office of the company is at Terre Haute, Ind. The officers and directors of the company, for 1861-62, are as follows:

President and Sup't—E. J. PECK.

Directors—Chauncey Rose, James Farrington, Demas Deming, H. Ross, Chas. Wood, William K. Edwards, F. Nippert, Terre Haute; W. H. Thornburgh, Greencastle; E. J. Peck, Indianapolis.

Secretary—CHAS. WOOD.

Treasurer—JOHN SCOTT.

Finances of New Jersey.

We extract from the message of the Governor the following statement of the financial condition of this State:

The receipts for the ordinary State account, from all sources, since the date of the last statement laid before the Legislature, have been:

From all sources	$246,169 59
Cash on hand January 1, 1861	25,228 58
	$271,398 17
Disbursements	253,304 40
Balance on hand January 2, 1862	$18,093 77

On the first instant there was due:

To the Bank of Savings, New York		$95,000 00
To Trenton Banking Company, for warrant given for appropriation to Lunatic Asylum		9,000 00
Due several counties, balance school appropriation for 1861		27,069 12
Annual State tax received in advance	$24,517 05	
Deduct cash on hand	18,093 77	
		6,423 28
Total		$137,492 40

On the first of January, 1861, the indebtedness of the State was $164,752 88, having decreased during the past year the sum of $27,260 48.

On the 25th of May last bids were invited for $500,000 of State bonds at par. Offers from the Banks of the State were received for $455,000, and from individuals for $76,800. Bonds amounting to $531,800 were accordingly issued, bearing six per cent. interest, payable semi-annually on the first days of January and July, the principal being payable as follows, viz:

On the first of January, 1865	$92,600
" " " 1866	94,600
" " " 1867	94,600
" " " 1868	94,500
" " " 1869	94,500
" " " 1870	43,000
" " " 1871	18,000
	$531,800

These bonds realized a fraction over par, and produced the sum of $531,820, which was paid to the Treasurer.

There has been paid by the State for account of the United States	$897,993 66
Received by State on account of above	650,707 17
Balance due State from U. S.	$247,286 49

The indebtedness of the State on the "war account" is for—

Bonds issued	$531,820 00
On sundry accounts	59,039 01
	$590,859 01
Deduct due from U. S. $247,286 49	
Cash on hand 199,488 74	
	446,725 23
Balance	$144,133 78

The expenditures on State account have been as follows:

Paid volunteers and families of volunteers under act of May 11, 1861		$102,416 74
Arms, accoutrements and repairs of arsenal		27,198 42
Printing and publishing		3,362 77
Enrolling militia		2,892 25
Interesting on loans		3,893 25
Miscellaneous		4,459 85
Total		$144,133 78

Oswego and Syracuse Railroad.

The gross earnings of this road for the fiscal year ending Sept. 30, 1861, were:

From passengers	$58,250 42
From freight	54,454 98
Mail transportation	3,043 00
Miscellaneous receipts	257 21
Land	300 00
Total	$116,305 61
Total operating expenses	53,748 84
Net earnings	$62,556 77

The bonded and funded debt of the company is as follows:

Due in 1862	$7,000
" 1863	8,000
" 1864	9,500
" 1870	86,500
" 1875	50,000
" 1880	52,500
	$213,500

Annexed is the balance sheet of the company:

Balance on hand, Oct. 1, 1860	$13,499 20
Receipts from passengers	58,250 52
Receipts from freight	54,454 98
Receipts from United States mails	3,043 00
Receipts from land	300 00
Miscellaneous receipts	257 21
	$129,804 81
Paid on construction	$9,912 96
Paid transportation expenses	53,748 84
Paid interest on bonds	14,945 00
Paid interest on floating debts	2,278 93
Paid dividends	30,378 00
Paid floating debts	2,243 73
Paid for material for 1861 and 1862	2,259 82
Amount to surplus fund	14,037 53
	$129,804 81

Philadelphia, Wilmington and Baltimore Railroad.

The annual meeting of this company was held at Wilmington, Del., on the 13th inst. The Twenty-fourth Annual Report of the President and Directors was submitted. From this we learn that the gross earnings of the road for the fiscal year ending October 31, 1861, were:

From passengers		$1,023,655 44
" freight		383,610 23
" rents		16,950 25
" mails and miscellaneous		46,847 73
		$1,471,063 65
To which add earnings of Newcastle and Frenchtown line		22,808 43
Total for both roads		$1,493,872 08

The expenditures were:

Interest on bonded debt, ground rents, etc., less interest received	$150,000 00	
Operating expenses	424,711 39	
New work and improvements	154,950 22	
Guard'g bridge (special guard) repairing burned bridges, etc.	27,452 08	
	$757,113 69	
Operating Newcastle and Frenchtown line	14,481 99	
Taxes and bonus to the State of Delaware	11,000 00	
Add loss in operating Delaware road	52,598 82	
		835,194 50
Leaving net earnings for the year		$658,177 58
Dividend 3 per cent. April 1.	$168,000	
" 3½ " Oct. 1.	196,000	
		364,000 00
		$294,177 58
Appropriation to sinking fund		41,666 66
Surplus		$252,510 92

The expenditures on the road for new work have been as follows: For new track, 20 miles, including that taken up and relaid, $45,896 48; new buildings, etc., $10,968 20; for eighty new freight cars, $40,887 50; for seventeen new passenger cars, $26,266 20; for three new locomotives, $27,931 84. The company are now building three new locomotives and thirty new freight cars. All the foregoing items are charged to current expenses and nothing to new construction.

The number of miles run on the Philadelphia, Wilmington and Baltimore Railroad by locomotives carrying passenger trains during the year was 275,032; by freight trains, 159,668 miles; by gravel, repair and wood trains, 5,080 miles, making a total of 439,780 miles, at a cost of $1 38 per mile.

During the year an apparatus has been put up for Burnetizing timber to be used on the road.—The timber is placed in a cylinder after the air is exhausted, and then injected with chloride of zinc weakened with water. The liquid penetrates the pores of the timber, and it is said doubles the life of timber thus prepared. During the year 30,978 cross-ties, 480,320 square feet bridge timber-planks for crossing, and 18,408 joint blocks have been prepared by the above means, at a cost of $5,325 80.

Census of British North America.

From the official returns of 1851 *and* 1861 *comparatively.*

CANADA WEST OR UPPER CANADA.

Counties, etc.	1851.	1861.	Increase.
Addington	15,165	19,213	4,048
Brant	25,426	30,777	5,351
Bruce	2,887	27,499	24,662
Carlton	23,637	29,483	5,846
Dundas	13,811	18,693	4,882
Durham	30,732	39,137	8,406
Elgin	25,418	31,996	6,578
Essex	16,817	25,211	8,394
Frontenac	19,150	27,347	8,197
Glengary	17,596	21,287	8,691
Grey	13,217	37,750	24,533
Grenville	20,707	24,191	3,484
Haldemand	18,788	23,708	4,920
Halton	18,322	22,794	4,472
Hamilton (City)	14,112	19,096	4,984
Hastings	31,977	44,970	12,993
Huron	19,198	51,992	32,794
Kent	17,469	31,183	13,714
Kingston (City)	11,585	13,743	2,158
Lambton	10,815	24,835	14,020
Lanark	27,317	31,639	4,322
Lennox	7,955	8,772	817
Leeds	30,280	35,679	5,399
Lincoln	23,868	27,625	3,757
London (City)	7,035	11,555	4,520
Middlesex	32,864	48,679	15,815
Norfolk	21,281	28,520	6,239
Northumberland	31,229	40,592	9,263
Ontario	30,576	41,565	10,989
Ottawa (City)	new	14,669	14,669
Oxford	32,638	46,180	13,552
Peel	24,816	27,240	2,424
Perth	15,545	38,019	12,474
Peterboro'	15,237	24,631	9,394
Prescott	10,487	15,499	5,012
Prince Edward	18,887	20,889	2,002
Renfrew	9,415	20,325	10,910
Russell	2,870	6,824	3,954
Simcoe	27,165	44,720	17,555
Stormont	14,643	18,325	3,682
Toronto (City)	30,775	44,743	13,968
Victoria	11,657	22,948	11,291
Waterloo	26,537	38,696	12,159
Welland	20,141	24,988	4,847
Wellington	26,796	48,775	21,979
Wentworth	28,507	31,799	3,292
York	48,944	59,339	10,395
Algoma (District)	new	4,916	4,916
Nipissing "	new	2,149	2,149
Total	952,004	1,395,222	443,218

CANADA EAST OR LOWER CANADA.

Counties, etc.	Pop. '61.	Counties, etc.	Pop. '61.
Argenteuil	12,897	Montmagny	13,886
Arthabaska	13,478	Montmorency	11,186
L'Assomption	17,855	Montreal (City)	90,498
Bagot	18,841	Napierville	14,513
Beauce	20,416	Nicolet	21,563
Beauharnois	15,742	Ottawa	27,757
Bellechasse	16,062	Pontiac	13,257
Berthier	19,608	Portneuf	21,291
Bonaventura	13,092	Quebec	27,893
Brome	12,732	Quebec (City)	51,109
Chambly	13,287	Richelieu	19,070
Champlain	20,008	Richmond	8,884
Charleroix	15,223	Rimouski	20,854
Chateaugay	17,887	Rouville	18,827
Chicoutimi	10,215	Saguenay	4,687
Compton	10,210	Shefford	17,779
Dorchester	16,195	Sherbr'ke (T'wn)	5,899
Drummond	12,856	Soulanges	12,221
Gaspe	11,426	St. Hyacinthe	18,877
Hochelaga	16,474	St. John	14,853
Huntingdon	17,491	St. Maurice	11,100

Iberville	16,891	Stanstead	12,258
L'Islet	12,800	Terniscouata	18,561
Jaques Cartier	11,218	Terrebonne	19,460
Joliette	21,191	Three Riv. (City)	6,028
Kamouraska	21,058	Two Mountains	18,408
Laprairie	14,475	Vaudreuil	12,282
Laval	10,507	Vercheres	15,485
Levi	22,091	Wolfe	6,548
Lotbiniere	20,018	Yamaska	16,045
Maskinonge	14,790		
Megantic	17,889	Total 1861	1,106,666
Missisquoi	18,608	Total 1851	*890,261
Montcalm	14,724		

Increase in 10 years 216,405

* The population by counties for 1851 cannot be given, inasmuch as the province has since that time been re-divided, and the 36 counties of 1851 been multiplied into the 64 counties of 1861, none of which correspond in boundaries to the old divisions.

NOVA SCOTIA.

Counties.	1851.	1861.	Increase.
Halifax	39,112	49,021	9,909
Colchester	15,469	20,045	4,576
Cumberland	14,339	19,533	5,194
Pictou	25,593	28,785	3,192
Sidney	13,467	14,871	1,404
Guysboro'	10,838	12,713	1,875
Inverness	16,917	19,967	3,050
Richmond	10,381	12,607	2,226
Victoria	27,580	9,643	2,771
Cape Breton		20,708	
Hants	14,330	17,460	3,130
Kings	14,138	18,731	4,593
Annapolis	14,286	16,753	2,467
Digby	12,252	14,751	2,499
Yarmouth	13,142	15,446	2,304
Shelburne	10,622	10,668	46
Queens	7,256	9,365	2,109
Lunenburg	16,395	19,632	3,237
Total	276,117	330,699	54,582

PRINCE EDWARD ISLAND.

Counties.	1851.	1861.	Increase.
Queens	15,425	21,379	5,954
Princes	15,142	19,755	4,613
Kings	32,111	39,514	7,403
Total	62,678	80,648	17,970

GENERAL RECAPITULATION.

Political Divisions.	Census, 1851.	Census, 1861.	Increase. Absolute.	Increase. P.ct.
Canada West	952,004	1,395,222	443,218	46.55
Canada East	890,261	1,106,666	216,405	24.31
Total Canada	1,842,265	2,501,888	659,623	35.81
New Brunswick *	193,800	233,727	39,927	20.60
Nova Scotia	276,117	330,699	54,582	19.77
Prince Edward	62,678	80,648	17,970	23.67
Newfoundland*	101,600	124,608	23,008	22.64
Grand Total	2,476,460	3,271,570	795,110	32.10

* The details by counties for New Brunswick and Newfoundland according to the census of 1861 have not been officially published. The totals, however, are probably sufficiently accurate and are here given as found in the "*Canadian News.*"

Rates of Foreign Exchange.

The rates of Foreign Exchange, as quoted by N. BRANDT, Broker, No. 39 Exchange-place, for the steamer of January 25, were as follows:

London—60 days' sight ..... 114 per cent.
London—3 days' sight ..... 114½ "
Paris—60 days' sight, per dollar ..... 5f. 95c.
Paris—3 days' sight, per dollar ..... 4f. 90c.
Amsterdam—60 days' sight, per guilder ..... 48½c.
Hamburg—60 days' sight, per marc banco ..... 38½c.
Frankfort—60 days' sight, per florin ..... 43½c.
Bremen—60 days' sight, per rix dollar ..... 84c.

Railroad Earnings—Monthly.

The earnings of the Milwaukee and Prairie du Chien Railroad, for December, 1861, were:

Passengers	$19,319 74
Freight	44,134 46
Mails and rents	4,234 17
Ferry	301 95
Total	$67,990 32
Corresponding month, 1860	44,894 59
Increase	$23,095 73

The December earnings of the Norwich and Worcester Railroad are as follows:

	1860.	1861.
Passengers	$6,136 82	$8,724 68
Freight	14,976 43	20,741 76
Total	$21,113 25	$29,466 44
Increase		$8,353 19

Connecticut River Railroad.

By the report of the Connecticut River Railroad, it appears that the year's income was $250,836—expenditures $127,880. Net earnings $122,956. After payment of interest, instalment of $8,000 to sinking fund, and 6 per cent. in dividends, the year's surplus was $2,996. The road owes a funded debt of $300,000.

North Pennsylvania Railroad.

The business of this road for the year ending November 30, 1861, was as follows:

The total gross earnings for the year were	$364,225 46
Total expenses, including all renewals and repairs	162,101 63
Net earnings for the year	$202,123 83
As compared with the fiscal year ending November 30, 1860, the gross earnings have decreased	25,396 77
Expenses have decreased	14,566 68
Decrease in net earnings	$10,830 09

The interest chargeable to the business of the year is:—

Six per cent. coupons	$150,000 00
Ten " "	35,450 00
Ground rents and interest on mortgages	5,384 00
Interest on floating debt	10,127 88
Total	$200,961 88

The construction account has been increased $4,450 33, the equipment account has been increased $12,210 by the addition of the rolling stock of a first-class passenger locomotive, and a first-class passenger car.

The falling off in the receipts in the first half year, ending May 31st, consequent upon the political troubles of the country, convinced the Board of the propriety of asking the six per cent. mortgage bondholders to fund three sets of their coupons, in order that the net earnings of the Company might be applied to the liquidation of the floating debt. The Board issued a circular to the bondholders, and the latter held a meeting on the 1st of July. At this meeting a Committee was appointed to examine the affairs of the Company and report thereon. This report recommended the bondholders to fund in a manner somewhat similar to that proposed by the Board of Directors, the unpaid balance of the coupons due January 1, 1861, those of July 1, 1861, and those maturing January 1st, 1862, amounting to $212,500, provided that the chattel mortgage bondholders would agree to fund their coupons maturing October 1st, 1861, and April 1, 1862. The report was adopted by the bondholders.

Committees of Conference from the Directors and bondholders were appointed, and agreed upon the details of the agreement. A large portion of both the six per cent. and ten per cent. coupons have been deposited, and the scrip issued therefor.

Since the first of July, the net earnings have been applied to the liquidation of the floating debt. The following statement exhibits the financial condition of the Company as per Treasurer's statement on the last day of the fiscal year:

Cash on hand		$20,795 62
Sundry accounts		18,489 97
Total cash assets		$39,285 59
Liabilities—		
Bills payable	$22,820 00	
Sundry accounts	14,678 13	
Balance of coupons	1,052 50	
		38,550 63
Balance of cash assets		$734 96

Thus commencing the present fiscal year practically clear of floating debt.

The interest account for the fiscal year just commenced will be

Six per cent. coupons, July 1, 1862	$75,000
Ten " " October 1, 1862	18,000
Six " " January 1, 1863	75,000
Ground rents and mortgages (say)	5,500
Interest on $248,500 of scrip	14,910
Total	$188,410 00

Finances of Massachusetts.

ABSTRACT OF THE REPORT OF THE AUDITOR.

The total amount received into the treasury during the year, on account of ordinary revenue, was $1,133,985 58, and the total amount paid therefrom on the same account was $1,163,742 56. The ordinary expenses of the year 1861, already ascertained, amount to $1,026,388 56; but as the bills are not all in the actual expense will probably amount to $1,100,000. In addition to these expenditures there has been paid from the treasury, for military expenses, the sum of $3,420,797 06. Of this sum there has been received from the United States and other sources $984,376 15, leaving the State in debt for the balance, $2,436,420 91, which it is expected will be ultimately refunded by the general government.

Attention is called to the necessity of providing for the payment of the interest on the bonds of the State loaned to the Troy and Greenfield Railroad Company. The amount thus loaned is nearly $800,000, the interest on which, at 5 per cent, amounts to $40,000. This company now neglects to pay this interest, and the amount is therefore estimated among the expenses for the year.

There has been one new bank organized under the general banking law during the year, making seven in all, with an aggregate capital amounting to $3,900,000, and outstanding circulation received from this department of $1,107,482, secured by stocks amounting to $1,493,200.

The exposes of the year are estimated as follows:

For ordinary expenses	$1,000,000 00
Aid to families of volunteers	475,000 00
Interest on military exp. for U. S.	120,000 00
Interest on scrip loaned Troy and Greenfield Railroad Co	40,000 00
Tax of the U. S. after deducting 15 per cent	700,894 13
Making a total of	$2,435,894 13
From this deduct ordinary revenue.	762,000 00
And it leaves	$1,673,894 13

for which provision must be made.

In this estimate no account is made of military expenses, as it is presumed that as much will be received from the United States.

Resources and Liabilities.

RESOURCES.

Real estate, unproductive	$3,205,744 98
Bonds and montgages of sundry railroads, for scrip loaned	5,824,435 56
Railroad stock, Mass. School and other funds, productive	5,804,980 28
Total	$14,835,160 77

LIABILITIES.

Scrip issued on account of the State Prison, Taunton & Northampton Lunatic Hospitals, State House, State Alms Houses, loan of 1856, and consolidation of the Statutes	1,289,000 00
Scrip issued in 1861 for funding the public debt	300,000 00
Scrip issued for the Union Fund Loan of 1861	2,217,500 00
Scrip loaned sundry railroad corporations, payable by them	5,824,435 56
Military Emergency Fund, for money borrowed in anticipation of the sale of scrip in the Union Fund Loan	1,195,547 15
Temporary Loan in anticipation of revenue; also of the avails of the Western Railroad stock Sinking and Debt Extinguishment Funds.	85,000 00
Amount due from the Treasurer, and uncalled for Dec. 31, 1861	77,436 94
Surplus	3,846,241 12
Total	$14,835,160 77

Receipts and Payments.

RECEIPTS.

The receipts into the Treasury during the year 1861 were—

On account of the ordinary revenue		$1,133,985 58
On account of sundry Funds, viz:		
Union Fund Loan		2,217,500 00
Six per cent. Scrip		247,000 00
Five per cent Scrip		53,000 00
Union Loan Sinking Fund		984,376 15
Military Emergency Fund		3,201,547 15
Also sundry other Funds		524,395 54
Interest on Railroad Scrip		72,578 94
Temporary Loans		544,000 00
		$8,978,383 86
Cash on hand January 1, 1861—		
On account of School and other Funds	$117,060 30	
Sale of House	11,840 00	
Interest on R.R. Scrip.	24,625 00	
Temporary Loan	1,316 18	
		154,841 48
Total		$9,133,224 84

PAYMENTS.

The payments from the Treasury for the year 1861 were—

From the ordinary Revenue	$1,163,742 56
On account of sundry Funds	3,630,067 13
Interest on Railroad scrip	90,672 28
Military Sinking Fund	3,344,694 41
State Prison Scrip	1,000 00
Temporary Loan repaid	774,500 00
Total	$8,903,676 38
Cash on hand January 1, 1862—	
On account of School and other Funds	$193,083 46
Sale of House	11,840 00
Interest on R. R. Scrip.	24,625 00
	229,548 46
Total	$9,133,224 84

The ordinary revenue for the year 1862 is estimated at $762,000. The resources of the Commonwealth, including the public buildings, hospitals, almshouses, bridges, Back Bay lands, sundry securities, bills receivable, &c., except funds the income of which are specifically appropriated, are estimated at $7,249,215 88; while the total debt, not including liabilities on account of script loaned sundry railroads, is $5,164,484 09. This leaves a surplus of resonrces of $7,084,731 24. Of the items which make up the resources, the public buildings and institutions of various kinds are estimated at $3,205,744 98, and the Back Bay lands filled and unsold—about 750,000 feet, at $1 87½ per foot—at $1,031,250, and the lands unfilled, comprising 1,000,000 feet, at $660,000. The Commonwealth holds as security for the final payment of scrip loaned to railroads, mortgages on those roads to the amount of $5,824,435 56. Funds, the income of which is specifically appropriated amount to $5,804,980 28. The various descriptions of scrip issued in 1861 fall due as follows:

Five Per Cent. Scrip.

Due June 1, 1861	$15,000
Due June 1, 1870	21,000
Due June 1, 1872	17,000
Total	$53,000

Six Per Cent. Scrip.

Due June 1, 1868	$75,000
Due June 1, 1870	89,000
Due June 1, 1872	83,000
Total	$247,000

Union Fund Loan.

Due July 1, 1871	$203,000
Due July 1, 1872	315,500
Due July 1, 1873	304,000
Due July 1, 1874	300,000
Due July 1, 1875	420,000
Due July 1, 1876	675,000
Total	$2,217,500

The entire debt and liabilities of the Commonwealth, including railroad, hospital and other scrip, war loan, &c., amount to $10,988,919 65. The receipts into the Treasury during the year 1861, were $9,133,224 84. These included loans and moneys reimbursed by the United States Government, and other parties for military expenses.

Philadelphia and Reading Railroad.

The managers submit the following report of the receipts and expenditures for the year ending November 30, 1861, with the Treasurer's general balance sheet exhibiting the financial condition of the Company at that date. (Here is given a long statement, in great detail, which we condense as follows:—)

RECEIPTS.

From travel, 368,551, equal to 141,451 through passengers		$338,904 69
From merchandise, 324,959 tons		406,321 22
From coal, 1,639,535 tons		2,111,023 39
From U. S. mail and other sources		49,589 43
Total		$2,905,838 73

EXPENSES.

Transportation	$844,563 96	
Roadway	246,473 85	
Drawbacks, allowances, and other charges	191,095 62	
		1,282,133 43
Net profit for the year		$1,623,705 30
Interest on bonded debt	$704,834 00	
Bonds and mortgages, real estate	35,532 00	
Total	$740,366 00	
Renewal Fund: 5 cents per 100 tons on 421,599,695 t'ns transported one mile during twelve months ending Nov. 30, 1861.	210,799 84	
		951,165 84
Balance		$672,539 46

Dividend fund for the year, which been disposed of as follows:

Sinking funds	$150,000 00	
State tax on capital for 1861	15,928 25	
Dividend on preferred stock for 1861	108,626 00	
Accrued interest for 1861 on reserved dividends, preferred stock	24,065 43	
		298,619 68
Balance of dividend fund, 1861		$373,919 78
Add balance of reserved fund, 1861.		406,822 62
Total reserved fund		$780,742 40

At the commencement of the season it was hoped to maintain the same arrangements and prices as had been secured for the previous year.

The great development of the civil war caused such disturbance in all business arrangements that a loss in tonnage, both in coal and merchandise, necessarily ensued. This was the inevitable consequence of the disturbed state of our country, and its extent will be seen in the following statement of the comparative results of this and the preceding yea r.

Tabular statement in detail for each branch of traffic, show the comparative results of the preceding year:

	1860—Passengers.		1861—Passengers.		Increase.
Travel	129,978	$333,359	140,451	$388,905	$55,546—1.6
	Tons.		Tons.		Decrease.
Merchandise	499,727		324,958	406,821	193,299—32.2
Coal	1,878,156	2,328,158	1,639,535	2,111,023	217,135— 9.3
Mail	19,618	.....	19,618	.....	
Miscellaneous	31,791		29,971		1,820— 5.7
Gross receipts		$3,812,546		$2,905,838	406,708—12.3
Gross expenses		1,686,562		1,492,933	

The receipts and expenses for each, per passenger and per ton, have been as follows, viz:

	1860.		1861.		
	Cost.	Received.	Cost.	Received.	
Per passenger	$1 38	$2 57.5	$1 34.5	$2 41.3	Increase 0.50
Merchandise, per ton	53	1 19.9	70.2	1 25.4	
Coal	40.8	1 24.9	41	1 28.2	

Net profit $1,625,984 — Gross expenses including renewal fund, in 1860 were 50.88 of gross receipts. — Net profit $1,412,905 — Gross expenses including renewal fund, in 1861 " 51.38 " " " 213,709

The gain in the number of passengers carried arises chiefly from the transportation of soldiers.

The expenses of transporting miscellaneous merchandise per ton, for each of the last ten years has been as follows:—

Year embraced in report of January,	1853	cents 109.52	per ton.
"	1854	" 105.50	"
"	1855	" 105.61	"
"	1856	" 108.00	"
"	1857	" 95.09	"
"	1858	" 99.13	"
"	1859	" 95.31	"
"	1860	" 74.78	"
"	1861	" 53.06	"
"	1862	" 70.28	"

The small cost of 53 cents per ton set down for the year embraced in the report of January, 1861, arises from the fact that Broad Top coal in the commencement of that trade was classed with merchandise. It is now placed with the other coal.

From this cause, viewing the year embraced in the report of January, 1861, as unsuitable for comparison, it will be seen that the present year exhibits a reduction in cost of this item of 6½ per cent. as compared to the year embraced in the report of January, 1860, and a reduction of 40 per cent. as compared to the cost of the eight preceding years.

The result of the year's business as condensed from transportation and income account, may be stated thus:—

Gross receipts		$2,905,838 73
Deduct working expenses, including renewal fund		1,492,933 27
Profits or receipts over cost of working the road		$1,412,905 46
From which deduct interest on Bonded debt	$704,834 00	
Bonds and mortgages	35,532 00	
		740,366 00
Leaving for net profit or dividend fund		$672,539 46
This has been credited as follows:		
Sinking funds	$150,000 00	
State tax on capital	15,928 25	
Dividend on preferred stock	108,626 00	
Accrued interest on previous preferred stock, dividends not paid	24,065 43	
		298,619 68
Balance carried to reserved fund, '61		$373,919 78
Amount to credit of reserved fund, 1860, per report November 30th, 1860	$425,904 86	
Out of which has been paid sundry drawbacks on traffic for 1860	19,082 24	
		406,822 62
Total reserved fund		$780,842 40

After deducting all expenses, including renewal fund and interest on the bonds, the net profits are $672,539 46, which is equal to 5.82 per cent. on all the outstanding stock, common and preferred, or to 7 per cent. on the preferred and 5.64 per cent. on the common stock.

The operations of the transportation department are stated in detail in the annexed report of the General Superintendent and the tabular statements which accompany it. The report of the Engineer fully exhibits the condition of the roadway department.

The charges to construction or capital account during the year have been:—

For real estate at Willow street wharf and at Broad and Callowhill streets		$104,750 00
For locomotive engines and cars on the payment of sums due according to the leases of—		
710 coal cars	$149,250 00	
126 merchandise cars	68,100 00	
200 coal cars for Broad Top trade	87,014 50	
2 cars built	1,564 76	
12 truck cars bought	1,350 00	
1,050 cars	Total cost,	807,279 26
For Lebanon Valley Branch, land damages and second track		84,606 32
For Schuylkill and Susquehanna and Allentown Railroad stock		517,865 33
		$964,500 91

By these payments the rolling stock of the company has been increased 1,050 cars. This subject was referred to in the last report, but the payments have been made during the past fiscal year. There remained on this account to be paid $31,800, on the settlement of which the company will receive 53 additional cars. This will fulfil all the obligations of the company under the car leases.

The merchandise cars that have been acquired by the company were those included in an arrangement made in 1856 with the Catawissa and Williamsport and Elmira Railroad Companies for the lease of 179 merchandise cars, valued at $99,900, for five years. Previous to the termination of the lease, notice was given to the other companies interested of our desire to pay off the principal at its maturity, and become owners of the cars. $73,500 has been paid, and the title acquired to this company exclusively to 135 of them. The remainder will be paid as it becomes due, and the cars become the property of the company.

The demand for Broad Top coal having largely increased during the year, one hundred eight-wheeled coal cars, in addition to the three hundred referred to in the last annual report, have been added to the number exclusively devoted to that trade—the cost of which was defrayed jointly by the Pennsylvania Railroad and by this company.

The lessees of the old depot building, at the corner of Broad and Cherry streets, not being able to comply with the terms of their lease, surrendered the premises, and they have been let to the United States, for a military hospital, for one year or the war, at their option.

The transportation of live stock, chiefly for the New York market, via Allentown and Easton, has reached 35,411 tons—an increase of 264 per cent. over last year.

The net profits on the Lebanon Valley Branch during the past year have been equal to the interest (7 per cent.) on the bonds issued for its construction, and 5 per cent. on the remainder of its cost.

During the past year the Board of Managers decided that the true interest of the company, and that of the miners in Schuylkill county, would be promoted by securing, by lease or purchase, the control of some of the lateral railroads, leading from the main line of the road to the coal mines. The effect of this, it was believed, would be to introduce a more efficient administration, and to reduce the charges for toll and transportation, and thus effect a reduction in the cost of placing coal at tidewater at Philadelphia.

For this purpose leases have been concluded with the roads leading by Mill creek, over the Broad mountain into the second coal field at Ashland, with some branches in the Schuylkill and Mahanoy valleys.

The only portion of the line which is unfinished is about three miles, near Ashland, upon which the grading is completed, and the rails are now being laid. It will all be ready for traffic on the opening of navigation next spring. In the exercise of the general authority given to the Board of Managers, at the last annual meeting, a majority of stock has been purchased in the Allentown Railroad, and in the Schuylkill and Susquehanna Railroad. The road of the latter company leads from Auburn, on the line of the Reading Railroad, 83 miles from Philadelphia, to Rockville, at the east end of the Pennsylvania Railroad Company's bridge across the Susquehanna river, a distance of 54 miles. The road is entirely free from floating debt, and is subject to one mortgage of $97,000, at 6 per cent. interest.

This purchase entirely obviates the necessity of the construction of an extension of the Lebanon Valley road to Dauphin, estimated to cost about $200,000, and which was authorized to be made by the stockholders at their annual meeting in January, 1860. The cost of these purchases was $517,865 33, of which $81,865 33 was paid in cash, and the bonds of the company dated July 1, 1861, have been issued for the balance, $436,000, bearing 6 per cent. interest, redeemable in ten years with a sinking fund attached of 10 per cent. per annum. It is believed that these purchases and arrangements will prove most advantageous to the interests of the Company.

The dividend earned of 7 per cent. on the preferred stock for the past year has been declared payable in cash on the 15th instant.

$113,300 of the bonds of the company have been purchased during the year. Of these, $53,800 have been charged to the sinking fund and cancelled; the remainder, $59,500, being a part of the bonds due in 1860, had been so endorsed or defaced that the holders objected on that account to extending them. They were, therefore, purchased by the company, and the bonded debt to that extent diminished.

For the arrears of dividends due upon the preferred stock, scrip was issued payable December 31, 1862, amounting to $372,432, with accrued interest.

It may be advisable, if the revenues of the company during the current year permit it, to anticipate the payment of this scrip on favorable terms.

The policy indicateg in the last annual report, of issuing no more bills payable, and confining the transactions of the company to cash payments, has been strictly adhered to during the past year.

The net income has been applied to the redemption of its debt and strengthening its position.

Some further payments of this character remain to be made before a return to cash dividends on the common stock can be determined on with an assurance of safety and permanence.

On the 15th of July Mr. Whitney felt is his duty to withdraw from the Presidency of the Company, to give his attention to private affairs.

He consented to remain in the Board, and has given to the Company the benefit of his assistance.

Mr. Charles E. Smith, previously one of the managers, was elected in his stead. Mr. J. D. Steele resigned the office of Vice President, and became the Chief Engineer of the Company. It has not been thought necessary to fill the office of Vice President.

Although their positions have been changed, the Company has had the benefit of the assistance of both these gentlemen.

By order of the Board of Managers.

CHARLES E. SMITH, President.

Philadelphia, January 11, 1862.

The Government Finances.

The following extract from the circular of Messrs. Samuel Hallett & Co., presents a comprehensive view of the financial necessities of government, and the means by which they are to be met. The issue of treasury notes is to commence in a few days. We learn that Congress is busily occupied in devising a system of taxation which will speedily follow the Treasury Note Bill.

The problem now before the country is the re-organization of the finances of the government; for upon these hinge all other questions that can arise. That the credit of the government under the circumstances, is so well sustained, shows the entire confidence of the people in their ability, and their willingness, to meet all the burdens necessary to be imposed upon them to maintain this credit untarnished; and their conviction that when this is done, the whole financial problem is solved. Capital was never more abundant. The war has not yet interfered with the industries of 20,000,000 people in the loyal States. We boast, and not without reason, of our bountiful harvest, and of the favorable condition of our foreign and internal commerce. Our public highways were never so crowded with freight. We show to a demonstration, that there are at least

Every element of prosperity is present. The people well know that their means are only to be drawn upon to meet every reasonable demand. That Congress has not yet acted is no reason for an unfavorable inference, because this body is expected to accept with some degree of confidence the recommendations submitted to it. The heads of the Departments are presumed to know the probable extent of their wants, and the sufficiency of the sources by which they are to be supplied. The subject of internal taxation was new to it. It could hardly be expected, in its first experience, that Congress should assume the office of censor over the Departments. At the extraordinary session it confirmed all Mr. Chase's recommendations. It is unquestionably prepared to second any plan he may now propose at all adequate to the crisis. But unfortunately, he has submitted no such plan. It must consequently first inform itself as to the wants of the Treasury, and then set about providing for them. It has no indisposition to engage in such a work, as the country is unanimous in its wish to put in operation at the earliest moment practicable, a system of taxation, which, by the money directly contributed, and the credit secured thereby, shall place in the hands of government whatever it needs. The credit of government now rests upon this universal willingness which prevails to be taxed, and to tax. The mistakes of an individual, or even of Congress, in the past, amount to nothing. They are properly regarded as mere accidents that do not exercise an appreciable influence upon the final result.

But how shall the strength of the people be utilized, so as to make the latter that of the former? How shall government be made as strong as the people? By transferring, by taxattion, a portion of the means of the latter to the former. The customs revenue can be made to produce at least $60,000,000 without bearing injuriously upon our industries. We can raise $75,000,000 by excise and licenses, and a much larger sum, if we put an excise tax upon the production of sugar, cotton and tobacco. England raises $75,000,000 from excise on the manufacture and sale of wine, spirits and beer. Stamps produce $40,000,000 annually in that country. They would, at similar rates, produce a larger sum in this, where there are a vastly greater number of transactions, to which this tax would apply. England derives some $60,000,000 annually from tax upon the incomes of the country, which equal about $1,500,000,000 annually. A similar tax would produce certainly one-half as much with us. The sources named, with such as could be added, would produce, without being unreasonably oppressive, at least $200,000,000, as a permanent revenue in a peace footing—a sum fully adequate to all the wants of government. The moment such a system is inaugurated, government bonds become the most desirable of all securities, and be soon sought for at a premium, enabling it at once to avail itself, if need be, of the entire capital of the country.

But Congress cannot act immediately. The inauguration of an elaborate system of internal taxation over such a widely extended country as our own, requires a great deal of deliberation and time. But the necessities of the Treasury admit of no delay. The period which must intervene before the action of Congress must be bridged over someway or another. The tax it will levy, consequently, must be anticipated. This can be done in no way so advantageous, both to the government and the people, as by an issue of exchequer bills, or demand Treasury notes, based upon such tax, and $250,000,000 in gold in the Northern States, payable out of it. Such is the faith of the public in the favorable disposition of Congress, that upon a declaration by that body of its determination to raisé $200,000,000 upon permanent sources of revenue, as soon as the necessary machinery can be put in motion, notes or bills to an equal amount might be put immediately into circulation, or sold at their *par* value. They would always remain at *par*, provided the amount outstanding at any one time did not exceed the amount of taxes uncollected; as the security for their payment, at an early day, would be the collective means of the whole people.

Such are the measures that government must come to at last, no matter how long the Treasury deludes itself with chimerical or inadequate schemes. That department is now no place for such experiments; nor are the people in any temper for such exhibitions. They believe in nothing less than the good old way of paying as they go; nor do they look for or expect success from any other. But while the Treasury is doing really nothing for the future, the temporary expedients it is proposing to resort to, threaten seriously to embarrass any judicious plan that may be adopted for the future. It proposes, we understand, to pay out its 7 3-10 bonds in small denominations, direct to its contractors. As most of the contractors would gladly sell their audited accounts at a discount, they will be equally anxious to sell at a similar loss, whatever they may get for them, provided it be not money. This class of men are not capitalists, or holders of government bonds. They will sell according to their necessities; so that if the government freely puts out its bonds to them, it will not be long before they will be hawked about the street, at a heavy decline from present prices, affecting the market value of the whole issue of $150,000,000. Such is the inevitable result of the payment, by government, of its own paper upon its contracts. Congress should at once arrest all such proceedings. The convertibility of all demand issues into the long bonds of government should never be lost sight of; but this can only be effected by a system which shall advance these bonds to *par*, instead of an improvident expedient that shall send them to 85 or 90 cents on the dollar.

Commerce of the Port of New York, for 1861:

Exports from New York to Foreign Ports:—

	1856.	1859.	1860.	1861.
	DOMESTIC PRODUCE.			
January	$4,208,306	$3,762,182	$5,299,142	$10,277,925
February	3,709,870	3,283,592	5,699,387	10,236,820
March	4,603,371	5,377,840	6,998,687	10,580,907
April	5,513,117	5,960,921	6,638,682	9,255,648
May	4,262,789	5,180,652	5,812,190	10,865,709
June	6,382,939	4,880,395	8,307,774	10,270,430
July	4,771,962	4,938,066	7,625,713	9,552,789
August	4,660,272	5,150,710	8,012,814	9,662,301
September	3,521,992	4,946,612	9,232,931	9,877,909
October	5,233,373	4,752,779	10,067,330	12,904,360
November	3,481,654	5,323,611	11,202,701	14,109,763
December	3,700,068	6,382,172	10,610,945	13,661,444
Total	$53,949,703	$59,929,531	$95,468,296	$131,235,995
	FOREIGN DUTIABLE.			
January	$290,308	$232,337	$399,317	$465,978
February	326,845	263,831	631,489	429,537
March	649,899	297,382	844,716	839,415
April	432,393	382,289	492,489	231,784
May	229,990	426,002	348,270	567,872
June	350,990	187,522	496,228	903,977
July	277,419	232,527	232,552	260,866
August	224,438	790,646	191,270	176,582
September	204,390	635,132	620,394	264,168
October	359,186	482,440	394,763	194,196
November	254,310	639,538	400,218	377,170
December	487,231	481,263	833,578	494,514
Total	$4,087,398	$5,050,009	$5,765,274	$5,203,959
	FOREIGN FREE.			
January	$191,125	$119,489	$324,003	$390,940
February	136,862	188,210	344,994	137,950
March	27,590	200,779	295,351	709,270
April	154,416	441,489	254,742	209,573
May	113,799	308,096	309,921	160,114
June	158,760	126,255	200,464	648,482
July	70,463	380,782	140,949	203,325
August	102,674	374,707	76,083	67,965
September	169,863	188,072	46,620	30,013
October	161,063	282,878	94,175	60,868
November	129,671	177,268	84,167	41,973
December	184,816	241,836	97,241	75,474
Total	$1,601,111	$2,999,881	$2,258,710	$2,154,947

Foreign Dutiable Imports entered at New York:—

	1856.	1859.	1860.	1861.
	ENTERED FOR CONSUMPTION.			
January	$3,745,611	$2,306,688	$853,562	$58,894
February	3,746,920	2,371,427	977,009	1,102,926
March	836,194	3,343,677	2,381,663	301,802
April	646,285	6,259,167	2,996,502	1,412,674
May	1,790,775	11,421,032	5,529,936	128,900
June	594,174	7,496,981	8,842,080	244,242
July	2,801,466	10,061,019	6,563,935	11,620
August	2,201,802	6,409,783	7,454,813	3,600
September	3,230,591	8,267,631	3,758,734	15,756
October	3,029,406	5,344,159	2,106,395	15,038
November	471,970	4,383,123	525,061	48,385
December	1,998,200	2,062,129	202,401	893,013
Total	$26,001,431	$69,715,866	$42,191,171	$4,236,250
	SPECIE BULLION.			
January	$4,745,611	$2,306,688	$853,562	$58,894
February	3,746,920	2,371,427	977,009	1,102,926
March	836,194	3,343,677	2,381,663	301,802
April	646,285	6,259,167	2,996,502	1,412,674
May	1,790,775	11,421,032	5,529,936	128,900
June	594,174	7,496,981	8,842,080	244,242
July	2,801,466	10,061,019	6,563,935	11,620
August	2,201,802	6,409,783	7,454,813	3,600
September	3,230,591	8,267,631	3,758,734	15,756
October	3,029,406	5,344,159	2,106,395	15,038
November	471,970	4,383,123	525,061	48,385
December	1,998,200	2,062,129	202,401	893,013
Total	$26,001,431	$69,715,866	$42,191,171	$4,236,250
	TOTAL.			
January	$9,435,350	$6,419,696	$6,876,024	$11,202,737
February	7,920,497	6,107,060	7,652,679	11,907,233
March	6,017,054	9,219,678	10,510,417	11,831,394
April	6,746,211	13,033,866	10,371,415	11,109,679
May	6,397,353	17,338,782	11,900,317	11,732,596
June	7,496,872	12,691,153	17,836,546	12,067,081
July	7,921,340	15,602,393	14,463,199	10,026,000
August	7,189,186	12,725,846	15,734,980	9,990,443
September	7,135,836	14,037,497	13,658,679	10,187,846
October	8,782,016	10,832,256	12,662,653	13,172,452
November	4,337,605	10,523,550	12,272,177	14,577,291
December	6,270,223	9,167,400	11,744,165	15,124,445
Total	$85,639,643	$137,996,187	$145,683,451	$142,831,151

Foreign Dutiable Imports entered at New York:—

	1856.	1859.	1860.	1861.
	ENTERED FOR CONSUMPTION.			
January	$4,170,017	$15,556,727	$16,521,174	$8,178,872
February	5,640,256	15,231,446	14,467,040	7,003,399
March	7,215,526	15,314,023	16,163,698	6,700,061
April	5,837,546	15,595,741	10,407,966	5,393,309
May	6,674,612	15,222,311	10,515,411	9,889,588
June	6,652,563	14,909,316	11,870,400	1,825,563
July	14,013,659	21,681,460	18,759,905	3,200,663
August	18,067,732	18,416,207	19,564,675	3,369,695
September	11,180,523	12,470,440	11,516,139	3,106,298
October	9,234,470	9,345,609	10,974,428	3,638,580
November	7,350,322	9,978,720	8,525,416	4,614,982
December	9,775,511	13,043,310	5,374,246	4,342,756
Total	$102,942,737	$176,765,309	$154,660,498	$54,254,161

	ENTERED FOR WAREHOUSE.			TOTAL.		
January	$1,909,448	$1,201,707	$2,744,411	$8,560,680	$8,105,719	$21,756,273	$26,827,411
February	1,330,623	1,264,502	1,526,772	3,751,678	9,209,043	18,848,370	16,341,707
March	1,812,230	2,804,413	3,592,093	3,084,187	3,084,187	19,356,379	18,204,381
April	2,149,241	3,754,895	4,127,557	4,187,678	11,729,702	20,820,456	23,580,126
May	2,626,978	4,746,614	4,436,660	5,842,313	11,469,025	22,425,619	16,951,353
June	2,408,733	5,494,253	4,487,109	3,245,504	11,454,703	23,552,646	14,386,393
July	2,949,166	3,943,374	4,462,475	1,769,636	10,116,442	24,069,821	14,949,281
August	2,146,021	2,964,044	4,182,764	2,660,457	18,505,747	27,286,120	19,160,789
September	2,900,710	2,177,966	2,835,784	1,390,766	15,473,295	24,649,691	12,649,733
October	2,157,678	2,194,258	2,817,461	2,082,381	13,442,994	25,938,864	14,938,851
November	1,725,318	2,794,108	3,961,652	2,150,561	10,591,606	16,643,595	8,885,928
December	1,520,373	3,534,920	7,566,147	2,346,387	13,344,625	16,260,450	7,305,461
Total	$25,635,519	$36,875,054	$46,741,165	$41,072,228	$152,867,067	$245,165,516	$223,260,460

	FREE GOODS IMPORTED.			WITHDRAWN FROM WAREHOUSE.			
January	$1,716,682	$2,618,220	$2,262,638	$2,825,665	$4,504,591	$2,088,270	$2,964,024
February	1,796,105	2,260,222	3,172,392	3,312,563	4,733,706	2,167,998	2,338,649
March	3,394,743	2,620,354	3,739,241	3,973,697	4,444,415	1,718,237	2,200,117
April	2,668,381	2,802,542	2,386,349	3,351,905	3,203,539	1,543,551	2,069,423
May	3,461,286	1,928,573	1,946,020	2,730,568	2,690,838	1,622,434	2,475,067
June	953,014	3,180,361	2,765,008	2,191,513	2,360,140	2,369,231	2,268,377
July	1,506,027	1,486,147	1,594,918	2,972,054	3,164,538	2,596,063	3,593,993
August	2,342,741	2,920,921	2,050,665	1,816,224	3,116,013	3,296,084	3,325,105
September	1,253,829	1,810,626	1,652,832	1,577,385	2,905,062	2,898,441	4,007,272
October	2,061,468	1,447,433	1,911,515	639,328	2,462,425	2,740,892	3,018,393
November	1,425,520	1,955,067	2,487,290	1,964,644	2,124,655	1,970,134	1,597,031
December	1,986,608	2,145,524	2,138,579	2,574,248	1,759,620	1,940,754	1,246,203
Total	$22,024,691	$28,706,732	$28,006,447	$30,353,918	$37,499,542	$26,857,089	$31,103,924

	SPECIE.			CASH DUTIES 1858 TO 1861.			
January	$309,572	$71,308	$228,050	$7,262,229	1858.	$1,641,474	
February	240,059	92,200	190,175	2,274,067	1859.	2,063,785	
March	277,203	81,666	85,094	5,646,406	1860.	2,213,462	
April	524,557	272,441	49,186	1,963,001	1861.	1,736,510	
May	324,540	122,436	96,660	3,466,872		1,749,228	
June	102,132	456,692	38,272	5,387,153		1,696,663	
July	36,695	175,129	64,361	6,996,498		3,387,305	
August	67,682	348,419	140,750	1,049,552		3,545,113	
September	138,233	1,810,626	255,696	1,231,012		4,243,010	
October	89,368	630,646	1,083,838	639,328		2,672,936	
November	90,446	167,087	446,798	908,825		2,054,834	
December	63,133	184,634	6,174,061	353,530		2,020,896	
Total	$2,264,120	$2,816,421	$8,852,338	$37,088,413	Totals	$26,476,731	$38,834,243

January	$1,201,707	$2,744,411	$8,560,680	$8,105,719	$19,447,962	$21,756,273	$26,827,411
February	1,264,502	1,526,772	3,751,678	9,209,043	18,848,370	19,356,379	16,341,707
March	2,804,413	3,592,093	3,084,187	3,084,187	20,820,456	23,580,126	18,204,381
April	3,754,895	4,127,557	4,187,678	11,729,702	22,425,619	16,951,353	14,386,393
May	4,746,614	4,436,660	5,842,313	11,469,025	23,552,646	16,893,151	14,949,281
June	5,494,253	4,487,109	3,245,504	10,116,442	24,069,821	19,160,789	12,649,733
July	3,943,374	4,462,475	1,769,636	18,505,747	27,286,120	24,881,649	14,938,851
August	2,964,044	4,182,764	2,660,457	19,624,176	24,649,691	25,938,864	8,885,928
September	2,177,966	2,835,784	1,390,766	15,473,295	16,643,595	16,260,450	7,305,461
October	2,194,258	2,817,461	2,082,381	13,442,994	16,787,242	8,523,741	
November	2,794,108	3,961,652	2,150,561	10,591,606	14,895,002	16,421,166	9,639,012
December	3,534,920	7,566,147	2,346,387	13,344,625	18,908,208	21,253,033	9,616,921
Total	$36,875,054	$46,741,165	$41,072,228	$152,867,067	$245,165,516	$223,260,460	$162,768,820

January	$2,543,273	$1,750,029	1858.	$777,470	$530,789	Books	
February	422,923	592,111	1859.	413,368		Buttons	
March	567,200	707,517	1860.	464,549	265,831	Cheese	
April	1,168,363	706,724	1861.	96,166	101,796	Chinaware	
May	456,493	1,449,990		349,707	165,057	Cigars	
June	346,169	943,355		1,863,736	609,730	Coal	
July	690,623	3,379,271		2,320,408	591,197	Coffee	
August	3,879,143	5,144,752		1,967,231	190,511	Earthenware	
September	2,316,111	3,379,271		533,643	1,064,228	Furs	
October	5,144,752	514,949		619,787	964,527	Glass, plate	
November	514,949			8,245,008	11,865,082	India rubber	
December				1,402,226	687,574	Indigo	
Total	$18,190,104	$16,162,768,820		$23,260,460	$245,165,516	$223,260,460	$162,768,820

IMPORTS TO THE PORT OF NEW YORK.

Below we give a statement of the comparative value of several articles of general merchandize, imported into the port of New York for the past four years:

	1858.	1859.	1860.	1861.
Books	$530,789	$777,470	$734,096	$346,279
Buttons	413,368	464,549	265,831	88,557
Cheese	96,166	101,796	165,057	56,152
Chinaware	349,707	609,730	591,197	190,511
Cigars	1,863,736	2,320,408	1,967,231	1,064,228
Coal	738,696	533,643	619,787	964,527
Coffee	7,823,192	8,689,520	8,245,008	11,865,082
Earthenware	798,830	1,355,661	1,402,226	687,574
Furs	1,750,029	2,378,174	1,971,506	771,989
Glass, plate	592,111	814,003	706,724	408,724
India rubber	567,200	707,517	1,168,363	706,732
Indigo	346,169	690,623	456,493	1,449,990
Leather and dressed skins	2,402,991	3,879,143	2,316,111	943,355
Undressed do	6,304,391	8,914,682	5,144,752	3,379,271
Liquors, Brandy	885,011	2,683,089	2,018,930	514,949
Metals—				
Copper	507,407	966,496	909,632	903,966
Iron bars	1,529,237	3,122,572	3,093,277	1,054,718
Iron, pig	356,807	607,180	612,762	376,068
Iron, railroad	370,092	1,642,015	699,536	398,536
Iron, sheet	293,009	500,688	544,820	127,631
Lead	1,492,124	1,551,996	2,012,044	534,584
Spelter	590,149	357,867	359,620	30,079
Steel	1,033,955	1,798,932	1,959,795	1,125,014
Tin and tin plates	3,667,093	4,899,906	5,006,743	2,334,766
Zinc	481,507	391,655	435,023	64,403
Molasses	1,379,946	1,902,994	1,949,508	1,126,094
Rags	649,744	1,087,502	906,921	374,075
Salt	373,885	321,051	376,927	511,156
Saltpetre				381,370
Sugar	16,667,676	16,700,529	25,062,119	14,847,000
Tea	6,002,032	7,540,351	8,354,122	6,456,408
Watches	1,676,019	2,697,037	2,264,625	676,971
Wines	821,506	1,766,021	3,121,945	739,080
Wool and Waste	1,113,024	3,050,672	2,761,393	2,380,941

The principal increase has been in Coffee, on account of the closing of Southern ports. The decrease is chiefly in Sugar, Leather, Tin and Iron. The decrease in total imports is chiefly in dry goods, caused by the high Tariff.

English Cotton Trade.

From a statistical report of the English Cotton Trade, published by Maurice Williams, Esq., Cotton Broker, of Liverpool, we learn that the total import of the past year of all kinds, amounted to 2,036,930 bales, against 3,366,686 bales in 1860—being a falling off in the year of 329,756 bales.

The export had been very large, showing an increase over last year, and including the cotton exported to the Northern States of America.

The stock of cotton actually on hand at Liverpool on the last day of the old year, was 622,560 bales, consisting of 279,310 American, 9,490 Egyptian, 27,250 Brazil, 370 West India, &c., and 306,140 East India, which, compared with the previous estimates, shows an increase of 71,800 in American, 210 in Brazil and 21,450 in Surats, and a decrease of 3,680 in Egyptians, and 40 in West India—making a total increase of 89,790 bales.

The speculation in cotton during the year was greater than ever before, amounting to purchases of 1,242,440 bales, the largest amount ever known. The stock held in London is 72,260 bales, consisting of 20 American, 72,100 East India, and 140 West India. The stock in Glasgow and other ports is 8,010, consisting of 7,500 American, 100 Egyptian, and 410 East India—these, added to the stock held in Liverpool, viz., 622,560 bales, will make a total on hand of 702,830 bales, which, added to the estimated amount in the hands of spinners, about 80,000 bales, will give about seventeen weeks' supply, at the average consumption of the past year.

The consumption of cotton, owing to its dear price, and the consequent reduction of working looms in the factories, shows a decrease during the year with that of the previous one, of 111,411 bales, being only 2,391,290 bales or 45,986 bales per week, against 2,502,801 bales, or 48,136 bales per week in 1860.

The stock of cotton held by spinners is estimated at only 80,000 bales, or fully 140,000 below the amount held at the same period last year, whilst there is no American cotton at sea on its way, and but 89,000 bales from the East Indies to arrive the next two months. So far, no cotton of the last crop has reached the shipping ports, nor has any cotton been shipped to any country, or been obtainable for consumption.

The writer of the circular proceeds to argue that if there should be war between the federal government and England cotton could quickly be obtained by breaking the southern blockade; but if peace continues there is no early prospect of England's obtaining cotton, and concludes as follows:

"All, therefore, being so uncertain, no correct estimate can now be formed as to what may be the future course of consumption or prices. Enumerating the various manufacturing counties, we find the consumption of Great Britain the past year has been 2,390,000 bales, of France 630,000, of Prussia 450,000, of Germany 500,000, of the remainder of the continent 450,000, and that of the Northern States of America, 650,000 bales, making a total consumption during the year of about 5,070,000 bales. With a further suspension or even a serious curtailment or delay in the coming forward of a crop which supplies four-fifths of this consumption, what mischief may not be inflicted upon the manufacturers of this and other countries, and already is there not evidence of this fact when middling boweds, quoted here to day at 11½d. per pound, were selling at New York at 38 cents per pound at the latest dates. The supply this year

(1861) of East India cotton, as usual with high prices current here, has been large, but a deal of this has been diverted from China, and should prices rule even much higher than at present, it is scarcely possible that any important increase in the imports thence can take place next year (1862) over and above the 987,580 bales, which we have this year received."

Milwaukee and Prairie du Chien Railroad.

The following is a comparative statement of the earnings of this road for the years ending 1860 and 1861:

	1861.	1860.	Increase.
Passengers..	$217,441.36	$174,216.43	$43,224.93
Freight	870,600.92	582,784.96	287,815.96
Mails, &c...	49,027.19	42,840.06	6,187.13
Ferry	16,337.20	.....	16,337.20
Total.	$1,153,406.67	$799.841.45	$353,565.22

The Lateral Railroad Act of Pennsylvania.

PROCEEDINGS UNDER: WHO SHOULD BE MADE PARTIES: THE GRADE NOT NECESSARY TO BE STATED. EFFECT WHEN THERE ARE TWO ROUTES TO THE MINES: RIGHT OF PARTIES TO CARRY NEIGHBOR'S COAL.

On the 30th of June, 1860, one F. C. Negley, having give due notice to the defendants, Boyd and others, filed his petition in the District Court of Allegheny County, Pennsylvania, with the view of constructing a lateral railroad, for the purpose of conveying the products of his mines to the main line of railroad and thus to market. On the presentation of the petition, the defendants filed exceptions thereto, and objected to viewers being appointed—setting forth, first, that Mary Paden was represented in the petition as joint owner with Boyd and wife, whereas she was but a mere annuitant; second, that Wm. Richey who was a tenant of Boyd and wife was not named; third, that the petitioner already had in actual operation a lateral railroad from his mines to the Allegheny river, with the privilege of connecting on certain terms with the Allegheny Valley Railroad; fourth, that the petition was for a road to carry petitioner's coal, or coal of other parties; and fifth, that neither petition or plot gave the grades of the proposed road. These exceptions were all over-ruled by the court, and reviewers having been appointed they reported that the road was "necessary and useful for private purposes." Negley appealed from the report of the viewers, and subsequently filed petitions, supplemental to the original petition, setting forth additional purchase of coal lands adjoining that described in the original petition. On the trial, the jury rendered a verdict in favor of the petitioner, assessing the damages at a less amount than the viewers had reported; the court refusing to submit the question of necessity of the road to the jury.

The defendants Boyd and wife and Baum moved to quash the petition, and all proceedings thereon, which motion was overruled; they also appealed from the report. The case was then appealed to the Supreme Court, and amoung other exceptions, it was urged that the court erred in charging the jury as follows, to wit: "Nor is it a subject of damage for which an allowance can be made that the defendant Baum, will be put to expense and inconvenience when he begins to work his unopened mine of coal, in consequence of the construction of plaintiff's road along the brow of the hill where the vein of coal crops out, or within a short distance of it." And also, that the court erred in refusing the point submitted by defendant Baum, to wit: "If the jury believe from the evidence that the natural outlet for the Baum Coal is at the out crop, along and around which the plaintiff has located his road, and that in consequence of such location the mining of said coal will be attended with increased expenses, this is a legitimate subject for damages, notwithstanding said Baum has no mines yet opened at said point.

The following is the opinion of the court delivered at Pittsburg, Oct. 31, 1861, affirming the judgment of the court below.

STRONG J. No less than fourteen errors have been assigned in this case, not one of which in our judgment has any existence. It is urged that the petition was so defective as to require the court to refuse to order a view, and to quash the entire proceeding even after the viewers had reported. The first alleged defect in the petition which is insisted on, is that Mary Paden is named as a reputed joint owner, with the plaintiffs in error, of one of the tracts over which the proposed railroad was located, when in truth she was not a joint owner. We are unable to perceive that this was any sufficient reason for refusing the view or quashing the petition, or that the plaintiffs in error could in any manner have been injured by the averment. The mistake did not appear on the face of the petition, and it was, therefore, no reason for refusing the view. Besides the Act of Assembly does not in terms require that the names of the intervening land owners should be set out in the petition, though it is quite proper that they should be. Notice must be given if the owners are known and resident in the Commonwealth, yet it is supposed they may be unknown. But Boyd and wife were named as owners in the petition. This at most was all that they had a right to ask. It gave them an opportunity to show that the proposed road was not necessary, and failing in that, to have their damages assessed, and Mary Paden's name was stricken from the record, by leave of the court, after the report of viewers, and before the final assessment of damages. There is nothing in the argument that in consequence of a joint assessment by the viewers, the plaintiffs in error were compelled to appeal, in order to prevent the participation of Mary Paden. The assessment was not an adjudication between them, and if it had been, it would not justify us in reversing the action of the court now, when the damages have been assessed in favor of the rightful owners.

That William Richey, the alleged tenant of Boyd and wife, was not named in the petition, is no ground of complaint by them, and he cannot be hurt by a proceeding to which he was not a party.

Another objection to the petition is that it represented a desire of the petitioner to make, construct and use his proposed railroad, with double or single track, as may be found most suitable for the purpose of carrying his coal or *coal of other parties thereon.* It is said the law authorizes no such petition. But it does. The owner of a lateral railroad is required to carry the coal of other parties thereon. The lateral railroad provided for in the Act of Assembly is one upon which not only the coal of the petitioner, but that of other parties may be carried.

Again, it is insisted that the petition does not set out the grades of the proposed road. It is a sufficient answer to this to say that the law does not require such a description; Hays *vs.* Risher, 8 Casey, 174.

Yet another objection is urged. It is that the petitioner had a right of way to the Allegheny river, with a right to connect with the Allegheny Valley Railroad, upon abandoning his wharf on the river. This was, however, no reason for denying a view, or quashing the report of viewers and the petition. It may have had some bearing upon the question whether the proposed road was necessary—nothing more—but that was a question for the viewers, and afterwards for the discretion of the court. It was not necessarily fatal to the petitioner's claim for a road.

The 3d, 4th and 5th assignments are that the court allowed amendments to the petition after the report of viewers had been made, averring additional purchases of coal lands by the applicant, upon the line of the proposed road and adjoining his lands, first described. How the plaintiffs in error were injured by these amendments has not been made plain to us. The petitioner had a case without them according to his showing, and in no respect can they be said to have changed the matter in controversy between the parties.

The 6th and 7th assignments are disposed of by what we said in Horner & Roberts' lateral railroad, 1 Wright, 333, and in Browd *vs.* Peterson, decided at this term. The court was right in refusing to submit to the jury the necessity of the proposed road.

The 8th assignment is shown to be without merit by what we have said respecting the 4th and 5th.

The 9th, 10th and 11th have not been pressed in the argument, and they are not sustained. The testimony offered and rejected was wholly irrelevant to the issues before the jury.

The 12th and 13th are also not sustained. The charge of the court was in entire accordance with the doctrine of Searle *vs.* The Lackawanna and Bloomsburg Railroad Company, 9 Casey, 57.

No attempt has been made to vindicate the remaining assignment of error, and none could be with success. The judgment is, therefore, to be affirmed.

We deem it proper to remark, though not required to do so by any of the assignments of error, that before an appeal from the report of viewers of a proposed lateral railroad, be sent to an appellate jury for trial, the court should approve or disapprove the finding of the viewers respecting its necessity. There is nothing to be tried if the court does not concur in opinion with the viewers. In the present case, sending the issues to a jury, and entering judgment upon their verdict, was perhaps in effect a decision that in the opinion of the court the road was necessary, but we think it better that the action of the court upon that subject should directly appear. Judgment affirmed.

Mississippi and Missouri Railroad.

In spite of the unfavorable times, the directors of the Mississippi and Missouri Railroad are pushing their line toward the Missouri. The progress is slow, it is true, but when the central division is once completed, the momentum of the business that will press upon it will force an early completion. The line is now finished three miles west of Victor, and within three miles of Brooklyn, which place the tracklayers are expected very soon to reach. Brooklyn is about fifty miles west of Iowa City, and a hundred and five west of Davenport, on the Mississippi.—*Chicago Tribune.*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,10.	37,866	—	.....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,682	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	67.0	—	....	171.3	—	—	—	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	.....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	—	—	[illegible]846	79,664	—	116,310	—	—	—	—	—	.....
31 Dec. '59	349.9	13.5	....	168.5	25	18	361	*Mobile and Ohio*	7,853,467	862,129	114,894	3,[illegible]791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	—	—	—	—	—	.....
								ARKANSAS.													
.. .. '58	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	—	—	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	.....	.....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	.....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319.444	4,373,922	122.4	252,906	359,147	149.477	—	.....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323.491	712,876	354,136	14	136
31 Dec. '60	74.0	—	....	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	.....	
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137.813	263,209	94,591	8	.....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,380	135,072	—	—	.....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120.671	14 [illegible]	149,317	5	.....
31 Dec. '60	66.0	—	5.2	—	7	7	111	New London Northern	1,399,409	174,159	—	510,900	1,052,100	—	1,573,568	66.0	148,820	130,295	—	—	.....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890.000	—	1,717,523	117.4	579,659	925,075	325.573	—	.....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	4	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,020	1,547,825	84.0	.....	.....	75,672	—	.....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	.....
								FLORIDA.													
.. .. '59	154.2	—	—	—	—	—	—	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195.000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
.. .. '59	23.5	3.9	....	227.0	—	—	—	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	—	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,086	265,827	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '59	43.5	—	....	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764.574	10	.....
31 Mar. '60	171.0	61.0	....	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212.676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.		138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	—	10 000,000	220.0	845,981	994,569	225.786	13m	.....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	.....	1,514,478	242,564	—	60½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	....	—	—	—	—	Chicago and Northwestern	9,344,863	—	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	884,656	139,822	—	.....
30 Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	54½
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	.....
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,000	—	10,469,355	261.3	792,029	1,462,752	652.260	—	68½
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2 391,000	—	.....	175.0	.....	485,943	181,529	—	.....
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	82½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. .. ..	148.0	—	....	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	—	.....	ope:	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. .. '58	186.0	—	....	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	....	—	—	—	—	Quincy and Chicago	1,978,556	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
.. .. ..	1.0	—	....	—	—	—	—	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,25.	208.5	.....	823,767	.....	—	.....
								INDIANA.													
.. .. ..	108.0	—	....	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	....	73.0	—	—	—	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	2.750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25.641	611,000	1,164,000	47,850	2,111,059	109.0	.....	368,189	132.094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540 945	25,689	1,[illegible]90	1,364,284	140,849	3,458,108	110.0	.....	443,858	230.834	9	42
31 Dec. '60	84.0	—	—	—	—	—	—	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	800,9.1	1,023,584	37.219	2,081,942	84.0	.....	277,952	119.745	—	.....
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	.....
.. .. '59	64.0	—	....	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	....	—	23	—	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,939	3,060,128	135.0	201,402	230,563	99,080	—	.....
.. .. '58	288.0	—	....	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
.. .. '58	74.0	—	....	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,361,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	.....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	—	—	—	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,972	860,000	369,044	.....	86.0	7 mo's.	85,239	46,771	—	.....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,938	166,823	—	888,086	985,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	.....	245,000	755,000	—	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,419	570,000	—	.....	38.5	11 m	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	—	—	—	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
.. .. '59	55.0	52.6	....	312.0	—	—	—	Mississippi and Missouri	4,198,000	*	—	—	—	—	—	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	—	—	—	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $28,000.	—	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	766,500	—	—	694,444	71,000	—	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '60	29.0	—	....	—	—	—	—	Lexington and Frankfort	590,401	52,800	—	514,409	130,000	—	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	....	—	12	10	165	Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	—	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	135.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,638,481	3,255,500	661,289	9,455,250	269.0	613,903	716,478	371,122	—	.....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
.. .. ..	27.0	—	....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '59	206 0	—	....	206.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	783,774	.....	—	.....
31 Aug. '60	53.7	—	....	135.3	—	—	—	*Vicksburg, Shreveport & Texas*	1,662,891	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	160,226	6	75
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	—
31 Dec. '59	—	—	—	14.0	...	—	—	Penobscot	328,412	—		180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	100½
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*		370,000	460,000	270,000	1,090,000	18.5	.....	.....	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,738	6	49
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	—		1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,563,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	17
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*		1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	96½
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	106
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	45,647	3,717,704	54.0	.....	685,631	349,487	8	108½
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,046,683	439,284	8	110½
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,618	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	158,154	8	77
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960,000	—	5,045,630	120.7	456,825	684,685	327,590	4	58½
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	98
30 Nov. '60	14.0	2.4	—	—	3	3	87	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	87,245	52,971	23,837	6	96½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	23,791	—	—
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	—
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	110
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	78½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	658,533	36.0	75,866	16,577	2,552	—	—
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,512	111,691	.....	8.4	24,428	15,891	—	—	6
30 Nov. '60	79.5	7.8	25.6	—	27	46	368	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	103½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	—
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	103
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	—
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	100½
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	40½
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	11
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933.396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,352	888,254	—	115½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	976	1,408,409	45.7	180,158	229,332	102,604	6	52
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,437,250	*	1,130,497	6,067,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	53½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	18,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,085,629	—	20½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	—	—	—	—	—
31 Aug. '60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	30
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	—	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	285,291	59,488	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	788,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	86
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	38,577	8	99½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	—
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	32.0	268,657	353,101	187,136	4	49½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,128,267	*	—	997,862	2,082,000	108,879	3,188,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	112½
31 Dec. '60	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	.....
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	114
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	—	1,488,121	—	—	—	—	—	—	—	—
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,236	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '60	33.8	—	.....	—	—	—	—	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	115
31 Dec. '60	21.3	—	.....	2	6	17	—	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & R.	58,400	8	—
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & R.	24,440	—	—
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,718	*	—	1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	70
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	230,278	—	—	216,794	—	56,632	—	—	—	15,344	3,868	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$		M.	M.	$	$	p. c.	p. c.
								NEW YORK.														
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	—	oper. by Rens. & Sarat.		—	—	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	—	oper. by Western.		—	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	4[illegible]0	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,0[illegible]0	—	130,000	1,130,000	24 7	2,904,857	520,855	110,896	5	—	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	433,412	593 845	187,704	—	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	827	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,949,000	27,546	3.027,496	87.8	317,850	911,020	498,047	10	120	—
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Erie.		24,000	6	—	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Erie.		30,000	6	—	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'n)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	39½	—
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12.283	2,620,997	101.5	258,763	343.021	119,454	—	9	—
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	—	7,309,042	2,601,063	6	83½	—
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	35½	—
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	12½	—
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—	—
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Central.		60,000	6	—	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	678	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	895,128	458,912	153,080	—	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,758	8	—	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269.353	131,525	6	—	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by B., N. Y. & E.	22,047	—	—	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren. & Sar.		—	5	—	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,618	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—	—
30 Sep. '60	31.9	—	8.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	230,643	312,066	160,237	—	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud. & River.		—	6	—	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by other Co's.		—	—	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	35	—
								NORTH CAROLINA.														
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	128,200	—	—	97.0	—	206,917	108,541	—	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	—	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	—	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.														
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—	—
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	—	314,091	102,765	—	—	—
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	252,700	7	63	—
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	105	—
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89	—
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	633,647	15	125	—
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,418	772,093	332,093	4	16	—
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	—	919,971	493,956	—	37½	—
31 Dec. '58	61.4	—	—	58.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,768	—	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,784	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit. Miami.		170,795	8	74	—
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	—	375,002	212,107	—	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	1,104,086	36.6	—	62,025	3,565	—	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—	—
31 Dec. '60	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	—	152,328	43,865	—	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	18,573	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	77	—
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,230	13,202,262	196.4	556,732	374,198	45,452	—	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,631	9,880,000	2,330,030	18,794,721	192.3	—	898,818	169,943	—	1½	—
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—	—
30 Jun. '61	158.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	601,969	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34,167	—	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C., C. & C.		—	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—	—
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	458,265	8,498,947	250.0	—	861,722	373,772	—	—	—
								PENNSYLVANIA.														
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	17	—
31 Dec. '60	68.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	—	—	—	—	54
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,588	52.5	—	182,673	116,922	8	—	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,336	1,316,688	6	102	—
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf. & S. L.		—	10	—	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	163,384	6	51	—
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,803	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	49½	—
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C., W. & E.		—	—	—	19
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	305 927	9,803,932	—	—	753,318	670,227	6	48½	—
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	279,976	10	48½	—
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	396,927	—	3,155,875	2,940,473	774,323	6,471,462	65.7	5 mos.	176,047	91,369	—	5	—
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	—	38	—
30 Sep. '59	12.0	—	0.8	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,533	24.0	—	288,657	157,194	—	44½	—
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150	—	24,353,896	151.4	—	3,312,546	1,625,985	—	19	—
31 Oct. '60	98.0	6.0	—	—	30	93	521	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by Cam. & Amboy		—	—	—	125
								Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,200,000	—	—	200.5	48,677	1,226,597	471,712	64	43½	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,138	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	----
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791 166	18,487,835	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	.....
30 Sep. '59	9.2	15.3	14.9	—	....	....	....	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	.....	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	....	....	....	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	114,126	61,848	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,982	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	.....	78.0	199,878	238,420	860,339	—	4½
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,900	—	.....	62.0	240,442	331,522	106,782	5	55
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	—	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	....	—	....	....	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	....	—	....	....	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	....	—	....	....	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	....	—	....	....	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	....	—	....	....	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	....	41.9	....	....	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	....	....	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859	.....	.....	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9.359	7,486	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	378,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	.....
1859	100.0	—	30.6	65.8	....	....	....	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	.....	.....	—	.....
1859	59.0	—	....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859	.....	.....	....	—	....	....	....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859	30.0	—	0.6	8.0	....	....	....	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	....	158.0	....	....	....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,533	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	....	756.0	....	....	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,230,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	679,119	6,385,045	119.6	349 440	334,368	113,318	—	.....
31 Aug. '60	62.0	....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	.....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	.....
31 Aug. '60	47.0	—	2.8	—	....	....	....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	100½
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	.....	23.7	47,950	45,930	8,522	—	.....
31 Aug. '60	54.0	10.5	....	—	....	....	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	83,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,084	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	....	—	8	—	....	Northwestern Virginia	5,322,160	*	—	468,605	5,719,229	.....	.....	103.5	345.427	248,004	loss	—	.....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,083,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,763,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541.197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	338,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	.....
25 Mar. '59	199.8	—	....	—	....	....	....	*Milwaukee and Minnesota*	.....	.....	.....	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	22,182	—	.....
— — '57	42.0	—	....	27.8	....	....	....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '60	191.9	42.5	28.3	—	....	....	....	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	.....	883,186	439,943	—	21
— — '57	50.0	—	85.0	—	....	....	....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
10 May, '61	104.0	—	38 8	8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	229,850	68,438	—	.....
— — '58	10.0	—	....	55.0	....	....	....	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								CANADA.													
31 July '61	161.0	—	....	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	,771,780	363,670	—	.....
— — '59	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	11
— — '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— — '59	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
— — '59	54.0	—	....	—	5	8	113	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '59	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
1 Oct. '60	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	.....	.....	4,451,012	108 0	193,683	116,225	41,985	—	—
0 July, '61	60.0	—	....	—	....	....	....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,779,232	60 0	.....	132,555	36,670	—	.....
								NOVA SCOTIA.													
— — '59	61.5	—	....	60.1	....	....	....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
— Dec. '60	48.7	—	—	—	—	—	—	Panama	8,000,000	*	708,000	4,976,000	2,490,238	44,000	9,302,828	48.7	.....	1,550,873	1,936,131	12	11

New York Stock Exchange.

Highest Sale Prices for the week ending Jan. 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22.
Federal Stocks:—						
U. S. 5s, 1871	80	----	----	----	80	----
U. S. 6s, 1874	80½	----	----	80½	80	----
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	91	89½	90	90	90	89
U. S. 6s, 1881, cou.	91½	90	----	90½	----	90½
U. S. 6s, 1862	----	----	----	----	----	----
U. S. 6s, 1867	89½	89	----	----	----	89½
U. S. 6s, 1868	----	----	----	89½	89½	----
State Stocks:—						
California 7s	79	----	----	79	----	79½
Georgia 6s	----	----	----	----	----	----
Illinois Coupon bonds	81	----	79	----	79½	79½
" Canal bonds	79½	78	78	----	----	----
Indiana 5s	----	----	----	76	----	----
Kentucky 6s	----	70½	----	----	71	----
Louisiana 6s	----	----	----	----	60	60½
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	78	78	78	----	77
Missouri 6s	42½	42½	42½	42½	42½	42½
Do. iss. to H. & St. J. R.	49	49	49½	49	----	----
New York 6s, 1866	----	----	----	----	----	----
North Carolina 6s	60½	----	----	93½	----	----
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	93	----	----	93½	----
Tennessee 6s, 1890	43	43½	43½	43½	----	44
Virginia 6s	50½	----	----	50	50	50
Railroad Shares:—						
Buffalo & State Line	----	----	120	----	----	----
Chicago, Burl. and Q.	62½	61	61	61	61	60½
Chicago and Rock Isl.	56	54½	55½	54½	54½	54½
Clev., Col. and Cin.	----	----	110	----	105x	----
Clev. and Pittsburg	16½	16	16½	16	----	----
Clev. and Toledo	38	37½	37½	37	37½	37½
Del., Lack. and West.	----	----	----	102	----	----
Galena and Chicago	69½	68	68½	----	----	68½
Hudson River	----	39	----	39½	----	----
Illinois Central (scrip)	63½x	63	63	63½	62½	----
Michigan Central	53½	52½	53½	53	53½	53½
M. S. and N. I. guar'd,	41½	40½	41	40½	----	41
M. S. and N. I.	21½	----	20½	20½	20½	20½
Mil. and P. du Chien	22½	21	21	20½	20½	21
M. and P. du C. 1st pref.	78x	77	----	----	----	----
M. and P. du C. 2d pref.	----	----	----	----	----	----
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	83½	82½	83½	83½	83½	83½
Erie	36½	35	36	35½	35½	35½
Erie pref.	58	56½	57½	57	57	56½
Erie Assessment Scrip	----	----	----	----	----	----
N. York and Harlem	13½	12½	----	12½	12½	12½
N. Y. and H. "pref."	31½	30½	31½	----	31	31
Panama	113	112½	113	----	113	113
Phila. and Reading	37½	----	----	37½	37½	38
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	76	----	----	----	----
Chic. and N. W. 1st M.	41½	41	----	----	----	----
" " 2d M.	----	----	12	----	----	----
" " S. F.	----	----	85	----	----	----
Cl. & Tol. S. F. 7 p.c. '85	----	82	----	----	----	----
Chi., Bur. and Q. 8 p.c.	----	94	94½	----	----	----
Chi. and R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8p.c. '71-5	101	----	----	----	----	----
" 2 M. 8p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1 M. 8p.c. '63	----	----	----	----	----	103
" 2 M. 8p.c. '75	----	----	98	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	----
Hudson R. 1 M. 7p.c. '69	----	----	----	----	107	----
" 2 M. 7p.c. '60	----	----	----	----	----	----
" 3 M. 7p.c. '75	----	----	----	----	----	----
" sink. fund.	----	----	100	----	----	100½
Illinois Centr. 7 p.c. '75	91	90½	91	----	----	91
" " 6p.c. '75	91	90½	91	----	----	91
L. Erie & Wab. 1 M.	----	----	79½	79½	----	----
" " 2 M.	----	----	----	45	----	----
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. and P. du C. 1st M.	87½	86½	86½	86	----	87
Mich. Cen. S. F. 8 p.c. '82	----	94½	----	----	----	----
" conv. 8p.c. '69	97	97½	97½	----	----	98
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M. Ass.	66	65½	----	----	----	----
" " 2d M.	----	----	----	65½	----	----
" " S. F.	85	----	----	----	----	84½
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	88	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif. '83	----	----	94	----	94½	----
" 1 M. 7 p.c. '64	----	101	----	----	101	----
" bonds 1876	104	104	104	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '64	----	102	----	----	----	----
" 3 M. 7 p.c. '83	----	91½	----	----	----	92
" 4 M. 7 p.c. '80	80	79½	----	----	79	77
" 5 M. 7 p.c. '83	----	----	----	----	70½	----
" conv. 7p.c. '62	----	----	----	----	----	----
" " 7p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7p.c. '73	100	----	100	100	----	----
" 2 M. 7p.c. '64	----	----	----	----	----	----
" 3 M. 7p.c. '67	----	----	----	74	----	----
Miscellaneous:—						
Del. and Hud. Canal	----	91	91	----	91	90
Penn's Coal Co.	----	85	85	86	----	85
Pacific Mail S. S. Co.	99	98	99	98½	98½	98½

The following are the closing prices in the London Market on the 4th January:

United States 5s, 1874	69	to	70
Virginia 6s	47	"	50
Erie shares, ex assessment scrip	27½	"	28½
Erie shares, 7 per cent. preference	46	"	48
Erie shares, assessment scrip	1½	"	1¾
Illinois Central 6s, 1875 x. c.	73	"	78
Illinois Central 7s, 1875	78	"	80
Illinois Central $100 shares, $80 paid, dis.	53	"	55
Illinois Central, all paid	--	"	--
Michigan Central 8s, Convertible, 1869	78	"	82
Michigan Central Sinking Fund 8s, 1852 x. c.	78	"	80
Michigan South. and North. Indiana 7s, 1885	--	"	--
New York Central 6s, 1883	78	"	80
New York Central 7s, 1864	85	"	90
New York Central 7s, 1876	85	"	90
New York Central 7s, 1876	85	"	90
New York Central $100 shares	69	"	71
New York and Erie 7s, 1867	85	"	90
New York and Erie, 2d mort., 1859 x. c.	83	"	88
New York and Erie, 3d mort., '83, assented	75	"	80
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	95	"	100
Panama, 2d mortgage 7s, 1872 x. c.	95	"	97
Pennsylvania Central 6s	80	"	85
Pennsylvania Central 2d mortgage	78	"	82
Pennsylvania Central $50 Shares	28	"	30
Philadelphia and Reading $50 shares	--	"	18

American Railroad Journal.

Saturday, January 25, 1862.

Share and Money Market.

The share market the past week has been buoyant, with a very active movement at the close. The early passage of the Treasury Note Bill is now regarded as certain, the inevitable effect of which, for the present, must be to stimulate prices, whatever may be the final result for good or evil. It seems probable that they may be made legal tender, though we trust that such may not be the case. Such a declaration will, in the end, be found to be wholly inoperative, as values depend upon qualities very different from legal enactments, which can no more sustain Treasury Notes at *par* than they can the bonds of government now selling at 90. In other respects, affairs have a cheerful look. Exchange has fallen nearly to *par*. Gold is only at a slight premium, although the issue of Treasury notes may increase the price. It is now selling at about 2 per cent. premium.

The Morris Canal and Banking Company has declared a semi-annual dividend of 5 per cent. on the Preferred Stock, payable February 4th, at the office of the company in Jersey City.

The interest on the 1st mortgage bonds of the Hudson River Railroad Company, due Feb. 1, will be paid at the Treasurer's office.

The joint Boards of the Delaware and Raritan Canal and the Camden and Amboy Railroad and Transportation Companies, have declared a dividend of 5 per cent. payable on the 21st inst.

Providence and Worcester Railroad.

This company is a consolidation of two companies of the same name chartered in 1844 by the Legislatures of Massachusetts and Rhode Island with authority to construct a line between Providence and Worcester and to consolidate themselves into one corporation, which was effected November 25, 1845. The company was also authorized to purchase the Blackstone Canal, between Providence and Worcester, and the road is located on the bank of that work as far as practicable. The construction of the road was commenced in 1845, and the southern portion of the line opened for business Sept. 27, and the northern portion Oct. 20, 1847. The line for about 4½ miles out of Providence is common to this and the Boston and Providence railroads. The two companies own one-half each of the passenger station at Providence. The length of the road is 43.41 miles. Cost of road and equipment, $1,698,991. Capital stock, $1,600,000. Bonds outstanding, $147,000.

The receipts of this road for the fiscal year ending Nov. 30, 1861, (the details of which were given in a previous number,) were ... $308,228 03
And the expenses were ... 168,781 13

Earnings after deducting expenses		$139,446 90
Deduct interest paid on bonds during the year	$10,880 92	
Less interest, dividends, etc. received	5,652 83	
		5,158 09
Net income for the year		$134,288 81
Cash received from sales of stock		39,800 00
" " " land		6 25
Dividends unpaid		541 00
Materials on hand November 30, 1860		33,461 07
Notes on hand " "		5,746 00
Cash " " "		88,745 80
Total		$302,588 93

Accounted for as follows, viz:

Dividends paid Jan. and July, 1861	$128,000 00
Bonds paid	53 000 00
One new locomotive	8,260 00
Materials on hand Nov. 30, 1861	41,948 88
Notes	5,746 00
Cash and cash items	65,644 05
	$302,588 93

Compared with the previous year, the gross receipts show a decrease of ... $85,360 85
With a decrease in expenses of ... 27,034 03

Making the decrease in net earnings ... $58,326 82

The directors are happy to be able to show that notwithstanding the reduction in the business of the road, both in its passenger and freight departments, consequent upon the stoppage in part, and for a portion of the time in full, of many of the mills on its line; also a considerable reduction in the freight tariff which it was thought advisable to make, and which has been in operation since April 1st, still the earnings of the road, after paying its current expenses, have been sufficient to give liberal dividends to its stockholders. During the same time the road and equipment has been fully maintained. More than five miles of new track have been laid; 8,000 new sleepers put in; 2 locomotives rebuilt; a new bridge over Roger's pond, and a new turn-table at Worcester, have been constructed; and to the equipment of the road have been added a new locomotive and 10 new merchandise cars: also 40 additional coal cars are in a condition to be finished at short notice whenever the business of the road calls for them.

General Statement, Nov. 30, 1861.

Construction	$1,436,175 53
Cars	148,923 08
Locomotives	118,892 46
Materials on hand	41,948 88
Notes	5,746 00
Cash	65,644 05
	$1,812,330 00
Capital stock	$1,600,000 00
Bonds outstanding	147,000 00
Dividends	65,330 00
	$1,812,330 00

The equipment of the road consists of 13 locomotives; 14 first class and 4 second class passen-

ger cars; 69 eight wheel and 46 four wheel merchandise cars, 58 lumber and 145 coal cars.

The following statement will show the cost, earnings, expenses, etc., yearly since the opening of the road.

	Cost of Road and Equipment.	Gross Earnings.	Operating Expenses.	Net Earnings.	Dividend.	Per cent.
1847	$1,756,755	$32,033	$9,841	$22,192	$.....	*
1848	1,873,896	193,844	83,890	109,954	nil.	nil.
1849	1,939,666	217,253	101,231	116,022	43,725	3†
1850	1,824,796	202,751	96,180	107,571	nil.	nil.
1851	1,820,064	202,889	‡86,958	115,931	"	"
1852	1,731,498	253,690	114,175	139,515	87,450	6
1853	1,791,999	291,417	170,525	120,892	91,225	6
1854	1,843,392	316,616	§229,773	86,843	108,500	7
1855	1,806,696	311,429	199,902	111,527	nil.	nil.
1856	1,781,041	344,778	189,729	155,044	108,500	7
1857	1,785,245	311,602	169,773	142,029	124,000	8
1858	1,789,476	270,402	160,058	110,344	93,000	6
1859	1,761,543	341,886	204,750	137,086	93,000	6
1860	1,697,036	393,589	196,815	197,774	108,500	7
1861	1,698,991	308,228	168,781	139,447	128,000	8
Total	$26,902,033	$3,992,552	$2,180,381	$1,812,171	$985,900	64
Average	1,793,469	266,170	145,359	120,811	65,727	4.2

* Interest on assessment of share capital paid up to Oct. 20, 1847, amounting to $6 per share, or $66,000 in all. † Also a stock dividend of 40 per cent. ‡ Eleven months' operations. § Including $44,468 paid for accident which occurred in August, 1853.

The office of the company is at Providence, R.I. The officers are:

President—Earl P. Mason.
Treasurer—John R. Balch.
Superintendent—Stephen H. Tabor.

Railroad Earnings--Weekly.

The earnings of the Galena and Chicago Railroad the 2d week in Jan., 1862, were.....$26,731
Do., 1861..... 26,277

Increase.....$454

The earnings of the Cleveland and Toledo Railroad for the 2d week in Jan., 1862, were..$25,187
Do., 1861..... 18,082

Increase.....$7,105

The Milwaukee and Prairie du Chien Railroad earned for the 2d week in Jan., 1862.$19,719 86
Do., 1861..... 15,214 72

Increase.....$4,505 08

The earnings of the St. Louis, Alton and Chicago Railroad for the 1st week in Jan., were:

	1862.	1861.
Passengers	$5,673 62	$6,344 85
Freight	9,063 61	11,989 14
Sundries	815 33	855 83
Total	$15,552 56	$19,189 82
Total this month to date	$15,552 56	$19,189 82
Total since Jan., 1st..	15,552 56	19,189 82

The earnings of the Toledo and Wabash Railroad for 2d week of Jan., 1862, were .$20,460 61
Do., 1861..... 12,166 19

Increase.....$8,294 42

The earnings of the Toledo, Wabash and Western Railroad the 1st week in January, 1862, were.....$21,700 84
Do., 1861..... 13,022 72

Increase.....$8,678 12

The receipts of the Grand Trunk Railway of Canada for the week ending Jan. 11, were.....$84,940 22
Corresponding week, 1861..... 59,874 98

Increase.....$25,065 25

Total traffic from July 1st, 1861 ...$2,132,267 40
Corresponding period previous year. 2,107,557 08

Increase.....$24,710 82

The traffic of the Great Western Railway of Canada for the week ending Jan. 17, 1862, was as follows:

Passenger.....$10,680 26
Freight and live stock..... 45,189 59
Mails and sundries..... 1,283 03

Total.....$57,152 88
Corresponding week of last year..... 43,679 03

Increase.....$13,473 80

The National Finances.

The question that engrosses public attention at this time, almost to the exclusion of all other matters, is the Finances of the United States. Pamphlets, public speeches and newspaper paragraphs are scattered broadcast before Congress and the public upon this vitally important question. Among these, the letter addressed to Congress, which we publish below, deserves especial attention from the mass of valuable information it embodies, and the boldness of its propositions. It is understood that this letter was published at the suggestion of the Committee of Ways and Means in Congress as an expose of their proposed policy:

To the Congress of the United States:

The undersigned respectfully appeals to Congress to inaugurate a financial policy, equal to the present and future wants of the Government. The failure to realize, in full measure, the true necessities of the Government, and to comprehend the nature of the contest with the rebellion, coupled with a natural dread of meeting a popular prejudice, against high taxes, has produced commercial distrust, ending in the suspension of specie payments. Statesmanship must meet this uncalled-for emergency, by proper measures of relief.

The country is full of wealth, and the resources of the loyal States are equal to the task of putting down the rebellion, without any diminution of material prosperity. The puerile and slovenly policy of the past, must give way to bold and comprehensive measures. Confidence will only be inspired, by the certainty of a steady, and reliable annual revenue, and the assurance, that the folly of a direct tax, is fully admitted.

Revenue is the foundation of public credit; and this revenue may be always certain, and uniform in amount, when raised upon the vices, the follies, the extravagances, and the luxuries of society. A revenue of $220,000,000, annually, will cause a rise in the price of property, by adding to the volume of the currency, and make money plenty. Money is now really plenty, from the lack of demand for the purposes of investment, and would at once go into active circulation, if Congress will only establish *confidence*, by a sound revenue policy. With $220,000,000 of actual annual income, our Government securities would at once float, and this Government find a ready market for its bonds. An amount equal to one thousand millions, or two thousand millions, could be raised, if wanted, within the next two years.

We base all our estimates on the population and wealth of the loyal States. The twenty-three loyal States have a free population of 22,881,746 persons, and an actual property $12,000,000,000,000, or more than $500 to each person.*

The first point to be secured in the raising of revenue, is *simplicity* in the mode of taxation, and in the method of its collection. These two modes are *excise* duties, and *impost* duties. Excises may all be collected through the United States marshals, without calling any new agencies into the field. The present system of custom-houses may be retained, but the expenses largely reduced.

The United States can raise annually, by *excise* duties, on the articles named below, the sums following, viz:

Malt Liquors	$20,000,000
Spirits	50,000,000
Tobacco	10,000,000
Stamps	10,000,000
Duty on Bank Bills	10,000,000
Hotel Licences	5,000,000
Railway, Engines and Cars	5,000,000
Hacks and Carriages	5,000,000
	$115,000,000

Other sources of income may be readily suggested, but the above serve as an indication of the chief sources of revenue by *excise*.

By duties on imposts, the following sums may be raised on the articles named below:

Tea	$6,000,000
Coffee	15,000,000
Sugar and Molasses	20,000,000
Wine	8,000,000
Tobacco	14,000,000
Spirits	7,000,000
On other imports	35,000,000
	$105,000,000
Total	$220,000,000

The income from a tax on bank circulation will be temporary, as this will gradually disappear as the national currency takes its place. But it can easily be supplied by a duty on newspapers, and an additional tax on railway passengers.

In 1860, the quantity of malt liquors, produced in this country, was equal to 3.28 gallons to each person, free and slave, or 103,244,075 gallons. Add to this 3,345,031 gallons of bear and ale imported in 1860, after deducting the exports of 200,016 gallons, and the consumption of malt liquors, was 106,389,090 gallons, or 3.39 gallons to each man, women, and child, free and slave, in the United States in 1860. Allowing a consumption of only 3.28 gallons each, to the population of the loyal States, and the consumption will be 75,087,079 gallons. The slaves consumed but little in comparison with the free whites; and the actual consumption, in the loyal States, was more than that above supposed, probably four gallons, to each person. An excise duty of thirty cents a gallon will yield a revenue of more than $20,000,000 annually.

The production of distilled spirits in the United States, in 1860, was 85,861,412 gallons, of which 22-27th parts, or 69,969,284 gallons was consumed in the loyal States. An *excise* duty of eighty cents per gallon will yield a revenue of more than $50,000,000 annually.

Some may exclaim, this duty will check consumption by raising the price. So far from this being an evil, it will, on the contrary, if such shall

* The population of the twenty-three loyal States, in 1860, was 22,328,136 persons, including in this number 432,685 slaves, leaving 21,895,451 free persons in 1860. This number has since increased to 22,881,746 persons as the free population of the loyal States. The valuation of these loyal States, in 1860, was $10,900,758,009. The rebel States had only 5,581,639 free persons in 1860, with 3,520,116 slaves, and a valuation less than half that of the loyal States, including the high valuation fixed to slaves as property. The material resources of the loyal and rebel States, are in the proportion of 22 to 5.

be its effect, be a vast public benefit. But we have no belief that the price will sensibly effect the consumption of liquors, or of tobacco. In the British Isles in 1860 the duty on liquors was raised, and yet with an excise duty of $2.42, per gallon, in that year, there was a falling off of production of only two and one-half millions of gallons, and a loss of revenue of only £297,384.

War duties on tea, coffee, and sugar, will probable diminish consumption at first, but with the increase of currency, will follow an enlarged demand for all articles of luxury. The following table gives the quantities imported of certain articles named in 1860:

Tea	25,223,277 lbs.
Coffee	180,903,555 "
Sugar	685 879,795 "
Molasses	31,000,000 gals.
Wine in casks	7,620,010 "
Wine in bottles	2,505,942 "
Brandy	2,616,555 "
Other spirits	3,683,341 "
Cordials	148,466 "

In 1861 there was an increase in the quantities imported, over those of 1860, of all the above named articles.

In England tea pays a duty of thirty-four cents per pound, and yet the quantity used in 1860 was 76,816,394 lbs., three times as great as that consumed in the United States, though our population was 31,429,891 persons, while that of the British Islands, including soldiers and sailors, was but 29,334,788. A tav of thirty cents per pound on tea, ten cents per pound on coffee, four cents per pound as an average on sugar, will yield a revenue equal to that estimated above, allowing for a falling off of 5-27ths on account of the rebellion.

We are not without examples to guide us in this particular. The British Government collects annually, from a population of 29,429,891 persons, a revenue varying from $260,000,000 to $360,000,000. The following table, shows the revenue of the United Kingdom for 12 years, from 1849 to 1860 inclusive:

1849	£52,951,748
1850	52,800,880
1851	52,233,006
1852	53,820,071
1853	54,430,344
1854	56,637,132
1855	63,764,605
1856	72,218,988
1857	70,390,343
1858	67,286,995
1859	68,090,053
1860	71,967,494

The chief sources of income of the Brisish Exchequer are custom dues on a few leading articles of luxury, excise duties on spirits and malt liquors, stamp duties, and income tax. To encourage manufactures, raw material that enters into production comes in free, or nearly so. Cotton, in a raw state, was formerly taxed, coming from foreign countries, with the design of stimulating its production in the British West Indies, but this policy was finally abandoned.

The following table shows the chief sources of revenue to the British Government for the last 12 years:

	Customs.	Excise.	Prop. tax.	Stamp.
	£	£	£	£
1849.	20,636,921	18,985,363	5,408,159	6,867,548
1850.	20,442,170	14,316,083	5,388,036	6,558,332
1851.	20,615,330	14,442,081	5,304,928	6,385,652
1852.	20,551,542	14,885,072	5,509,637	6,761,634
1853.	20,902,734	15,537,724	5,588,171	6,975,416
1854.	20,777,814	16,129,843	8,656,025	7,078,604
1855.	20,987,752	16,389,486	13,718,185	6,805,604
1856.	23,618,374	18,673,777	16,028,421	7,268,271
1857.	22,464,353	17,472,000	15,137,996	7,643,092
1858.	24,091,999	18,480,672	7,591,187	7,996,342
1859.	24,824,578	20,823,727	6,077,105	7,976,981
1860.	23,032,894	19,069,000	13,901,816	8,285,257

The following table gives the sources from which the excise duties were derived in Great Britain in 1858, 1859 and 1860:

	1858.	1859.	1860.
	£	£	£
Spirits	9,188,842	10,000,191	9,702,807
Malt liquors	5,292,642	6,852,458	6,383,147
Licenses	1,436,892	1,464,575	1,462,821
Paper	1,281,023	1,451,254	.....
Hops	416,478	462,881	.....
Railways	339,596	359,912	.....
Stage carriages	125,016	127,673	.....
Hackney coaches	82,129	86,203	.....
Game certificates	12,228	13,047	.....
Race courses	5,771	6,233	.....

The table below gives the leading articles on which custom duties were collected, and the amount of revenue received therefor:

	1858. Duty coll'd.	1859. Duty coll'd.	1860. Duty coll'd.
Tea	£5,186,171	£5,408,924	£5,444,157
Sugar	6,223,433	6,271,103	6,094,073
Tobacco	5,331,521	5,433,463	5,529,399
Spirits	2,245,607	2,462,112	2,531,439
Wine	1,827,087	1,928,302	1,176,103
Coffee	442,120	431,361	445,999

Allowing the same ratio of consumption of luxuries to each person, in the United States, as in the British Isles, and the estimates of income given in the preceding pages, will be found short of the actual facts—the population of the loyal States being estimated at 22 881,746, that of the British Isles 29,334,788 according to their census of 1861. A stamp duty of five cents on each bank note put in circulation, will give $10,000,000 annually. The bank circulation has averaged about $200,000,000 for the last seven years. Of this amount, about one-fourth has been in rebel States. Of the $150,000,000 of bank circulation in the loyal States, the amount is redeemed every three months in the Northern States, and the number of bills required by the banks, to maintain this $150,000,000 circulation, is equal to twice that sum, or $300,000,000. But if we estimate the amount at $200,000,000 in the loyal States, and the average value of each bank note, of the denomination of $5, $10,000,000 of revenue may be derived therefrom.

A doubt has been raised, as to the right to tax incomes, except on the basis of direct taxation, as provided in the Constitution of the United States, on white population, with the three-fifth rule, as to other persons. We think any attempt to raise an income tax in the United States would be both unwise and unnecessary, and that it would involve the complicated and burdensome system of assessments and collection, in each State and Territory.

Our people must bear in mind, that taxation for the purposes of domestic war, does not exhaust the country like a foreign conflict, where the expenses must be paid in coin, and there is a constant outgo of funds, such as England felt in the Crimean war, and in the late struggle in India. A debt of $2,000,000,000 created to suppress the present rebellion, expended in the equipment and pay of men and the supply of munitions, would not be so exhausting to the country, as one-fourth of this sum, spent in a foreign war, like that of the Mexican war of 1847.

A revenue once secured to meet the interest on our debt, Congress should at once retire all the mixed and complex securities, such as the 7.30 loan notes, and notes on short terms, and provide for only two classes of government securities. First, Demand notes, and Second, Bonds at six per cent. redeemable at the pleasure of the government after twenty years.

Of the demand notes $300,000,000 should be at once issued, receivable for all government dues and convertible into the 6 *per cent.* bonds, at the pleasure of the holder. In 1860, the average bank circulation was $150,000,000 in the loyal States, and the deposits were $100,000,000 more. These items, with the coin in daily use, equal this sum of $300,000,000. The demand notes will take the place of bank circulation, coin and bank deposits. The increased demand for currency consequent on the war, will require at least $300,000,000 of demand notes in constant use, and these demand notes will be converted into 6 per cent. bonds, as fast as they come into the hand of capitalists. In this way the floating national debt will be rapidly absorbed into long securities.

The effect of this policy on the banks, it is not necessary to discuss. The bank managers look simply to the profits of their investments, and would gladly retain the vast advantage of their present circulation, which gives almost the exclusive right to borrow money of the public. A man who takes a bank note practically lends that amount to the bank, whose note he takes, and to which he gives credit and circulation.

The government may fairly ask at this juncture, that the people of the whole country shall share the benefit of this circulation, with the banks, to the extent at least of the demand notes of the government.

The banking institutions of the country as far as we can judge, are not disposed to divide their profit with the Government, but insist on the exclusive right to furnish a currency; a demand not founded in reason or justice, and in their attempts to coerce the government, have thrown away their opportunity. The managers of the banks, from the nature of their employments, are as a general thing, selected from that class, least capable of estimating public questions. Bent solely on the purpose of realizing the largest possible profit from their investments, bank directors are only required to know the present value of a security, and the mode of getting the highest rate of interest. Hence banks thrive, by creating constant fluctuations in the prices of property, and are interested to enlarge and curtail the volume of the currency, as often and as suddenly as possible. The history of banking in the United States abundantly proves this.

The Government might safely transfer specie for the people without charge, receiving it on deposit, issuing certificates therefor, payable at any of the public depositories. This system of exchange would aid the government in another method. It would draw specie from the pockets and hiding places of individuals into the subtreasury, where it would safely await the call of the owner. These certificates would be readily transferred, while the specie remained untouched, and in this way $100,000,000 of gold would soon find its way, in the form of specie deposits, into the public strong box, and the certificates sold in the market as specie.

Mr. Secretary Chase endeavored to bring about harmony of action between the banks and the Government, and to allow the banks the chief control of the circulation if they would base their circulation on *security*, and that security the bonds of the Government. But the banks frankly said, we have no capital equal to this undertaking. Our capital is our circulation, which we borrow directly from the people, and the interference of the government with this circulation, by the issue of their own demand notes, without interest, will force the banks to retire from the field.

The adoption by Congress, of Mr. Secretary Chase's plan of currency, allowing private Bankers and the incorporated banks, to issue registered notes, on the deposit of government bonds, might aid the public finances if the banks would pay specie for their bonds. But during the suspension of specie payments this plan of the Secretary, cannot aid the government to the amount of a dollar.

Congress, as the representative of the national sovereignty, has only to look at the true interests of the whole people, and by giving to the people a currency, based on the public credit, relieve at once the national treasury. The volume of the currency cannot be permanently increased by legislation. That depends on the laws of trade, of demand and supply. Currency is the medium by which exchanges are made; and these depend on the amount of transactions which take place in society. As capital will readily seize upon these demand notes for funding, in order to secure a regular income by the receipt of interest, the duty of Congress is a plain one, and their patriotism will be found equal to the present emergency.

WASHINGTON CITY, *January* 15, 1862.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1868	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61–'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'65–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500.000	6	1885	70
" "	700,000	6	1880	68
" "	1,128,500	6	1875	71
" "	1,000,000	6	1867	81
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	357,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	400,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camboden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,600,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65–'70	104½
2d Mortgage	600,000	7	1875	100
Central Ohio:				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	43
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	94½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	94½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	97
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	85
1st Mortgage	3,600,000	7	------	41
2d Mortgage	2,000,000	7	------	12

Description.	Amount.	Interest.	Due.	Price.
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	----
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64–'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296 000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	18?5	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	82
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	101
1st Mortgage (E. Extension)	1,500,000	---	1875	101
2d Mortgage	2,600,000	---	1881	89
Income (due 1862, '65 and '67	265,416	---	var.	88
Detriot and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1868	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	5	62–'72	98
3d Mortgage (convertible)	445,000	6	1874	100
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tenness.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	'62–'63	100
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	103
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	98

Description.	Amount.	Interest.	Due.	Price.
***Great Western, Ill:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	30
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1888	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	107
2d Mortgage	2,000,000	7	1860	97
3d Mortgage	1,840,000	7	1875	81
Convertible	1,002,000	7	1867	70
Illinois Central:				
Optional Right Scrip	33,000	7	1868	64
Construction	12,885,000	7	1875	91
Construction	4,115,000	6	1875	91
Debeutures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	6†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Leigh Valley:				
1st Mortgage	1,500,900	6	------	90½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	12½
2d Land Grant (Western Div.)	353,600	†	------	12½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	83
Long Island:				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State (Tenn.), 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'69–'82	----
Memphis and Charleston:				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	98
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	98
1st Mortgage (S. F.), convertible	4,153,000	8	1882	94½
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	87
Northern Indiana, 1st	985,000	7	1861	88
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	83
Detroit and Toledo	611,000	7	1876	70
1st General Mortgage (S. F.)	2,850,000	7	1885	84½
2d General Mortgage	2,465,000	7	1877	65½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	87
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	876,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,236,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'68 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
Orl'ns, Opelous, and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	101
State Loan—Sch'dy and Troy	100,000	6	1867	90½
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100½
Stock Subscription	785,000	6	1883	94½
Premium Consolidated Stock	7,745,000	6	1883	94½
Real Estate	221,000	6	1883	94½
New Convertible	3,000,000	7	1864	104
New York and Erie:				
1st Mortgage	3,000,000	7	1867	103½
2d Mortgage	4,000,000	7	1884	102
3d Mortgage (convertible)	6,000,000	7	1883	92
4th Mortgage (convertible)	3,729,000	7	1880	77
5th Mortgage	1,277,000	7	1883	70½
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	100
2d Mortgage	1,000,000	7	1864	94½
3d Mortgage	862,300	7	1867	74
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	61
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	63½
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54
Chattel Mortgage	350,000	10	------	70
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,216,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	93½
2d Mortgage	2,319,000	6	1875	84
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	78½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1881	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Morig. (W. Ext.) convertible	500,000	8	1862	----
1st Morig. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	92
Mortgage	3,103,600	6	1870	74
Mortgage (convertible)	3,586,500	6	1886	73½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	73½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and L.)	1,000,000	7	1872	----
2d Mortgage (O. and L.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1878	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1885	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1869	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	30
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	800,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	185,333	6	1868	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.)				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1905	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	75½
2d Mortgage (convertible)	2,000,000	7†	'68-'70	29½
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	79½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	45
3d M. (L. Er., Wab. and St. Louis)	1,347,600	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	10½
2d Mortgage Coupon	1,136,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	85
Mortgage, (coupons)	926,000	6	1884	82½
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	----
2d or Enlarged Mortgage	1,000,000	6	1884	85
Salt Works Br. Mort. due '59-'61	203,000	6	var.	81
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1890	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	----
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	55
2d Mortgage	200,000	7	1872	70
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

Finances of the State of New York.

ANNUAL REPORT OF THE COMPTROLLER.

The report sets out by observing that, while our people will always submit cheerfully to taxation for the simple purpose of Government, "taxation to pay the expenses of profligate legislation will always cause discontent." The condition of our State Treasury is healthy, in view of the novel situation of public affairs.

Reference is made to our growth in population, wealth and prosperity as a nation, before the rebellion broke out, and the uses which the present affliction may subserve. Our financial affairs could not have been in better condition to meet the test. In the patriotic zeal shown to sustain the standard of our country, New York exhibited an ardor that was without a rival in the history of the world. At the same time her credit was so sound that no difficulty was shown in raising, by loan, the three millions appropriated for that purpose.

The Comptroller then glances at the several funds of the State, wherein he takes occasion to express his approval of the present method of keeping the canal accounts. By the antiquated fiction of what is termed the General Fund, the canal revenues are already anticipated to the extent of $4,455,130, including expenses of collection, the discharge of old debts, interest, sinking funds of $540,130, and $200,000 for the support of the State Government. Were the canals actually to yield such an amount, the total State Debt would soon be paid, and no taxes would be needed during the process, but seven-eighths of a mill to keep up the General Fund, and three-fourths of a mill for the School Fund. Should the Sinking Fund be provided for as required, the old canal debt will have been met by the 1st of October, 1867. After the discharge of that class of obligations, there is to be an annual appropriation of one million and a half to Sinking Fund No. 2, which will provide for the payment of the General Fund debt by the 1st of Janurry, 1873. The whole revenues of the canals will then pour into Sinking Fund No. 3, to liquidate a debt of only four and a half millions, if held rigidly to their work in the meantime; thus discharging the last dollar of State indebtedness by the 1st of January, 1875.

If the annual revenues of the canals could be made to reach $4,000,000, with the additional aid of two-fifths of a mill tax, the same result would be reached in the same time, leaving a surplus of $100,000 in the treasury.

A valuable table is annexed showing the growth during the past 20 years, of aggregate valuations, State taxes, and town, county, and school taxes. While the first has advanced, since 1842, from $620,676,346 to $1,441,767,480, the second has gone up from $619,684 to $4,505,523, and the third class from $3,626,794 to $15,000,000 in round numbers. It will thus be seen that the greatest advance has been made in the last; while private expenditures have doubtless risen in a still greater ratio.

Reference is made to the increased taxation caused last year by the omission of former Legislatures to provide rigidly for public demands as they fall due. But the supply bills, so called, have grown to be too formidable, as shown by the following statement:

Amount paid for the expenses of the Government proper during the last fiscal year, was		$1,391,155 98
Amount paid for intr'st on the general fund debt, being the deficiency in the general fund debt (sinking fund) to meet the payment	$330,964 47	
Amount paid for intr'st on Canal and other debts, chargeable on the general fund revenue	34,289 28	365,253 75
Total		$1,756,409 73

The moneys applicable to the payment of the above expenditures were the receipts into the Treasury on account of the proceeds of the 1⅛ mill tax, ($1,581,388 25); the receipts for permanent revenue, $144,420 71; the State Prison earnings, $92,939 11; the balance in the Treasury on the 30th September, 1860, $82,968 90, and other miscellaneous items; leaving a balance of revenue in the Treasury on the 30th September, 1861, of $53,750 51.

GENERAL FUND—REVENUE.

Balance in the Treasury Sept. 30,'60		$82,968 90
Amount of receipts into the Treasury during the year ending Sept. 30, 1861		5,346,066 72
Amount transferred from the School Fund for bonds for lands		141 00
Amount of warrants drawn on the Treasury, remaining unpaid Sept. 30, 1861		458 69
		$5,429,635 81
Amount of warrants drawn on Treas'ry on acc't of general fund during year	$5,344,479 07	
Amount transferred to School, Literature and [other funds	31,035 52	
Amount of warrants drawn, but unpaid	370 21	$5,375,884 80
Balance Sept. 30, 1861		$53,750 51

STATE OF THE TREASURY.

Balance on hand Sept. 30, 1860		$989,319 54
Amount received for the last year from the several funds		10,183,024 70
Am't of war'ts drawn but unpaid		458 69
		$11,172,802 93
Am't of war'ts drawn during the year	10,567,808 94	
Am't of wart's unpaid	370 21	10,538,179 15
Balance in Treasury Sept. 30, 1861		$634,623 78

The balances due *from* the Treasury at that date were as follows: To the School Fund, $301,735 44; to the Literature Fund, $39,587 50; to the United States Deposit Fund, $802 49; to the Mariners' Fund, $1,334 57; to the General Fund Debt Sinking Fund, $251,000 02; to the General Fund Revenue, $53,750 51, with some other sums, the whole amounting to $657,785. *Per contra*, there is due to the Treasury from the United States Deposit Fund, $23,161 35, the difference between these being equal to the balance on hand at the 30th of September last.

The estimated revenues for the current fiscal year are as follows:

Three and one-eighth mill State tax, viz.: for support of Government, ⅞ mill; for canals, ¾ mill; and for public defence, 1⅛ mill	$4,389,000
Balance due from County Treasurers on account of the State tax levied in '60	1,000,000
Auction duty	75,000
Salt duty	65,000
State Prison earnings	100,000
Arrears and interest on the non-resident tax	80,000
Fees of the public offices	2,000
Pedler's licenses	650
Tolls on Cayuga Lake Inlet	70
Interest on Treasury deposits	20,000
Interest on Comptroller's bonds of the City of New York	21,000
Amount to be repaid for advances to the United States Government	1,118,000
Balance in Treasury, Sept. 30, 1861	53,750
Total	$6,969,470

The estimated expenses are $6,775,838, including $1,070,512 for completion of the canals and payment of the last canal loan; $1,699,111 balance of the same from 1860; $1,250,000 for redemption of Comptroller's bonds; $300,000 for payment of temporary loan; $500,000 for arms and equipments appropriated by the last Legislature; $559,058, balance of appropriation for expenses of volunteers; and $254,856 for various charitable institutions.

The condition of the General Fund Debt Sinking Fund on the 30th September was:

Balance from previous year		$10,0 00
Amount received from Treasury		2,312,1 26
		2,322,126
Am't paid from Treas'ry during the year		2,071,126
Leaving a balance of		$251,000

Which was applicable to the redemption of stocks loaned to the New York and Erie Railroad Company falling due during the year 1861, and supposed to be discharged.

GENERAL FUND DEBT.

The principal of the General Fund Debt is payable as follows:

1861—(Stock due prior to 30th Sept., not presented)	$51,000		
Due Oct. 1	100,000		$151,000
1862	$900,000	1870	700,000
1864	287,700	1875	900,000
1865	178,000	At pleasure	2,258,082
1866	885,000	On demand	53,910
1868	942,961		
Total			$6,756,654
Less amount provided for			251,000
Total General Fund Debt			$6,505,654

The contingent State debt amounts to $339,000 and consists of stocks loaned to railroad companies, falling due, $170,000 in 1865, $100,000 in 1867, $6,000 in 1876, and $1,000 already due, but unredeemed.

The total canal indebtedness amounts to $9,730,024, created under article 7, section 1 of the Constitution; $13,200,000, created under article 7, section 3; $642,585, otherwise provided for; and $2,500,000, created under article 7, section 12, for the payment of floating debt. The canal receipts for the year were as follows:

From Canal tolls	$3,353,169
From rent of surplus waters	4,865
Interest on current Canal revenues, etc.	44,594
Total	$3,402,628

Payments during the year.

To Superintendents for rep'rs	$106,612	
To Contractors for repairs	260,995	
To Canal Commissioners for repairs, etc.	224,957	
To Collectors, for salaries, etc.	62,346	
To Weighmasters	8,111	
To Auditor, State Engineer, Clerks, Printing, etc.	48,765	706,786
Surplus revenue		$2,695,842

The following is a

RECAPITULATION OF THE STATE INDEPTEDNESS.

		Annual int't.
General fund debt	$6,505,654	$352,500
CANAL DEBT.		
No. 1, under art. 7, sec. 1, of the Constitution	9,739,025	582,841
No. 2, under art. 7, sec. 3, of the Constitution	13,200,000	782,000
No. 3, under art. 7, sec. 10, of the Constitution	642,585	34,629
No. 4, under art. 7, sec. 12, of the Constitution	2,500,000	150,000
Contingent debt	339,000	
Total debt	$32,926,264	

The surplus revenues of the canals have been apportioned, as directed by the constitution, thus:

Section 1	$1,700,000
Section 2	350,000
And the balance under section 3	645,842
Total	$2,695,842

SCHOOL FUND.

The School Fund consists of $1,135,057 of State stocks; $356,300 of State bonds, and various other sums, as Bank stocks, bonds, etc., the whole amounting to $2,675,477. The receipts during the last year, including a balance of $127,488 from the previous year, were $445,495, and the disbursements $347,508, leaving a balance at the 30th September, of $97,987. The revenue for the current year is estimated to be $327,181, and the payments $350,000.

LITERATURE FUND.

The capital of the Literature Fund amounts to $269,952, the greater part in State stocks. Estimated revenue for 1860–1 (including balance of $15,775) $58,990. Payments for ditto $42,124, leaving a balance to the present year of $16,866. Estimated revenue for 1861–2, (including $28,000 appropriation) $43,799; payments, $42,500.

UNITED STATES DEPOST FUND.

The capital of this fund amounts to $4,014,520, mostly loans on mortgage. Payments for 1860–1 (including balance), $371,953; revenue, $248,792; balance of indeptedness, Sept. 30, 1861, $23,161, which is a considerable reduction. Eestimated revenue for 1861–2, $251,603; estimated payments, $230,000, leaving a balance due the Treasury about equal to that from last year.

OTHER FUNDS.

The Tonawanda Railroad Company Sinking Fund amounts to $61,446; the Long Island Railroad Sinking Fund to $3,411; the Mariners' Fund to $11,335. The amount of the annuities payable to the Indians is $7,362.

THE SALT SPRINGS AND AUCTION DUTIES.

The receipts on account of the Onondage Salt Springs last fiscal year amounted to $66,290, which is a little in excess of the average for the last six years. The total payments were $63,500, also in excess. The auction duties amounted to $75,319.

The Comptroller calls attention to the evil practice of County Treasurers retaining taxes in their possession long after they have been collected. More than a million of dollars were due from these men on the 1st of October. It will cost the State fifty thousand dollars if this abuse is suffered to continue another year. To anticipate these taxes by temporary loans is expensive and inconvenient. He recommends the imposition of 10 or 12 per cent. interest on all funds thus kept back.

The one per cent. allowed to the Chamberlain of this City as commission is, he thinks, too large ($17,846), and should be reduced. Attention is called to the difficulty of collecting taxes from Treasurers who become bankrupt; also to the outlay for prosecuting the geological survey of the State, which amounted last year to $13,703. Since 1847 the survey has cost $603,565 in all, returning as sales only $52,916.

The claims of the militia of 1812 will be settled in the course of the month.

Of the $50,000 authorized for the relief to the people of Kansas, $38,756 have been expended. The Commissions have declined to make any application of the balance. The Comptroller questions the expediency of making such appropriations, though the present afforded some valuable relief.

The new law respecting printing works well. In 1858 the State paid $120,423 for printing; it is now done for $38,000 per annum.

WAYS AND MEANS FOR THE FUTURE.

Though the debt of the State has within two years been reduced from $34,140,238 to $31,726,264, the sum of $1,770,000 is needed to meet the interest, toward which there is available from miscellaneous sources, $195,000, and from canal revenues, $350,000, leaving $1,261,566 still to be provided for. This would require a seven-eighths of one mill tax. To provide for the Canal Debt and interest, and to fill up the Sinking Funds, there must be raised $4,455,130. What the canals fail to yield toward this must come from taxation.

The Comptroller thinks it unjust to tax the people for any portion of the canal debt or its interest, and gives elaborate tables of earnings, etc., of the canals against the policy of letting these great works run down or pass into the hands of private interests. He also calls attention to the provisions of the law passed last Congress, providing a direct tax of 20 millions on real estate, and recommends the Legislature to assume the collection of the quota falling upon this State.

The estimates for next year are prepared with a view to economy in every department. The taxes will amount to 2⅓ mills, independent of war expenses. Those will be one-third lower than in 1860. The sum of $522,496 will be required to meet land damages and deficiencies in the Canal Department for last year and the present. Estimated tolls for the present fiscal year, $3,781,540, which will meet sinking funds Nos. 1 and 2, and pay one year's interest on No. 3, leaving a balance in its sinking fund of $221,540.

The taxes for the next fiscal year, then, will be as follows:

For the General Fund, ⅞ of a mill yielding, say	$1,248,980
*For the School Fund, ¼ of a mill yielding, say	1,071,511
For deficiency under sec. 8, art. 7, and to pay land damages, ⅜ of a mill yielding, say	535,254
*For interest and Sinking Fund on the $2,500,000 debt under sec. 12, art. 7, ⅓ of a mill yielding, say	475,782
Total 2⅓ mills	$3,331,477

* These two items are provided for by existing laws.

Removing Ice and Snow.

By law the steam railroad companies of Massachusetts are required to keep distinct accounts of the expenses incurred in clearing their tracks of snow and ice each year. The Worcester directors keep no such account, but include the charge in their "road and engine repairs," while the Providence Company apparently lay aside $1,500 annually for a "fund for removing snow," be the outlay more or less. The Western road has been put to great expense, some winters, in keeping its track open. In 1852 the cost was $2.848; 1853, $1,196; 1854, $1,910; 1855, $1,372; 1856, $16,260; 1857, $16,040: 1858, $7,205; 1859, $9,809; 1860, $3,935; 1861, $10,362. Total cost in ten years, $70.927.

The expense to the Lowell road for three winters past, in removing snow and ice, has been $4,705; Maine, $5,220; Eastern, $991; Fitchburg $7,883; Norwich and Worcester, $2,937; Worcester and Nashua, $6,067; Connecticut River, $5,008; Nashua and Lowell, $2,113.

The winter of 1857–58 was a good one for the railroads, as far as the obstructions of snow and ice were concerned; the Norwich and Worcester, that season, reporting an outlay of only three dollars to keep its line free.

The horse railroad companies are not required to keep any separate account of the cost of clearing their tracks, but the Metropolitan directors state that they expended last winter $4,548 in removing snow from the streets.

Salting Railway Tracks.

On Monday evening, the 13th instant, a committee of five members of the Select Council of Philadelphia, met for the purpose of considering the subject of Sprinkling Salt on the streets by the different Passenger Railway Companies. The following evidence was taken:

Professor Rogers, Professor of Chemistry in the Medical Department of the University of Pennsylvania, said that common salt was not a volatile. It would have a salubrious effect on the streets and the atmosphere rather than otherwise. Salt and snow were apt to cool the air and render it more dry by condensing it and absorbing gases. A large amount of fluid matter might lie in the streets, through a mixture of salt and snow, but more moisture would not necessarily exist in the atmosphere, although salt and snow are colder than snow alone. The temperatere of snow is 32. Salt and snow are more fluid than snow would be when softening, but the fluid is not in the least degree more penetrating. Salt and snow when melted, does not freeze again, whereas the latter, in an unmixed state, does. If we walk in water formed by salt and snow, there is no more chance of catching cold than by walking in pure water. Moisture from salt and snow is not likely to be retained longer than the moisture from snow itself. A person's feet would remain moist a longer time, after being wet with snow water, than with the water of snow and salt, although the slush of the latter is colder. He did not think vegetable colors would be changed in a greater degree by an admixture of salt, than by pure water alone—it is perfectly neutral. The Professor was not positive whether it would affect leather more than mere snow water. He decidedly recommended melting snow by salt, and thus rapidly banish its damp and penetrating vapor from the atmosphere. He considered that its effect on the feet of horses was not injurious, and that it was far better for them to travel through salt and snow for a short time, than through snow slush for a longer period.

Mr. Whitall, a school teacher, said that, from his experience, feet would dry slower after being wet with salt and snow than with snow water alone. He has taught children for twenty years, and finds they now complain more of cold feet in school than formerly, before salt was used in the streets. Could give no positive statistics. Mr. Whitall argued much from his own constitutional peculiarity. He finds that the air of the sea shore gives him cold, and thinks that the salted air of the streets also has that effect on him.

Dr. Malone agreed entirely with Professor Rogers. He had been a medical man thirty years, and thought that salting the streets was rather a healthful advantage than otherwise, inasmuch as it shortens the time of bad walking and of damp atmosphere. Considers also that salt improves street mud as manure.

Mr. Robert S. Taylor, President of the Second and Third Streets Railway, stated that his road, with its branches, was twenty miles long, fifteen miles of which is paved. It uses four hundred bushels of salt in going round the track twice, each bushel 80 pounds. Last winter only eleven hundred bushels in all were used, and this winter less salt will be used than ever before. By employing workmen it might take two or three days to shovel snow from the rails of his road. His cars average sixteen thousand passengers a day, and on all the roads of this city a hundred thousand persons, or about one-sixth of the population of Philadelphia.

Mr. George M. Williams, President of the Tenth and Eleventh streets Railways, only used 400 bushels of salt last winter, and never has used more than 900 bushels in one season. He has employed thus far but sixty bushels. His track is seven miles long, and the tracks of all the railways within the paved limits of the city aggregate seventy-five miles. On a track of seventy-five miles, after a fall of snow one foot in depth, there would be 11,800,000 cubic feet of snow. Estimating fifty cubic feet to a cart load, and eight cart loads to a day's work, it would require 5,940 carts, ($2 a day), for five days, making a cost of $59,400, without

considering the price of scraping the track. The entire number of carts in this city is only about 3,900, and but few of them could be hired when needed. Among 800 employes on this road, not one has had diphtheria during the past week, although drivers and conductors are occupied sixteen hours a day. The deaths from diphtheria during the same period, in the entire city, have been only seven. The horses on the Tenth and Eleventh Streets Railroad have never been healthier than at present, and no noticeable effect has been perceived by splashing on harness leather or the paint of the cars.

Mr. Scout, one of the Directors of the Fourth and Eighth Streets Railway testified substantially the same as Mr. Williams in regard to the expense and inconvenience which would attend the adoption of a new mode of clearing snow from the tracks, and the absence of deleterious effects by the old method.

The Committee then adjourned to Friday evening, 17th instant.

THE NEW YORK CENTRAL RAILROAD COMPANY.—TREASURER'S OFFICE—ALBANY, Jan. 20th, 1862.—The Transfer Books of this Company will be closed at the close of business on Saturday, the first day of February next, and will be re-opened on the morning of Monday, the twenty-fourth day of February next.

JOHN V. L. PRUYN,
1t4 Treasurer *pro tem.*

RENSSELAER
POLYTECHNIC INSTITUTE,
TROY, N. Y.

THE seventy-sixth semi-annual session of this well-known Institution for instruction in the Mathematical, Physical and Natural Sciences, will commence on Wednesday, Feb. 19th, 1862. A full course in Military Science is now in progress. Graduates of the Institute find no difficulty in obtaining very desirable positions as Civil, Naval and Topographical Engineers. The Annual Register, giving full particulars, can be obtained of Prof. CHARLES DROWNE, Director.

6t2 N. S. S. BEMAN, *President.*

Reverse Acting Tumbler
LOCKS
For Railroad and other Purpose,

MADE to order and with different keys if desired. **One Thousand Dollars** has been offered by the inventor to any person who will pick one of their locks or get it out of order by any ordinary usage.

Orders filled, samples and prices furnished by application to the **Sole Agent** *of the Manufacturer.*

New York, January 4, 1862

GEO. T. M. DAVIS,
3m2 47 Exchange Place.

FOR SALE.

5 Locomotives, 4 ft. 8½ in. gauge.
50 House Freight Cars, that have had but slight use.
The above are at Chicago, Ill.
January 4, 1862.

Apply to GEO. T. M. DAVIS,
3m2 47 Exchange Place.

PASCAL IRON WORKS,
ESTABLISHED 1821.
MORRIS, TASKER & CO.,
MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ¼ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also, fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe—1¼ to 24 inches in diameter, and branches for same, etc.

Gas Works Castings, etc., etc.

PHILADELPHIA.

LOCOMOTIVE FOR SALE.

SMALL second hand Locomotive, usual gauge (4ft. 8½ in.) Weight, 10 tons—Drivers, 4ft. 6in.—Cylinders 10x18 in. Fire-box, Crank and Tires nearly new, and the whole engine in excellent condition.

Also a second hand "Bradly" Snow Plow.

For sale low by

WILLIAMS & PAGE,
51 Boston.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, Dec. 5, 1861.

AT a meeting of the Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY, held at their office in New York this day, it was

Resolved, That an assessment of FIVE DOLLARS per share, upon the Scrip Shares of the Capital Stock of the Company, be and the same is hereby called payable on the twentieth of January, 1862; and that the same be payable on the Stock registered in the City of New York at the office of the Company in that city; and on the Stock registered in London at the office of Messrs. ROBERT BENSON & Co., London; and that parties desiring to pay their assessment in London, may pay the same at a rate of exchange sufficient to produce five dollars per share to the Company in the City of New York.

Resolved, That the transfer books be closed on the afternoon of the 15th January next, and re-opened on the 20th day of the same month; and that no transfer be permitted, on or after that day, of shares upon which the foregoing assessment shall not have been paid.

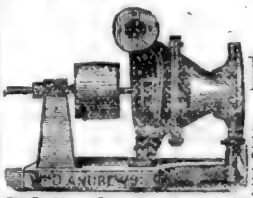
THOMAS E. WALKER, Treasurer.

The eighty-dollar certificates to be returned on payment of the above.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, Oct. 29, 1861.

HOLDERS of the stock of this Company, as registered upon the books of the company at the close of business on the 15th day of January, 1862, will be entitled to Canceled Bonds Scrip for five dollars upon each share of stock held by them deliverable on or after the 1st day of February next; and parties holding certificates are hereby notified to have the same registered in their own names on or before the said 15th day of January. 4t3

ANDREWS' PATENT
Centrifugal PUMPS



ARE the best and cheapest Pumps made for **RAILROAD STATIONS, MINES, FACTORIES, TANNERIES, PLANTATIONS, DRAINAGE, IRRIGATION, WRECKING,** and general use.

Made entirely of metal, without working valves or rubbing surfaces, they pass sand, fine ore and gravel, without injury. Capacity from 20 Gallons to 1,000 Bbls. per minute.

For descriptive pamphlet and Price List address

WM. D. ANDREWS & BRO.,
414 Water St., New York,
GENERAL DEALERS IN
Iron, Metals, new and second hand **Machinery.**



Sanford's CHALLENGE HEATERS SET IN BRICK, PORTABLE OR AS



FIRE PLACE HEATERS,

FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,

WITH AND WITHOUT REGISTERS.

THE MOST POWERFUL HEATERS AND THE

Greatest Fuel Savers in the World:

With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.

The COSMOPOLITE
PARLOR RADIATOR, &
GAS BURNER,

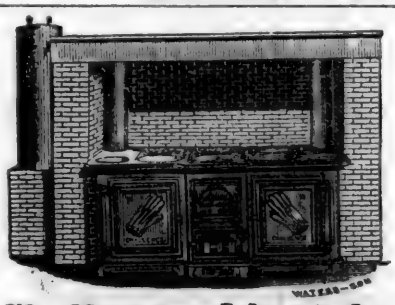


Introduced one year ago, already ranks as the **LEADING STOVE** for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.

Fire may be kept all winter with an astonishingly small supply of coal.

Send for description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.



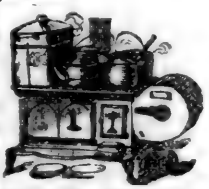
Challenge Air-tight KITCHEN RANGES,

May be placed in a fire-place without masonry, and with or without water-back; or may be set out on feet, as an ordinary stove.

This range, already very popular, has the **LARGEST OVENS** of any in the market; BAKES PERFECTLY, never burning to brown at the bottom; BOILS, ROASTS and and BROILS with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL,** which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light
SUMMER AND WINTER
PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y



SANFORD'S
MAMMOTH
OR
GLOBE HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y

This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.

The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used. CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY
SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water street, New York,

ISAIAH W. SYLVESTER,
ATTORNEY AND COUNSELLOR AT LAW,
Law Reporter for the "AMERICAN RAILROAD JOURNAL,"
No. 8 WALL STREET, NEW YORK.
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

EDITED BY

HENRY V. POOR AND JOHN H. SCHULTZ.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XVIII., No. 5.] SATURDAY, FEBRUARY 1, 1862. [WHOLE No. 1,846, VOL. XXXV.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, February 1, 1862.

Little Schuylkill Railroad.

The report of this company states that the amount of coal transported in 1861 was 166,632 tons, against 317,906 in 1860. The road is in good conditon, having been greatly improved during the year, and is well supplied with rolling stock. The trains have been run with great regularity and without the slightest interference with the passenger transportation which is conducted by the Catawissa Railroad Company. The East Mahonoy road, which is to be an important feeder to the Little Schuylkill road is announced as nearly completed. The receipts from all sources were as follows:

From coal rents	$4,566 60
Railroad toll	49,033 61
Coal transportation	39,971 46
Freight on merchandise	16,059 26
Passenger and mail transportation	8,026 68
House rents	1,222 10
	$118,879 71

The expenses during the same period were $70,362 94, the principal items of which were transportation, $17,397 90; coal dirt transportation, $10,442 34, and railroad repairs, $9,391 43.

Cleveland and Mahoning Railroad.

The earnings of this road for the fiscal years ending December 31, 1860 and 1861, were as follows:

	1860.	1861.
From passengers	$54,765 01	$56,643 90
" freight	146,118 39	84,157 30
" ore		34,206 26
" coal	158,713 99	194,907 79
" mails, etc.	5,020 96	5,876 19
	$364,618 35	$375,791 44

The expenses in 1861 were:

Repairs of track	$44,673 15	
" engines	13,136 18	
" cars	11,170 29	
" bridges, buildings, etc.	6,655 37	
Running expenses	16,701 18	
Damages	315 73	
Station expenses	15,246 26	
Fuel	12,940 84	
All other expenses	21,778 57	
		142,617 57
Net earnings		$233,173 87
Interest and exchange	$147,144 03	
Taxes	6,539 74	
		153,683 77
Net profit		$79,490 10

Compared with the previous year the gross earnings show an increase of $11,173 09
With an increase in expenses of 16,002 70

Making the decrease in net earnings $4,829 61

The following is a comparative statement of the passenger and principal freight carried in 1860 and 1861:

	1860.	1861.
Number of passengers	68,072	69,124
Tons of coal	168,770	205,969
Tons of ore	58,216	42,547
Pig and bar iron	12,859	13,248
Other articles	13,315	8,182
Mineral oil, bbls.	1,705	9,572

New rails, chairs, spikes and ties have been used, costing, after deducting old rails sold, $17,691 82. A new and substantial bridge has been built across the Chagrin river in Aurora. Both track and machinery are in as good condition as they were at the commencement of the year. The report says:

The rebellion of the past year has affected the business of the road to a considerable extent, by crippling the iron trade, and closing the Southern markets for the dairy products of the reserve, but the increase in the coal trade has nearly compensated for the loss thus sustained.

The balance sheets from the books of the company herewith submitted, gives full information upon the several matters of interest to you: and that you may see at a glance the changes made within the year, the several balances of last year are given in a separate column. The increase of $19,245 83 in construction account is principally for extension of the main line of the road from Crab Creek to a point near Powers' Coal Bank, a distance of about one and a half mile. The traffic secured by this extension will soon re-imburse this outlay.

The item of "Real Estate Bills" is for the land near the mouth of the Cuyahoga River, contracted soon after the organization of the company, but not fully settled and adjusted until February last.

After paying current expenses, interest and taxes, the reports show a net profit of $79,490 10, which has been devoted to the extension of the main line as above stated, the building of additional cars, and the reduction of the floating debt unavoidably incurred in completing and equipping the road.

The pressing necessities of the National and State Governments, and the consequent favorable rates at which Government securities could be obtained, put it out of our power to realize anything from the sale of third mortgage bonds towards the liquidation of this debt, which must therefore be carried for the present, devoting the surplus earnings only to its payment. From the prompt manner in which all the financial affairs of the company have been conducted, its credit is good, and hence the future managers will have but little difficulty in carrying this debt at moderate rates of interest, until it is paid off, either by the sale of bonds, or the surplus earnings of the road.

As yet no means have been devised for completing Section One, other than resorting to an increase of the floating debt, and highly important as the work is, the present managers are unwilling to resort to this.

A call will be made upon this company during the current year, for aid in building a branch road from its main line to the Hubbard and Brookfield Coal field, a distance of some ten miles; and in view of the fact that a large basin of this mineral of the quality known as Brier Hill Coal, is known to exist in that vicinity, the importance of the work, to this company, cannot be two highly appreciated. It is hoped therefore that our successors will lend the enterprise every aid in their power consistent with the interests of the stockholders.

The equipment of the road consists of 12 locomotives; 6 first class passenger cars, 5 baggage

and mail cars, and 280 freight, coal, iron and construction cars. The number of miles run by all the trains was 246,620. Number of cars hauled one mile 3,461,832. The gross earnings per mile was $1.52.37. The working expenses per mile run $0.59.97. Cost of fuel per mile run 4.8 cents. The operating expenses were 37.95 per cent. of the earnings, against 35.65 in 1860.

BALANCE SHEET.

Capital stock		$1,167,473 74
1st mortgage bonds sold		850,000 00
2d " " "	$469,200	
Do. deposited with C., C. & C. Co.	30,000	
		499,200 00
3d mortgage bonds sold		362,800 00
Bills payable		88 395 08
Estate of Jacob Perkins		100,000 00
Coupons due and not paid		910 00
Sundry accounts		62,662 91
Real estate bills		37,707 60
Profit and loss		257,891 28
		$3,427,036 61
Construction		$2,105,840 80
Right of way		97,256 74
Real estate		294,133 72
Docks and shops		68,435 03
Equipment		277,762 52
Fuel and Material		14,118 49
Pennsylvania and Ohio Canal stock		237,741 73
Stocks and bonds		63,746 25
Bills receivable		37,163 82
F. Kinsman, trustee		21,590 11
Sinking fund		60,100 00
Due from stock subscriptions		117,723 54
Sundry accounts		19,178 43
Cash and cash items		12,256 42
		$3,427,036 62

President—DAVID TOD.

Directors—David Tod, Charles Smith, Frederick Kinsman, Dudley Baldwin, Reuben Hitchcock, Joseph Perkins, Henry B. Perkins, James Magee, R. W. Cunningham.

Vice Pres't and Sup't—CHARLES L. RHODES.

Secretary and Treas.—OSCAR M. BURKE.

Master Machinist—JOHN YOUNG.

Cleveland and Pittsburg Railroad.

The operations of this road for the fiscal year ending November 30, 1861, have been as follows:

Cash on hand, December 1, 1860		$6,880 93
Receipts from freight		682,254 14
Receipts from passengers		376,936 48
Receipts from mail, express, rents, etc.		55,750 78
		$1,121,822 33
CONTRA.		
Payments for expenses of operation		$616,335 41
" on Pittsburg, Fort Wayne and Chicago lease		85,000 00
" interest on 1st mort. bonds.		65,780 00
" " 2d "		129,325 00
" " 3d "		123,235 00
" general interest and exchange		6,780 89
" for new engines and cars		18,041 21
" for new bridges		27,531 51
" for other expenses, not properly belonging to operating expenses		4,258 15
Assets in hands of receiver, Nov. 30, 1861		45,585 16
		$1,121,822 33

The earnings of the past year have increased over the previous year $94,303 58, while the expenses have not increased in the same ratio.

The total number of miles run by all trains has been 800,525, showing an increase of 54,013 miles over that of 1860.

The financial condition of the company at the close of the year was as follows:

	Dr.
Construction account	$8,172,189 97
Telegraph line	16,918 72
Personal property	29,318 58
Balance of personal accounts	22,777 82
Assets in hands of receiver	171,764 80
	$8,412,914 39
	Cr.
Capital stock	$3,846,324 11
1st mortgage bonds	800,000 00
2d "	1,189,000 00
3d "	1,166,000 00
Funded debt bonds	798,120 43
River Line "	145,000 00
Income "	15,500 00
Dividend "	123,017 27
Bills payable	334,952 58
	$8,412,914 39

The company still propose to secure 40 per cent. of the principal and interest of the bills payable, and 80 per cent. of the principal and interest of the Income and Dividend bonds still outstanding.

Of the indebtedness of the classes named, and which was embraced in the proposition made a year since, amounting at that time to $3,050,189 39, there has been taken up by the company $2,220,315 27, and $793,120 43 new bonds and certificates issued therefor.

Molasses and Coffee Trade of the U. S.

Total consumption of Molasses in the United States during each of the last twelve years.

	Gallons.	Imported. Gallons.
1861	40,191,556	20,383,556
1860	43,313,877	28,744,205
1859	54,260,970	28,293,210
1858	45,189,164	24,795,374
1857	28,508,784	23,266,404
1856	39,608,878	23,014,878
1855	47,266,085	23,583,332
1854	56,493,019	24,437,019
1853	55,536,821	28,576,821
1852	48,257,511	29,417,511
1851	48,948,018	33,238,278
1850	37,019,249	24,806,949

The annexed statement shows the receipts and consumption of Coffee for the past twelve years.

	Receipts.	Consumption
1855	238,214,533	213,878,287
1854	182,473,852	179,481,083
1853	298,112,300	175,687,790
1852	205,542,855	204,991,595
1851	216,943,870	181,225,700
1850	152 580,310	134,539,730
1861	182,244,627	187,045,786
1860	185,779,689	177,111,923
1859	248,527,306	222,810,300
1858	227,656,186	251,255,099
1857	217,871,839	172,565,934
1856	230,913,150	218,225,490

Steam Forge.

The extensive steam forge of FORD & PHILBRICK is located on the river side, above the Marine Hospital, in the immediate vicinity of Ganson's Stove Factory and the Iron Smelting Works. This forge contains two steam hammers and one stationary engine. The largest hammer weighs 2,500 pounds, and will forge a shaft 20 inches in diameter; the small hammer weighs 1,000 pounds, and is principally used for forging railroad car axles and small shipwork, locomotive frames, piston and connecting rods, &c. Shafting of every length and size, and all kinds of hammered shapes are made in these works. Lake Superior iron and a mixture of scrap iron are used in this forge. This is one of the most complete establishments of the kind on the Lakes, and it is alike creditable to its enterprising proprietors and to the city of Detroit. During the past year it has been principally employed on ship-work. — *Detroit Tribune.*

Finances of Ohio.

EXTRACTS FROM THE MESSAGE OF THE GOVERNOR.

The following statement exhibits, in a condensed form, the gross amount of the revenues of the State, with the chief sources whence they were derived, and also the disbursements from the several funds respectively:

RECEIPTS.

Balance in Treasury, Nov. 15, 1860.		$66,209 15
General revenue—		
From taxes	$685,029 16	
" canal	143,767 13	
" other sources	113,940 18	
		942,736 47
Military Fund—		
From loans	$1,212,134 45	
" United States	345,000 00	
" other sources	1,110 53	
		1,558,244 98
Sinking fund—		
From taxes	$1,493,618 07	
" school lands	84,276 47	
" other sources	48,103 83	
		1,625,992 92
Common school fund from taxes		1,204,889 83
School library fund from taxes (delinquent)		1,690 57
National road fund from tolls		21,492 41
Bank redemption fund from sale of stocks		2,000 00
Total receipts		$5,423,206 33

DISBURSEMENTS.

From general revenue proper	$728,776 78	
From canals	208,129 77	
Military fund	1,496,025 51	
Sinking fund	1,630,840 12	
Railroad coupons withdrawn	1,290 00	
Common school fund	1,205,107 20	
School library fund	5,088 82	
National road fund	19,524 45	
Bank redemption fund.	752 25	
Total disbursements		5,294,029 90
Balance in Treasury, Nov. 15, 1861		$129,176 43

Of the foregoing receipts, it will be seen that $3,385,181 63 were derived from taxes; $327,302 06 from canal and other source of general revenue, and from tolls of National Road, from the disbursement of which no money return will be made to the State; $1,558,244 98 from Military Fund, which will be re-imbursed by the United States, and $86,277 47 from School Lands and Bank Redemption Fund, which constitute debt rather than revenue. Deducting the amount of revenue from the Military Fund and the balance in the Treasury from the gross receipts, leaves $3,735,784 92 as the sum expended during the fiscal year, for the support of the State government in all its departments, executive, legislative and judicial—the common schools, the payment of the interest and $582 000 of the principal of public debt, and all the other expenses attending the administration of the State government. The disbursements proper for the support of the State government during the year, including the expenses and salaries of the Benevolent Institutions, the Penitentiary, with the repairs and enlargement of the building, and all other expenditures, ordinary and extraordinary, were $787,890 34 which is little more than one-half the disbursements for the support of the common schools, and about $100,000 less than the payments on the interest of the foreign and domestic debt.

The following schedule will exhibit the taxable property of the State as valued for taxation; the respective amounts of State, county and local taxes, and the total amount of taxes levied in each of the last four years.

V. RECAPITULATION.

	Taxes for all purposes.
1858	$9,756,650 30
1859	10,045,330 22
1860	10,817,676 84
1861	11,071,127 89

It will be seen that the taxable valuation of the State increased $51,770,407, from 1858 to 1861, an annual average of nearly thirteen millions of dollars. The total taxes on the duplicate for 1861 exceed those for 1858, $1,814,477 59. Of this increase, $655,011 are for county and other local taxes. This class of burdens should be materially lessened. The authority of the Legislature is ample for that purpose. The act of the last Legislature, limiting the levy of local taxes for 1861, was in the right direction. It is to be hoped you may feel authorized to further relieve the people in that respect. Especially do the property holders of our cities feel these burdens.

I append a statement of the public debt:

Statement of the Issues and Redemptions of the State Debt.

	Amount issued.	Amount canceled and redeemed.	Amount outstanding Nov. 15, 1861.
Issued prior to Jan. 1, 1845	$17,895,482 50	$10,528,927 45	$6,866,555 05
Issued to redeem loan of 1850.	4,141,468 48	.....	4,141,468 48
Issued to redeem loan of 1856.	2,400,000 00	.....	2,400,000 00
Issued during 1858	700,000 00	700,000 00	.....
Issued during 1861, foreign	379,866 00	.....	379,866 00
Domestic debt, 1863	949,877 13	672,166 77	277,210 36
Domestic, issued in 1861	832,173 45	.....	832,173 45
	$26,798,367 56	$11,901,094 22	$14,897,273 34
Total issues of stock			$26,798,367 56
Amount of stock canceled		$349,868 76	
" redeemed		5,009,766 98	
" by re-issues		6,541,468 48	
" outstanding Nov. 15, 1861		14,897,273 34	
		$26,798,367 56	

St. Louis and Iron Mountain Railroad.

The gross earnings of this road for the fiscal year ending October 1, 1851, were...$212,945 69
And the expenses 145,922 11

Leaving as net earnings $67,023 58
Last years liabilties paid...$16,601 25
Paid for new work 12,133 45
28,734 70

$38,288 88
Received from stock subscriptions 590 00

Balance carried to assets $38,878 88

The gross earnings of the previous year were $235,291 33, and the expenses $175,853 55—making the net earnings $59,437 78, an increase of $7,585 80. The report says:

The assets, when converted into money, will enable the company to pay off all liabilities except for interest on State and county bonds. These liabilities, on the 1st October, are shown to be $27,387 88 by the financial tables hereinto appended.

The road and bridges (except Big river bridge) are in good condition throughout. On the morning of the 15th of October Big river bridge was burnt by incendiaries, which has caused great interruption in our business; but the bridge is being rapidly though temporarily rebuilt. We expect the cars will be running over it the present week. We have constructed two bridges this year. One, of wood, over Sandy Creek, which cost at the rate of twenty-two dollars per lineal foot. One of iron, over the Joachim Creek, which cost at the rate of fifty dollars per lineal foot. The iron bridge is constructed after a model patented by Mr. J. L. Jones, a resident of St. Louis, combining the principles of the Howe truss bridge. It has been examined by practical iron men, and thoroughly tested as to strength, and by every one is regarded a success. This is the first bridge built after this model; the first iron bridge West of the Mississippi river, and is constructed wholly of Iron Mountain iron.

The rolling stock has the past year been neither increased nor diminished, and is generally in good condition for service. At the beginning of the year, the board appropriated ten thousand dollars for the purchase of a *steam or locomotive car* to ply between St. Louis and Carondelet. Our Master Machinist, Mr. Hewitt, visited the shops where this kind of work is constructed in Ohio, and obtained proposals for such a car, but before the arrangements were closed, our business and earnings were so diminished in consequence of the troubles in the country, it was thought advisable to construct an engine of proper dimensions in our own shops and place it on one of our passenger cars for this service. This has been done under the direction of Mr. Hewitt. This steam car has been run several trips very successfully, and bids fair, in ordinary times, to answer all the purposes desired, the cost for construction being less than thirty-seven hundred dollars.

The arrangement heretofore made with the city of St. Louis for filling in Main street between Miller and Lesperance streets, is being carried out as rapidly as possible. We have constantly engaged in this work one locomotive and thirty dirt cars, an engineer and four men; the workhouse hands load the cars. Dirt has been filled in to the top of the trestling all along. Should nothing prevent, not many months will be required to open Main street between Miller and Lesperance streets to all kinds of vehicles.

Under the direction and patronage of the United States authorities, the Western Telegraph Company have this summer erected a telegraph line throughout the length of your road, which very much facilitates our own convenience, as well as that of the public authorities and the community. These authorities have also constructed a connection between the Pacific and North Missouri Railroads and the Iron Mountain Railroad, at the Plum street depot.

It is worthy of remark that our outlays this year for damages to stock and property are only $1,694; that of last year for the same account was $3,200. Our expenses for extraordinary repairs for locomotives and cars, for injuries received on the road this year, is $1,788 04, against $6,216 24 of last year. These favorable differences, we believe, are largely due to the wise policy which the Board a year ago adopted in rewarding engine men and firemen for avoiding, for stated periods, accidents by collisions, running off the track, killing stock, &c. If this policy is valuable as promoting economy, how much more valuable is it as furnishing additional security of life to passengers! About one thousand dollars have this year been appropriated in this manner, in which nearly all our enginemen participate.

The hopes that were, twelve months ago, entertained by the Directors and friends of this road of material improvement in the business the past year, and for active operations by this time in extending the road south of Pilot Knob, have not been realized, for reasons familiar to every one. Every reasonable effort was made last winter to procure from the Legislature further aid for this extension: but they were unavailing.

I. TAXABLE PROPERTY VALUATION.

	1858.	1859.	1860.	1861.
Number of acres	25,298,968	25,320,842	25,511,705	25,871,257
Value of lands	$137,188,132	$138,489,600	$492,593,587	$493,969,530
Do. town and city lots	158,102,815	155,674,404	147,300,724	149,792,432
Do. chattels	250,514,084	251,785,947	248,408,290	248,808,476
Total taxable valuation	$840,800,031	$845,899,951	$888,302,601	$892,570,438

II. STATE TAXES.

	1858.	1859.	1860.	1861.
For Sinking Fund	$1,047,902 00	$1,055,119 78	$1,551,575 11	$1,247,308 44
For General Revenue Fund	587,206 95	590,870 39	709,326 04	1,247,808 43
For State Common School Fund	1,259,092 50	1,267,483 44	1,242,811 78	1,248,662 92
For District School Library Fund	88,920 70	84,494 99	.....	.....
For Military Fund	.....	.....	.....	.....
Total State tax	$2,978,122 15	$2,997,918 60	$3,503,712 93	$4,055,106 88

III. COUNTY TAXES.

	1858.	1859.	1860.	1861.
For county expenses	$1,180,939 20	$1,305,095 69	$1,309,137 46	$1,309,137 46
For bridge purposes	361,988 66	398,403 87	437,538 40	437,538 40
For poor	222,471 94	277,823 12	260,607 20	260,607 20
For building	320,954 57	274,664 16	228,444 13	228,444 13
For road	350,485 08	402,298 60	394,424 77	394,424 77
For railroad	462,430 35	493,359 80	538,869 50	538,869 50
Total county taxes	$2,849,219 80	$3,151,139 74	$3,169,021 46	$3,169,021 46

IV. OTHER LOCAL TAXES.

	1858.	1859.	1860.	1861.
For township expenses	$284,051 22	$309,635 07	$349,360 86	$349,360 86
For special school and school houses	1,438,810 88	1,440,249 72	1,487,247 44	1,487,247 43
For other special purposes	216,425 06	245,860 57	349,236 33	349,236 33
For city, town and borough purposes	1,417,391 07	1,471,958 06	1,506,088 86	1,506,088 86
Total township & city special taxes	$3,356,678 33	$3,467,703 43	$3,691,928 49	$3,691,928 48
Grand total county & other local taxes	$6,205,898 13	$6,618,843 17	$6,860,949 95	$6,860,909 94
Delinquencies and forfeitures	$572,630 02	$428,576 45	$453,013 46	$585,687 03

BALANCE SHEET.

Capital stock	$1,971,127
State of Missouri bonds	3,507,000
Floating debt	28,887
Total	$5,499,515
Graduation, masonry, bridges and superstructure, including iron, &c.	$3,341,078
Station buildings, engine houses, machine shops, machinery, &c.	180,997
Land damages and real estate	150,242
Contingent expenses and legal services.	63,876
Potosi Branch Railroad	67,969
Engineering	156,862
Rolling stock	344,006
Discounts and interest	1,227,050
Total	$5,532,081

President—S. D. BARLOW.

Directors—S. D. Barlow, Frederick Gottschalk, D. G. Taylor, John Evans, John H. Morse, Dr. Frederick Hill, Carlos S. Greeley, Geo. Patridge, Isidor Bush, Benjamin Farrar, James Lindsay, Jules Valle, Bernard Pœpping.

Superintendent—JAMES A. FELPS.

Sec. and Auditor—ADDISON WARE.

Mandamus Against the City of Pittsburg.

LIABILITIES OF CITIES—HOW JUDGMENTS AGAINST THEM ARE COLLECTED IN PENNSYLVANIA.

The case of Evans *vs.* The City of Pittsburg was an application for a mandamus to compel the city to pay the plaintiff the amount of his demand, and has been recently determined by the Supreme Court of that State. The plaintiff had obtained a judgment against the city, and the question considered was, what was his appropriate method of compelling payment.

One section of a statute of Pennsylvania enacts, that when any person has obtained a judgment against a *county*, he may have execution therefor as follows, and not otherwise—that is to say: "The court in which the judgment is, may issue a writ commanding the *commissioners* of the *county* to cause the amount thereof, with interest and costs, to be paid out of any money's unappropriated of such *county*, or if there be no such moneys, out of the first moneys that shall be received for the use of such *county*." Another section enacts that if judgment be obtained against a *township*, the like proceedings may be had. The act does not touch upon cities further than to say, in one section, that every city shall be deemed and taken to form part of the county in which it is, saving however, to such city, the right, privileges, and immunities, &c., granted by its charter and the laws.

The city of Pittsburg occupies a small portion of Allegheny County; the county having *its* county and township officers, such as the act prescribes; and the city having *its* officers, according to its charter: but not after the county names or models, or in any such form as the act contemplated for counties and townships.

There is also an act of the Legislature of Pennsylvania forming a part of what is termed the "Revise Code," which regulates the whole subject of ordinary executions. One of its heads is "Of executions against corporations." It proceeds to order and regulate, by detailed provisions, the whole subject of executions against corporations generally; but it excepts from these provisions "any corporations being a county, township or other public corporate body." The Legislature seemed to have considered that the ordinary execution, attachment for debt, or other like process, was hardly to be given against *municipal* corporations, as if so allowed, the wheels of government might be stopped, and the whole municipality be thrown into complete disorder. The creditor who dealt with a city was perhaps expected to trust largely to public faith.

The question then before the court, was whether Evans was entitled to a mandamus or order upon the *comptroller* of the *city*, to deliver to him an order on the treasurer (these, and not commissioners being its fiscal officers), for the amount of his judgment to be paid out of the first moneys, which should come into his, the treasurer's hands; in other words, to have a mandamus execution.

The following is the opinion of the court, delivered at the decision of the case, after it had been thoroughly and ably argued both for and against the city.

GRIER J. The writ of mandamus, though originally treated as a prerogative writ has in modern times been used as a remedical process, and has been literally interposed for the benefit of the citizen and the advancement of justice. Whenever a party had a legal right and no other specific legal remedy this will not be denied—nor will it be a ground of refusal that the party might have a remedy in equity, or even in that there may be another remedy if such remedy be absolute. The great multiplication of corporations both municipal and private of modern times, the readiness of Legislatures in conferring on them most extensive and dangerous powers, demand of the courts the most liberal application of this remedy to prevent a failure of justice.

The Act of Assembly of this State passed on the 15th of April, 1834, relating to counties and townships, presents a method by which those having judgments against these quasi corporations, may have a remedy by means of the remedical writ of mandamus, and as these corporations have no property which should be properly made subject to levy and sale, it restrains the use of other process.

It is but the legislative extension of the common law remedy of mandamus, and a modification of the process, to suit the peculiar functions and officers of these anomolous corporations, and make it more simple in practice, as it issues only where a court of justice has given a judgment which makes it the duty of the officers of the corporation to pay a certain sum of money, it dispenses with the form of an alternative mandamus. It assumes that the officers whose duty it was to lay and collect taxes sufficient to pay all just demands against the corporations have done so, and gives the party aggrieved a right to satisfaction out of the moneys in the treasury unappropriated, and if there be no such moneys, then out of the first moneys that shall be received. Now it is true, that the peculiar form of process is presented in an act relating to these *quasi* corporations, and in its letter refers only to counties and their peculiar officers called "Commissioners," and that cities which are public chartered corporations, having much more enlarged powers, privileges and duties, are not specifically named. Cities often are possessed of stocks and other property not devoted to special public use which might well be levied on to satisfy a judgment against it.

But where a city has no such property (as in this case) and its officers obstinately refuse to satisfy a claim which courts of justice have pronounced to be legal and just, there will be an entire failure of justice unless this remedical writ of mandamus be issued and enforced by the court whose judgment is publicly set at defiance.

States claiming sovereign or *quasi* sovereign powers may repudiate their contracts if they are content to abide the scorn of the civilized world, because there is no superior with power to compel obedience. But this sovereign right to defraud makes no part of the privileges or immunities granted by the charters of city corporations. They are subject to the laws as much as private corporations or individuals, and when the courts have adjudged that they shall pay a sum of money due on their contracts it is bound to find a remedy for the party aggrieved by their refusal.

This modification of the mandamus process by the Legislature has the merit of simplicity in form, while it is effective for the purposes intended, and accordingly the Supreme Court of the State, in the case of Monaghan *vs.* The City of Philadelphia have unanimously decided that "although cities are not expressly named yet they are clearly within the spirit of the act." Besides, by the act of 16th June, 1836, sec. 3, "relative to the jurisdiction and power of courts," it is made the duty of the Supreme Court to devise and establish such new writs and forms of proceedings as in their opinion shall be necessary and convenient, &c. That court had, therefore, full power and authority to adopt this remedical writ, devised by the Legislature in the act regulating counties, and apply it to the case of cities—and by this decision they have done so, *sic volo sic jubeo* would have been a sufficient reason. The suggestion that the city af Philadelphia embraces the whole counties like many other cumulative reasons add nothing to the heap. This court has by rules adopted the form of State process as construed and confirmed by the Supreme Court. In a former case in this court decided by my Brother McCandless, the motion was to set aside an execution levied on stocks belonging to the city.

The counsel for the city then contended that the only remedy which the court had an authority to give, was this writ of mandamus. But the court refused to set aside the execution and levy, because the prohibition of other process in the act would only apply to the case of a county, and was very properly intended to prohibit the levy and sale of the Court House, jail and other property held for public use, and that the process of mandamus adopted by the court need not be resorted to in this court where the plaintiff had another sufficient remedy by levy and sale of stocks and other property not so used.

The question as to the power of this court to issue a mandamus in such case is decided in the case of Knox County *vs.* Aspinwall, 24 Howard, 383. Mandamus issued.

New Jersey Railroad and Transp. Co.

The accounts of this company present a favorable condition of the road, especially for a year during which the cities on the line of its route have suffered a great reduction in their business:

The receipts for the year are	$991,829
Expenses	$491,994
Two dividends of five per cent. each, including the one now declared	439,670
	931,664
Leaving to be passed to surplus account	$60,165

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,936	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,008	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '60	—	—	—	67.2	—	—	—	Mobile and Great Northern	84,230	.....	—	36,646	79,664	.....	116,310	.....	.....	.....	.....	—	.....
31 Dec. '59	349.9	13.5	.....	168.5	25	18	361	*Mobile and Ohio*	7,863,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,688	651,610	—	.....
29 Feb. '60	88.5	28.4	.....	.....	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,589	2,582,505	116.9	.....	505,156	260,289	6	.....
6 Dec. '59	—	—	—	209.5	—	—	—	*North East and South West*	600,000	*	—	650,000	.....	.....	1,030,957	.....	.....	.....	.....	—	.....
								ARKANSAS.													
— — '59	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	.....	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	.....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	.....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,14?	149,477	—	.....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	136
31 Dec. '60	74.0	—	.....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	.....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	.....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	185,072	.....	—	.....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	.....
31 Dec. '60	66.0	—	5.2	—	7	7	111	New London Northern	1,399,409	174,159	—	510,900	1,052,100	—	1,573,568	66.0	148,820	130,295	.....	—	.....
31 Mar. '61	61.3	1.0	63.8	—	31	74	868	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	1,717,523	117.4	579,659	925,075	325,573	—	.....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '59	84.0	—	10.0	—	—	—	—	Delaware	1,547,825	*	—	361,478	931,500	112,029	1,547,825	84.0	.....	.....	75,672	—	.....
31 Oct. '59	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	723,551	.....	—	744,520	.....	4,641	749,171	5.0	.....	21,195	.....	6	.....
								FLORIDA.													
— — '59	154.2	—	.....	.....	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
30 Jun. '59	31.8	—	2.0	28.6	2	1	24	*Fla., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	.....
— — '59	26.5	3.9	.....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '59	30.0	—	.....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '59	43.5	—	.....	23.7	—	—	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,150,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	.....	—	7	4	107	Muscogee	774,244	162,531	—	669,950	249,000	—	1,026,885	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,801	10,200	180,621	1,473,140	71 6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	596,500	19,913	3,822,913	228.8	.....	.....	388,853	18	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832 343	454,541	—	.....
								ILLINOIS.													
31 Dec. '60	220.0	—	.....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	—	5,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	.....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	.....	10.195,257	168.0	.....	1,514.478	242,564	.....	60½
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	.....	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,034	75,829	9,344,863	94 0	10 mo.	384,656	139,822	—	.....
30 Jun. '60	181.8	—	.....	—	58	67	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	54½
10 Nov. '58	33.2	—	.....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	.....
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,000	—	10,469,355	261.3	792,029	1,462,752	652,260	—	68
31 May, '61	175.0	—	.....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	.....
31 Dec. '60	454.8	252.5	.....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	61½
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — —	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,570,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
— — —	46.6	—	.....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
— — —	—	—	.....	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '58	186.0	—	.....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	.....
— — —	1.0	—	.....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	629,487	—	3,026,903	5,036,615	741,040	8,865,252	208.3	.....	823,707	.....	—	.....
								INDIANA.													
— — —	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
— — —	29.0	—	.....	—	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	78.0	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
1 Jan. '58	72.4	—	.....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,183,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	42
31 Dec. '60	84.0	—	.....	—	—	—	—	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	836,971	1,023,384	37.219	2,031.942	84.0	.....	277,952	119,745	—	.....
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	.....
— — '59	64.0	—	.....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	.....	—	23	...	.....	Madison and Indianapolis	2,687,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,080	—	.....
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
— — '58	74.0	—	.....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '60	73.0	—	.....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,773	10	.....
								IOWA.													
1 Jan. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	360,044	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 May, '58	50.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,318	50.1	.....	.....	.....	—	.....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	88.5	11 m	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	67.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
— — '59	55.0	52.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	634,024	*	—	sold 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
— — '58	13.0	—	.....	22.0	—	—	—	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13 0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '60	29.0	—	.....	—}	12	10	165	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	.....	724,865	29.0	.....	120,324	54,274	7	80
30 Jun. '60	65.1	—	.....	—}				Louisville and Frankfort	1,375,359	126,735	6,540	741,069	456,519	.....	1,662,740	65.0	.....	270,053	124,869	—	66
1 Oct. '60	186.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,588,481	3,256,500	661,269	9,465,250	269 0	613,803	716.478	371,122	—	.....
— — '59	18.8	—	.....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
— — —	22.0	—	.....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	.....
— — —	27.0	—	.....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,866,320	80.0	180,204	481,922	222,649	—	.....
31 Mar. '59	206.0	—	.....	206.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,213	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	.....
31 Aug. '60	58.7	—	.....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,999	108,434	1,790,919	58.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	6,066,375	$57,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,578	244,726	12.5	.....	30,330	Loss.	—	—
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412			180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	141,664	208,299	104,029	6	101
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*		169,200	556,600	—	—	37.0	.....	55,403	28,404	—	—
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	—	—	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,781	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	49
30 Sep. '60	30.0	—	.....	—	7	38	167	Washington Branch	1,650,000	*		1,650,000			1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,563,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	288,627	—	17
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000			601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*		1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	96½
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974		134,950	4,929,166	118.3	553,484	915,626	450,096	8	105½
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	109
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000		47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	111½
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	242,000		1,928,264	52.4	.....	297,096	153,164	8	77
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960,000		5,045,630	120.7	456,825	684,685	327,590	4	59½
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416		299,107	280,281	197,423	776,796	—	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149		3,540,000	100,000		3,869,729	67.7	337,451	632,865	272,299	6	98
30 Nov. '60	14.0	2.4	—	—	3	3	87	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	96½
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582			298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	—
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	100,000		363,158	ope	r. by B.	and L'll	12,550	6	—
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	30.0	172,511	251,633	72,097	8	110
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644		500,000		19,800	564,707	21.8	49,241	136,565	30,677	6	73½
30 Nov. '60	26.9	—	2.8	—	5	9	44	Newburyport	596,208	63,696		220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	.....
30 Nov. '60	8.6	—	.....	28.4	—	—	—	N. York and Boston Air Line	673,302			279,818	197,512	111,691	.....	8.4	24,428	15,891	—	—	6
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	104
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			450,000	18.6	33,160	48,169	26,769	6	—
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000		1,864,789	44.4	.....	393,589	197,774	8	103
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	—
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700			448,700			451,000	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*		250,000			250,000	----	50,082	156,015	27,817	8	100½
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048			385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	40½
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880		3,516,865	77.0	101,326	211,899	75,810	—	11
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933,396	1,095,718	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,351	888,254	—	115½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	150,000	975	1,403,409	45.7	180,153	229,382	102,604	6	52
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	.....	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	.....	.....
-- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	52
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,801,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,038,629	—	20½
-- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,080	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	30
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '61	180.0	—	—	93.0	28	26	375	*Pacific*	9,959,077	626,857	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	20,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	61,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000			1,564,506	61.3	334,582	459,659	128,366	8	83
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000			250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000			200,000	14.6	4,182	16,003	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500		42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	99½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,396,900	82.0	268,657	253,101	187,136	4	49½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,332	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,128,257	*	—	997,862	2,032,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	783,950	12	112½
31 Dec. '60	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	.....
31 Dec. '60	64.0	—	43.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	119
31 Dec. '60	—	—	—	2.9	—	—	—	Long Dock	800,000	126,000	—	.....	1,488,121	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,236	1,768,241	53.0	163,708	263,495	109,111	8	.....
31 Dec. '60	33.8	—	.....	—	.....	.....	.....	New Jersey	3,589,031	394,228	1,266,337	3,749,000	688,000	—	5,312,019	33.8	522,731	1,113,882	670,720	10	115
31 Dec. '60	21.3	—	.....	2	6	17		Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000			630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	70
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,482	—	—	—	15,344	3,986	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,088	—	439,005	1,575,099	50,000	—	oper.	by Rens. & Sarat.	—	—	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	oper.	by Western.	—	—	6	100
30 Sep. '60	34.9	—	2.6	78.6	4	6	39	Black River and Utica	1,156,269	81,445	—	922,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,165	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	82	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,584	212 072	3,633,579	176 0	488,412	593 345	187,704	—	—
30 Sep. '60	68.8	—	14.0	—	28	84	327	Buffalo and State Line	2,287,158	521,126	—	1,960,950	1,049,000	27,546	3,027,496	67.8	317,860	911,020	498,047	10	120
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,849	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	oper.	by Erie.	—	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	oper.	by Erie.	—	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,872	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	3¾
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12.283	2,620,997	101.5	258,763	343,021	119,454	—	9
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	28,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	—	7,309,042	2,601,063	6	83½
30 Sep. '60	446.0	19.0	82.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	2,019,000	5,180,321	1,827,406	—	35
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,551	433,716	—	12¾
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper.	by Central.	60,000	6	—	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,126	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,575	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	15	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,825	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	oper.	by B., N. Y. & E.	22,047	—	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,505	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	oper.	by Rens. & Sar.	—	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.8	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	8.6	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	230,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	86,073	—	274,400	—	—	—	oper.	r. b. Hud s. River.	—	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	80,000	680,000	—	—	oper.	by other Co's.	—	—	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	86
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
— — '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
— — '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469 458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '60	118.2	—	—	—	17	12	268	Bellefontaine and Indiana	3,027,331	*	10,000	1,859,813	1,256,750	71.660	3,266,750	118.2	—	314.091	102,765	—	—
1 Aug. '59	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922.670	106,133	1,628,356	3,678,000	1,128,458	6,810,432	141.0	—	597.633	71,356	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,643,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382.987	644,229	282,700	7	68
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304.168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	588,821	10	105
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,308	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369 848	256,005	—	69
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	655,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646.415	772,093	332,093	4	16½
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,348,800	3,850,570	196,413	7,612,406	188.6	—	919,971	493.956	—	40¾
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205.000	—	72.0	144.000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,784	1,490,000	290,700	50,500	1,965,539	oper.	r. w. Lit. Miami.	170,795	8	74	—
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350.324	5,241,812	144.0	—	375,002	212.107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	1,104,086	36.6	—	62,025	3.565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422.658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '60	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	—	152,328	43,865	—	—
— — '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60.901	63.141	13,573	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,400	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34.196	4,709,137	138.0	637,835	1,200,499	841,991	8	77
31 Dec. '58	173.8	21.6	—	—	83	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,752	374,198	45,452	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,390.030	18,794,721	192.3	—	598,518	169,943	—	1¼
31 Aug. '58	177.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906.736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,612,384	140,906	5,523.135	205.9	452,635	450.245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34 107	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,280	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper.	r. by C. C. & C.	—	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	—	—	36	18	580	Toledo, Wabash and Western	8,019,539	*	17,618	2,123,500	5,843,650	488,265	8,498,947	259.0	—	891,722	378,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	8.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45.161	—	—
31 Aug. '59	20.5	—	23.2	—	16	2	1,005	Beaver Meadow	966,792	260,000	—	1 410,900	2,000	—	1,412,900	20.5	—	811,201	164,564	10	57
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	—	—	—	5½
30 Sep. '60	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,192,111	*	—	756,900	270,500	48,358	1,296,568	52.5	—	182,673	116,822	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222.916	733,622	11,080,357	202.0	—	2,191,336	1,316,688	6	102
30 Nov. '59	36.8	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	oper.	r. b. Buf. & S. L.	—	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	51
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32.417	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	316	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,583	*	—	1,966,356	1,500,000	—	—	45.7	183,500	679,908	342,039	6	49½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256.100	942,500	85,000	3,299,600	oper.	r. by C. W. & E	—	—	—	19
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	—	783 318	670,227	6	48½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991.150	72.3	—	556,194	379,976	10	49½
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	396,927	—	3,166,875	2.940.473	774,323	6,471 462	55.7	5 mos.	176,947	91,389	—	5
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581.158	3,065 289	3,474 545	13,261,960	17,163,947	347,489	32,497,124	423.0	3,476,812	5,932.701	2,296,402	—	88
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1.657	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,206,500	574,800	104,720	1,742,333	24.0	—	288,667	157,194	—	44½
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150	—	24,353,896	151.4	—	3,312,646	1,625,985	—	20
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. & Amboy	—	12½	—
31 Oct. '60	98.0	6.0	—	—	80	93	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600.000	2.200.000	—	—	200.5	48,677	1,238,597	471,712	6½	44½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	P. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.0	—	3.2	90.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	—
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791166	18,487,835	467.5	1,948,501	2,235,353	761,554	—	4
30 Sep. '59	31.0	—	—	11.0	—	—	—	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	—	—	—	—	—	—	—	—
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	—	1,355,700	54.0	—	—	—	—	—
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	—	—	573,616	24.5	—	34,501	29,604	3½	—
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,437	95,888	363,004	864,450	789,970	60,821	1,724,227	—	—	96,227	54,582	—	—
31 Dec. '59	148.0	—	20.0	140.0	—	—	—	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,1e9,869	143.0	—	114,126	61,848	—	—
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	—	—	29.6	—	83,072	47,007	6	—
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	—	125,597	4,502	—	—
30 Sep. '60	78.0	—	6.0	—	16	8	126	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,896	—	78.0	199,878	238,420	860,339	—	4½
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	—	—	62.0	240,449	331,522	106,782	5	55
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	—	13.6	23,514	23,005	1,278	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	—	182.4	2	—	26	Blue Ridge	2,126,589	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	—
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	—
— — '58	40.3	—	—	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	—	49.3	—	—	—	—	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	—	341,190	125,871	—	—
31 Aug. '58	22.5	—	—	—	—	—	—	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	—	—	—	5	—
31 July '58	32.0	—	—	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	—	27,568	8,527	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	—	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	—
31 July '58	25.1	—	—	41.9	—	—	—	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859.	—	—	—	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	—
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,083	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	3 149,167	—	—
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	280,112	7,627,797	291.0	—	1,635,096	873,597	—	—
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	—	59.4	69,870	177,256	60,029	—	—
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanoogn	3,632,882	*	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,384	6	—
1859.	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,950	127,953	87,243	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	—	158.0	—	—	—	Buffalo Bayon, Braz.& Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56.0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,560	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	360,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
— — '59	28.0	—	—	756.0	—	—	—	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	—
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	—	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,283,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	—
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	—	—	—	62.0	142,839	150,318	30,288	—	—
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,589	127,727	—	—
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	—	—	105
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	—	23.7	47,950	45,930	8,522	—	—
31 Aug. '60	54.0	10.5	—	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	—
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	196.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	—	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	—	55.0	—	—	—	—	—
25 Mar. '59	199.8	—	—	—	—	—	—	*Milwaukee and Minnesota*	—	—	—	10,872,000	10,414,066	996,587	22,282,653	199.8	—	492,454	—	—	—
31 Dec. '58	40.0	—	—	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	—	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,066	—	—	—
31 Dec. '60	191.9	42.5	28.3	—	—	—	—	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	—	883,186	432,943	—	21
— — '57	50.0	—	—	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	—	—	345,861	132,000	—	—	50.0	—	121,401	—	—	—
10 May, '61	104.0	—	—	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,892,471	104.0	228,627	220,850	68,438	—	—
— — '58	10.0	—	—	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	—	—	—
								CANADA.													
31 July '61	161.0	—	—	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	,771,780	363,670	—	—
— — '59	81.0	—	—	—	16	17	214	Montreal and Champlain	—	—	—	—	—	—	—	81.0	166,245	—	—	—	11
— — '59	37.0	11.0	—	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—	48.0	—	—	—	—	12
30 Sep. '58	624.0	137.0	—	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	—	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	—	—	357.0	1,360,900	—	—	3	—
— — '59	24.0	—	—	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	—	24.0	37,081	—	—	—	—
— — '59	96.0	1.6	—	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	254,530	—	—	—	—
— — '59	54.0	—	—	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—	54.0	89,222	—	—	—	—
— — '59	25.0	—	—	—	4	—	57	Welland	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								NEW BRUNSWICK.													
1 Oct. '60	108.0	0.9	12.0	—	12	18	236	European & North American	4,085,560	$26,164	—	4,451,012	—	—	4,451,012	108 n	193,683	116,225	41,935	—	—
0 July,'61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,383	—	1,280,000	13,100	136,000	1,709,232	60.0	—	132,555	36,670	—	—
								NOVA SCOTIA.													
— — '59	81.5	—	—	60.1	—	—	—	Nova Scotia	—	—	—	—	—	—	—	81.5	—	—	—	—	—
								NEW GRANADA.													
— Dec. '6	48.7	—	—	—	—	—	—	Panama	3,000,000	*	708,000	1,976,000	2,490,286	44,000	9,802,329	48.7	—	1,550,973	1,966,181	12	112½

New York Stock Exchange.

Highest Sale Prices for the week ending Jan. 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29.
Federal Stocks:—						
U. S. 5s, 1871	79½	----	79½	----	----	----
U. S. 5s, 1874	80	----	80	----	----	79
U. S. 5s, 1865	86½	----	----	----	----	----
U. S. 6s, 1881, reg.	89	88½	----	88½	----	88½
U. S. 6s, 1881, cou.	89½	89½	----	90	90	89½
U. S. 6s, 1862	----	----	----	----	----	----
U. S. 6s, 1867	90	89	----	----	----	----
U. S. 6s, 1868	----	----	----	----	----	89
State Stocks:—						
California 7s	79½	80	80	80½	81½	81½
Georgia 7s	----	----	67	----	----	----
Illinois Coupon bonds	80½	81	81	80	80½	----
" Canal bonds	----	78	79	----	79½	----
Indiana 5s	----	----	----	----	----	----
Kentucky 6s	----	73	72	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	80	----	----	----	----	----
Minnesota 8s	----	80	80½	----	----	----
Missouri 6s	42½	42½	42½	42½	42½	----
Do. 1ss. to H.& St.J.R.	49	----	49	49	50	----
New York 6s, 1866	----	----	----	99½	----	----
North Carolina 6s	62½	62½	61	----	60½	61
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	93½	93½	93½	----	----	----
Tennessee 6s, 1890	----	44½	45	----	44½	44½
Virginia 6s	50	----	----	----	51	----
Railroad Shares:—						
Buffalo & State Line	120	----	----	----	----	----
Chicago, Burl. and Q.	----	62	62	62	62½	62½
Chicago and Rock Isl.	54½	55½	55½	55½	54½	55½
Clev., Col. and Cin.	105x	----	----	----	----	----
Clev. and Pittsburg	15½	----	16	16	16½	16½
Clev. and Toledo	38½	38½	38½	39	39½	40½
Del., Lack. and West	----	----	----	----	----	----
Galena and Chicago	68½	68½	68	----	68	68
Hudson River	39	39	38½	38½	38½	38½
Illinois Central (scrip)	62½x	63	63	62	61½	61½
Michigan Central	54½	54½	55	56	55½	52
M. S. and N. I. guar'd,	41	41½	40½	41	41½	41½
M. S. and N. I.	20½	21	21	21	20½	20½
Mil. and P. du Chien	21	21½	----	21	----	----
M. and P. du C. 1st pref.	----	76	----	----	75	----
M. and P. du C. 2d pref.	----	----	----	----	----	----
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	119	----
New York Central	84	83½	83½	83½	83½	83½
Erie	35½	35½	35	35	34½	35
Erie pref.	58½	58	57½	58	58	58
Erie Assessment Scrip	----	----	----	----	----	----
N. York and Harlem	13	----	----	----	12½	12½
N. Y. and H. "pref."	----	----	----	31	----	30½
Panama	113½	113½	113	----	112½	----
Phila. and Reading	39½	39½	39½	----	----	40
Railroad Bonds:—						
Buff.,N.Y. & Erie 1 M.	----	----	76	----	----	----
Chic. and N.W. 1st M.	----	41½	41½	----	41½	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	87	----
Cl. & Tol. S.F. 7 p.c.'85	----	----	82	----	----	83
Chi., Bur. and Q. 8 p.c.	----	----	----	97	----	----
Chi. and R. I. 1st M.'70	97	98	----	----	----	----
D.L.& W.1M.8p.c.'71-5	----	----	----	----	----	----
" 2M.8p.c.'81	----	----	----	94	----	----
Gal.and Ch.1M.8p.c.'63	----	----	103	103	----	----
" 2M.8p.c.'75	----	----	----	----	----	----
Hann. & St.J. 1 M. 8s	----	----	----	----	----	----
Hudson R. 1M.7p.c.'69	----	----	----	----	108½	109
" 2M.7p.c.'60	----	----	----	----	----	----
" 3M.7p.c.'75	83	----	85	85½	----	----
" sink. fund	----	----	----	----	----	----
Illinois Centr.7 p.c.'75	----	----	----	----	----	----
" " 6p.c.'75	----	----	----	----	----	----
L. Erie & Wab. 1 M.	79½	----	----	----	78½	----
" " 2 M.	44	----	43½	43½	----	----
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. and P. du C. 1st M.	87½	89	----	----	90	----
Mich. Cen.S.F.8 p.c.'82	91½	----	96	----	----	----
" conv.8p.c.'69	----	----	99	----	----	97
Mich. Southern 1st M.	----	88	----	----	90	90
" " 2d M.,Ass. 65	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	84½	85	85½	85
M.S.& N.I.1 M. S.F.	----	----	----	----	----	----
" 2 M.8p.c.'77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N.Y.C.6p.c.certif.'83	----	----	----	95	----	----
" 1 M. 7 p.c.'64	----	----	----	----	----	101½
" bonds 1876	----	----	104½	----	----	----
N.Y.& E. 1 M. 7 p.c.'67	----	----	----	----	106	----
" 2 M. 7 p.c.'64	----	----	104½	----	----	----
" 3 M. 7 p.c.'83	----	----	----	----	----	----
" 4 M. 7 p.c.'80	78	79½	----	----	----	79½
" 5 M. 7 p.c.'83	----	----	----	73	----	----
" conv.7p.c.'62	----	----	----	----	----	----
" " 7p.c.'71	----	----	----	----	----	----
" S. F.'75	----	----	----	----	----	----
N.Y. & H.1 M.7p.c.'73	100	100	----	----	----	101
" 2 M. 7p.c.'64	----	----	----	----	----	----
" 3 M. 7p.c.'67	----	----	----	----	----	----
Miscellaneous:—						
Del. and Hud. Canal.	90½	90½	----	----	92	92
Penn'a Coal Co.	----	----	----	----	----	----
Pacific Mail S. S. Co.	99	99	98½	99	99½	98½

The following are the closing prices in the London Market on the 10th January:

United States 5s, 1874	69	to	71
Virginia 6s	46	"	48
Erie shares, ex assessment scrip	28	"	29
Erie shares, 7 per cent. preference	49	"	50
Erie shares, assessment scrip	1½	"	2
Illinois Central 6s, 1875 x. c.	74	"	78
Illinois Central 7s, 1875	79½	"	80½
Illinois Central $100 shares, $80 paid, dis.	42	"	44
Illinois Central, all paid	56	"	58
Michigan Central 8s, Convertible, 1869	80	"	85
Michigan Central Sinking Fund 8s, 1892 x.c.	82	"	86
Michigan South. and North. Indiana 7s, 1885	--	"	--
New York Central 6s, 1883	78	"	82
New York Central 7s, 1864	85	"	90
New York Central 7s, 1876	85	"	90
New York Central 7s, 1876	85	"	90
New York Central $100 shares	70	"	74
New York and Erie 7s, 1867	85	"	90
New York and Erie, 2d mort., 1859 x.c.	83	"	88
New York and Erie, 3d mort.,'83, assented	76	"	78
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	97	"	100
Panama, 2d mortgage 7s, 1872 x.c.	95	"	100
Pennsylvania Central 6s	82	"	83
Pennsylvania Central 2d mortgage	81	"	83
Pennsylvania Central $50 3hares	28	"	30
Philadelphia and Reading $50 shares	14	"	18

American Railroad Journal.

Saturday, February 1, 1862.

Share and Money Market.

The buoyancy of the Stock Market at the commencement of the week, caused in a measure by the favorable news from Europe, responsive to the release of the rebel commissions, was slightly checked on Tuesday by rumors that the Burnside Expedition had resulted disastrously. But the publication of the official report on Wednesday had a favorable influence on the market, gave renewed confidence to operators, and prices were firm in consequence, nearly all the leading railway shares advancing from ½ to 2 per cent. over the quotations of the previous day. The most marked change was in Cleveland and Toledo, which, after varying from 35 to 38 for several weeks' past, rose to 42⅛ under a rumor that a dividend was impending. We learn that the floating debt of this company has been reduced to $130,000, with a largely increasing traffic. A meeting of the directors has just been held in this city, at which an agreement for the final settlement of the suits pending in the Supreme Court of Ohio against it, to compel it to maintain and run that portion of the Northern Division of the road west of Sandusky (which had been recently negotiated by the officers of the company), was approved. The terms of the adjustment provide for running a portion of its trains by way of Sandusky and Clyde, thus relieving the company from the maintenance of the road west of Sandusky, by way of Port Clinton. This arrangement harmonizes the interests of the towns on each division, and satisfies local interests and feelings, and removes an incubus which has hitherto been hanging over the company.

Gold is quoted at 103 and 103½, with moderate transactions. The foreign exchanges closed weak for Wednesday's Steamer—large sales of banker's sterling having been made at 113¼ and 113½. The rates for money in what are called current funds, including U. S. notes of circulation, have fallen to 5 and 6 per cent. per annum.

The chief points of financial interest relate to the Tax and Treasury bills before Congress. At the instance of the Ways and Means Committee of the House of Representatives, both branches of Congress have almost unanimously adopted a Joint Resolution pledging the Government to a comprehensive system of taxation, to be immediately framed and carefully adjusted in its details, which shall produce an annual sum equal to the ordinary expenses of the Government, to the prompt payment of the interest on the entire Public Debt, and to the support of a liberal Sinking Fund for the gradual liquidation of the principal of the debt. Our information from Washington, which is direct and reliable, is to the effect that the object of this Resolution will soon be embodied into a Tax Law. It affords us satisfaction to add that no party at the seat of government, and no department of our executive, is disposed to avoid or qualify the responsibility of this great and all important measure.

Our information is also derived in favor o the early passage of the Loan and Treasury Currency Bill, which contemplates all the authority asked for by the Secretary, in raising loans for the service of the present and succeeding fiscal years, and the employment of a popular circulation of United States Notes, which will be made a legal tender, convertible during the war into the 6 per cents. of the Government, and after the peace, made redeemable in gold. This issue will not exceed the sum of annual taxation levied under the system just referred to.

The following is a comparative statement of the earnings of a number of our leading railroads for December. They comprise most of the roads quoted at our Stock Exchange, Though the Mason and Slidell affair, and the success or failure of the Burnside Expedition, may cause slight fluctuations in the quotations of their shares at the Stock Exchange, other and more potent influences are at work, having a tendency to greatly increase their real value.

Roads.	1860.	1861.	Increase.	* Decrease.
Erie	$404,276 30	$708,136 29	$303,859 99	
Michigan Central	129,022 26	200,133 76	71,111 50	
Mil. and P. du Chien	44,994 59	67,990 32	23,095 73	
Michigan Southern	134,972 00	191,778 00	56,806 00	
Buffalo, New York and Erie	36,895 09	78,049 52	41,164 43	
Toledo, Wabash and Western	51,295 40	92,573 73	41,278 33	
Chicago and Rock Island	72,081 00	107,839 00	35,758 00	
Hudson River	220,370 19	246,282 98	25,912 79	
Harlem	95,009 39	90,884 13	*4,125 26	
Galena and Chicago	94,869 90	118,501 00	23,642 00	
Cleveland and Toledo	82,769 00	105,484 00	22,715 00	
Chicago, Bur. and Quincy	132,840 47	166,191 61	33,351 14	
Chicago and Northwestern	53,553 88	55,257 42	1,703 54	
Norwich and Worcester	21,113 25	29,466 44	8,353 19	
Lacrosse and Milwaukee	50,866 04	69,276 45	18,410 41	
	$1,624,807.86	$2,327,844.65	$707,162.05	

Rate of Increase, 30 per cent.

The accumulation of private and country bank balances in our banks is the incident of the heavy export trade, which has been going on since, and in spite of, our war troubles, for the past months without anything like a corres

ponding import movement. The surplus means thus accumulated are shared, in a large measure, by our railway and other transportation companies; our ship-owners, grain factors, &c. The movement through the Erie Canal alone has placed the Treasury of the State of New York, by the tolls derived from the Canal, in a condition of independence and prosperity seldom before equalled.

The transfer books of the New York Central Railroad Company will be closed from the 1st to the 24th inst.

The coupons of the first mortgage bonds of the Central Railroad Company of New Jersey due Feb. 1, will be paid on presentation at the office of the company.

The Michigan Central Railroad Company have declared a dividend of three dollars per share payable February 5th. Payment to be made to stockholders residing in Michigan and registered at Boston, at the office of the General Receiver in Detroit; to holders of stock registered in the City of New York, at the Farmers' Loan and Trust Company; and to all others at the Treasurer's office, Boston.

The interest due February 1st on the 1st mortgage bonds of the Cleveland and Pittsburg Company will be paid at No. 25 William st., by H. C. Kingsley.

The Bellefontaine and Indiana Railroad Company's Real Estate Bonds due Jan. 1, 1861, will be paid on presentation, at the office of Messrs. Winslow, Lanier & Co., No. 52 Wall st., New York.

The interest on the second mortgage and other bonds of the Harlem road, due Feb. 1, will be paid at the Twenty-sixth st. depot.

The earning of the Eaton and Hamilton Railroad for the year 1861 were $128,000
Expenses 92,000

Net earnings $36,000

The earnings of the 138 miles of the Chicago, Burlington and Quincy Railroad proper were:

From January 1, 1860, to Jan. 1, 1861. $1,510,423
" 1, 1861, " 1, 1862. 1,523,978

Increase for the 12 months of 1861 ..... $13,555

The earnings of the La Crosse and Milwaukee Railroad for the year 1861 were $1,070,821 86
Total earnings, 1860 ..... 756,475 75

Increase for 1861 ..... $314,346 11

The Watertown and Rome Railroad Company, owning the Potsdam and Watertown Railroad, are building a connection between the latter place and Ogdensburg, which they expect to have completed by the 1st of July.

A company, principally of English capitalists, is organized for the purpose of constructing a railroad from Saratoga to Ogdensburg and await only a favorable issue of our political difficulties to commence its construction.

The contract between Newport, R. I., and the Newport and Fall River R. R. Co., was signed last week, and the contractors were ordered to commence operations at once, near Seaconnet river.

Railroad Earnings--Weekly.

The earnings of the Michigan Central Railroad, for the 2d week of Jan., 1862, were .. $57,886 66
Do. 1861 ..... 32,497 93

Increase $24,388 72

The Chicago and Rock Island Railroad earned the 2d week in January, 1862 ..... $24,744
Do., 1861 18,160

Increase $4,574

The earnings of the St. Louis, Alton and Chicago Railroad for the 2d week in Jan., were:

	1862.	1861.
Passengers	$6,341 06	$6,986 15
Freight	10,057 83	11,271 14
Sundries	855 73	855 83
Total	$17,254 62	$19,113 12
Total since Jan., 1st..	32,807 18	38,306 94

The Michigan Central earned in the 3rd week in January, 1862 ..... $47,730 24
Do., 1861 ..... 32,123 87

Increase $15,606 37

The earnings of the Cleveland and Toledo Railroad for the 3d week in Jan., 1862, were.. $23,834
Do., 1861 18,346

Increase $5,488

The earnings of the Galena and Chicago Railroad the 3d week in Jan., 1862, were.... $24,147
Do., 1861 21,902

Increase $2,245

The traffic of the Great Western Railway of Canada for the week ending Jan. 24, 1862, was as follows:

Passenger $10,142 82
Freight and live stock 39,952 46
Mails and sundries 1,656 24

Total $51,751 53
Corresponding week of last year..... 43,760 08

Increase $7,991 44

The receipts of the Grand Trunk Railway of Canada for the week ending Jan. 18, were $72,128 20
Corresponding week, 1861..... 55,549 20

Increase $16,579 00
Total traffic from Jan'y 1st, 1862.... $204,895 60
Corresponding period previous year . 136,106 28

Increase $68,289 32

The Buffalo, New York and Erie Railroad Company earned for 21 days of Jan., 1862. $42,840 71
Do., 1861 ..... 22,837 47

Increase $20,003 24

The Chicago and Northwestern Railroad earned in the 3d week of January, 1862..... $11,242 94
Do., 1861 ..... 12,243 32

Decrease $1,000 38

Albany and Susquehanna Railroad.

In the State Senate on the 20th ult., Mr. Ramsey presented a bill granting aid to the Albany and Susquehanna Railroad Company, the provisions of which are, that when the road shall have been completed from Albany to Schoharie, a distance of 34 miles, and when the company shall have spent not less than $1,000,000, they shall receive from the State $250,000, for which a tax, 8-16 of a mill to the dollar, is to be levied; the State to receive the stock of the company to the amount of its appropriation, and not to be responsible beyond that amount. The bill also extends the time for completing the road five years.

In presenting the bill Senator Ramsey stated that the first 50 miles of the road was mostly graded and would be ready for the rails as far as Schoharie in the Spring. It was now proposed to ask the State for a small appropriation to put this part of the road in operation, and then wait till the close of the war to complete it to Binghamton. The road in operation to that point would accommodate Schoharie and parts of Otsego County and prevent loss and injury to valuable work already done with the hard earned contributions of inhabitants along the line. The people along the line of that road expected and were prepared cheerfully to pay their proportion of the war tax —the finances of the State were in prosperous condition, the canal revenues having increased three millions within the past two years. The small amount asked for would largely increase the value of the taxable property of the State and scarcely be felt on the tax levy. The bill, he said, avoided the Constitutional objections raised by the Governor, and should it become a law, would, to a certain extent, equalize the taxes which the "sequestered regions" have, in common with the rest of the State, to bear. The bill was referred to a special Committee composed of Messrs. Ramsey, Connolly and Angle.

Railroad Earnings--Monthly.

The December earnings of the Chicago, Burlington and Quincy Railroad were as follows:

	1860.	1861.
Freight	$61,308 57	$92,833 05
Passengers	25,622 16	21,458 52
Mails	2,559 45	5,042 48
Total	$89,490 18	$119,334 05

Between Chicago and Burlington—210 miles:

	1860.	1861.
Freight	$74,613 52	$114,487 93
Passengers	31,013 85	25,245 31
Mails and miscellan's.	2,925 09	5,899 56
Total	$108,542 46	$145,132 80

Between Quincy and Galesburg—100 miles:

	1860.	1861.
Passengers	$8,947 91	$5,663 24
Freight	14,016 88	14,565 50
Mails	1,823 22	850 07
Total	$24,288 01	$21,058 81
	1860.	1861.
Aggregate, 310 miles.	$132,840 47	$166,191 61

The earnings of the La Crosse and Milwaukee Railroad in December, 1861, were.... $63,276 45
Do., 1860 ..... 50,866 04

Increase $18,410 41

Franklin Railroad.

The road is 22.50 miles in length, extending from Chambersburg, Pa., to Hagarstown, Md. The company was chartered in Pennsylvania in March, 1832, and in Maryland in the same year, with authority to construct a road in continuation of the Cumberland Valley Railroad from Chambersburg to the Maryland line, 16 miles, and thence to Hagerstown, 6½ miles. The road was built in 1838, and ironed with a light flat bar rail. Upon the completion of the road, the Company found itself so embarrassed that shortly after the rolling stock was sold by the sheriff, and the road placed in the hands of a sequestrator, who continued to operate it with horse power till 1852, when it became unsafe and unprofitable for any use, and, by authority of law, it was sold by commissioners appointed for the purpose for $18,000, with the stipulation that it should be rebuilt with T rail within one year thereafter. The time was extended more than once, and ultimately the purchasers resold it to others, who have re-built it in a substantial manner. It was opened for business from Chambersburg to Greencastle on the 6th of February, and to Hagarstown on the 29th of February, 1860. It is operated by the Cumberland Valley Railroad Company under contract

dated January 26, 1860, the contract to terminate at any time at the option of either party upon one month's notice by the other. The tolls collected on the Franklin Railroad from Feb. 6, to Sept. 30, 1860, and from Oct. 1, 1860 to Sept. 30, 1861, were as follows:

	To Sept. 30, 1860.	To Sept. 30, 1861.	Total.
Passengers	$8,190 64	$25,254 46	$33,445 10
Freight	4,311 04	16,780 52	21,091 56
	$12,501 68	$42,034 98	$54,536 66

—of which the Cumberland Valley Company received in 1860, $6,250 88—netting, after paying share expenses of operating, $3,131 75. In 1861, the share of the Cumberland Valley was $16,816 34. The expenses of operating were $12,366 09—leaving a profit of $4,450 25.

The capital stock of the Franklin Railroad Co., subscribed and paid in, is $360,000. The funded debt consists af $165,000 first mortgage 7 per cent. coupon bonds, dated Feb. 1, 1859, and payable Feb. 1, 1884, and coupons semi-annually in Philadelphia. Cost of road and equipment, $525,000.

Trade of Havana.

The importations of home productions for 1861, compared with those of 1860 were as follows:

	1860.	1861.
Sugar in boxes	770,344	759,332
Sugar in bags	4,186	2,326
Coffee in bags	11,931	20,662
Molasses, hhds.	11,423	7,477
Leaf tobacco	39,848	40,075

Comparative Exportation to the U. S.:—

	1860.	1861.
Sugar, boxes of	286,789	155,380
Coffee, arrobas of 25 lbs.	490	7,432
Molasses, hhds.	19,008	10,128
Tobacco, leaf, lbs.	1,648,942	1,262,785
Segars, 1,000	51,373	32,026
Beeswax, arrobas	1,207	170
Aguardiente (whiskey), pipes	716	12

Vessels arrived 1861—Spanish 638
" " " American 949
" " " other nations 536

Passengers arrived in 1859, mostly Americans, no doubt 15,518
" " " 1860 15,918
" " " 1861 11,459

Spanish troops arrived in 1859 3,829
" " " " 1860 8,317
" " " " 1861 7,219

Boston and Providence Railroad.

This company was chartered June 22, 1831. The construction of the first section, between Boston and Sharon, was commenced in the fall of 1832; the second section, between Sharon and Attleboro', a distance of 14 miles, in 1833, and the section between Attleboro' and Providence, 12 miles, in 1834. The road was opened from Boston to Canton, 14 miles, in 1834, and for its whole length, in June, 1835. When first constructed, the road entered the City of Providence on the eastern side. This terminus was changed in 1847 to the one occupied on the western side. The 5½ miles of the road between Providence and Pawtucket were constructed and are jointly owned with the Providence and Worcester Railroad Company—the track for this distance being used in common by both roads. The total length of the Main line from Boston to Providence, is 43.50 miles; Dedham Branch, 2.97 miles; Seekonk Branch, 1 mile—making the total length of road owned by the company 47.47 miles. The company also operated, under lease, the Stoughton Branch road, 4.04 miles, and the Easton Branch, 3.78 miles—making the total length of road operated by the company, 55.29 miles. The length of second track and sidings on the Main line and branches is 32.70 miles; on the Stoughton and Easton Branches, 0.67—making the total equivalent single track 88.66 miles. The Stoughton Branch was opened for business early in 1845; the Easton Branch in the Spring of 1855. They have both been operated since commencement by the Boston and Providence Railroad Company.

The capital stock of the company is $3,160,000, all paid in. The funded debt of the Company, which was created in 1856, for the payment of its floating debt, amounted in the aggregate to $174,220. Of this, $10,000 was paid in 1860, and $30,000 in 1861—leaving to be paid $132,720. This is payable in instalments as follows: $10,000 in 1862; $30.000 in 1863; $30,000 in 1864; $25,000 in 1865; $16,500 in 1866; $6,220 in 1867; and $15,000 in 1868. The interest is papable half-yearly in Boston.

The cost of road and equipment has been as follows, viz:

New track India st., Providence	$13,190 28
Graduation and masonry	775,000 00
Bridges	110,840 00
Stations, buildings and fixtures	497,000 00
Land and land damages	477,939 52
Engineering	95,000 00
Seekonk Branch and Wharf	31,655 70
Prov. and Wor. R. R. on joint account	399,904 90
Boston & Prov. R. R. in Rhode Island	150,000 00
Iron account	335,064 00
Sleeper account	43,850 40
Fence account	23,155 20
Equipment	207,400 00
	$3,160,000 00

The earnings of this road for the fiscal year ending November 30, 1861, were:

From passengers		$297,473 95
" freight		252,830 92
" mails		8,568 75
" rents, express interest and dividends		29,997 87
		$588,871 49
Wood, coal and water	$35,012 52	
Repairs of road	59,000 00	
" rolling stock	50,500 00	
" bridges, buildings, etc.	38,500 00	
Passenger expenses	43,615 37	
Freight "	52.965 68	
Miscellaneous	36,848 86	
		316,442 43
Net earnings		$272,429 06
Bond interest paid	$8,113 20	
Dividends 8 per cent.	252,800 00	
		260,913 20
Balance		$11,515 86

Condensed Balance Sheet.

Capital stock, 31,600 shares	$3,160,000 00
Bond payable, 1862-'68	132,720 00
Dividends unclaimed	4,479 50
Dividends due Jan. 1, 1862	126,400 00
Cash balances due	22,105 54
Funds for renewals, etc.	87,212 64
Income balance Nov. 30, 1861	158,913 93
Total	$3,691,831 61
Construction and equipment, as above	$3,160,000 00
Notes receivable	112,280 80
Cash in bank	12,115 38
" balances due the Company	74.447 69
Boston and Providence R. R. shares	80,000 00
Stoughton Branch " "	40,000 00
Real estate	16,797 90
Do. to represent surplus and funds	87,988 25
Materials on hand	42,841 01
Lands purchased of Boston Water Power Co., and filling in	165,360 08
	$3,691,831 61

Cost of Road, Mileage, Earnings, Expenses, etc., Yearly.

Years.	Cost of Road and Equipm't.	Miles of Road.	Gross Earnings. Pass'rs.	Freight.	Mails, etc.	Total.	Current Earnings Expenses.	Less Expenses.	Dividends. Am't.	p.c.
	$		$	$	$	$	$	$	$	
1835..	1,500,000	43.26	74,941	18,404	.....	93,345	59,211	34,133	*nil.*	*nil.*
1836..	1,500,000	43.26	103,512	32,071	.....	135,583	83,719	51,864	"	"
1837..	1,682,900	43.26	193,469	57,413	.....	250,882	156,238	94.644	68,356	4
1838..	1,782,000	43.26	196,974	68,140	.....	265,114	120.044	145,070	142,560	8
1839..	1,782,000	43.26	234,337	79,670	.....	313,907	193,562	120,345	142,560	8
1840..	1,782,000	43.26	134,651	63,441	4,509	202,601	143 127	59,474	124,740	7
1841..	1,782,843	43.20	152,016	71.011	7,794	230,821	122,057	108,764	106,920	6
1842..	1,892,831	43.20	163,787	62.123	10,557	236,467	112,824	123,643	108,483	6
1843..	1,914,473	43.20	157,646	68,292	7,449	233,387	125,374	108,014	110,828	6
1844..	1,926,134	43.20	189,657	87,301	6,643	283,701	113,834	169,866	111,600	6
1845..	1,964,677	43.20	232,677	108,772	9,179	350,628	197,827	152,801	130,200	7
1846..	2,109,455	43.20	230,486	110,882	19,507	360,875	169,679	191,196	172,700	8
1847..	2,544,715	46.60	226,103	118,173	19,052	363,328	175,345	187,982	174,600	7½
1848..	3,031,106	46.60	231,263	112,188	10,926	354,877	183,361	171,014	175,349	6½
1849..	3,370,269	53.00	225,640	119,442	9,249	354,331	169,905	184.426	189,600	6
1850..	3,416,232	53.00	232,321	127,705	10,701	370,727	161,930	208,797	173,800	5½
1851*.	3,369,599	53.06	236,730	133.422	7,244	377,396	177,776	199,620	189,600	6
1852..	3,546,203	53.09	256,423	155,029	18,032	429,484	216,858	212 625	173,800	5½
1853..	3,576,041	55.29	299,990	190,647	17,689	508,326	281,687	226,639	205,400	6½
1854..	3,611,821	55.29	316,100	214,594	14,135	544,329	335,703	209,126	94,800	3
1855..	3,667,154	55.29	316,434	225,823	16,414	558,671	363,186	195,485	*nil.*	*nil.*
1856..	3,659,966	55.29	346,817	264,279	21,130	632,226	337,575	294,851	173,800	5½
1857..	3,534,457	55.29	319,323	243,136	21,716	584,175	338,981	245,194	189,600	6
1858..	3,524,981	55.29	276,725	229,877	31,162	537,764	294,191	243,572	189,600	6
1859..	3,160,000	55.29	310,435	303,307	40,931	654,673	317,025	337,648	221,200	7
1860..	3,160,000	55.29	338,547	306,515	40,568	685,630	325,907	359,723	252,800	8
1861..	3,160,000	55.29	297,474	252,831	38,566	588,871	316,442	272,429	252,800	8
Total .	71,951,497	1,211.14	6,294,478	3,824,578	383,153	10,502,209	5,593,368	4,908,841	3,875,703	..
Aver..	2,664,870	45.25	233,129	141,651	14,191	388,971	207,124	181,809	143,544	5½

* Eleven months' operations.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its int rest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'69-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	70
" "	700,000	6	1880	68
" "	1,123,500	6	1875	71
" "	1,000,000	6	1867	81
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1868	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	400,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Cambden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65 '70	104½
2d Mortgage	600,000	7	1875	100
Central Ohio:				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	43
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	97
Consolidated 2d Mort. (S. F.)	813,000	8	1890	97
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	93
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	87
1st Mortgage	3,600,000	7	------	41½
2d Mortgage	2,000,000	7	------	12
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	350,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	78
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	----
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296 000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	18 5	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	83
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	800,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	101
1st Mortgage (E. Extension)	1,500,000	---	1875	101
2d Mortgage	2,600,000	---	1881	89
Income (due 1862, '65 and '67	265,416	---	var.	88
Detriot and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	6	62-'72	98
3d Mortgage (convertible)	445,000	6	1874	100
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennesa.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655.000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	360,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	'62-'63	100
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	103
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	98
***Great Western, Ill:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	30
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	109
2d Mortgage	2,000,000	7	1860	97
3d Mortgage	1,840,000	7	1875	85½
Convertible	1,002,000	7	1867	70
Illinois Central:				
Optional Right Scrip	38,000	7	1868	64
Construction	12,885,000	7	1875	91
Construction	4,115,000	6	1875	91
Debeutnres	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1868	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400.000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Leigh Valley:				
1st Mortgage	1,500,000	6	------	90½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	12½
2d Land Grant (Western Div.)	353,600	†	------	12½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	190,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	53
Long Island:				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	98
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	97
1st Mortgage (S. F.), convertible	4,153,000	8	1882	96
Mich. Southern and N'p Indiana:				
Michigan Southern, 1st	991,000	7	1860	90
Northern Indiana, 1st	985,000	7	1861	88
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	83
Detroit and Toledo	611,000	7	1876	70
1st General Mortgage (S. F.)	2,850,000	7	1885	85
2d General Mortgage	2,465,000	7	1877	65½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,556,000	7	1891	90
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,880	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	101½
State Loan—Sch'dy and Troy	100,000	6	1867	90½
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100½
Stock Subscription	785,000	6	1883	95
Premium Consolidated Stock	7,745,000	6	1883	95
Real Estate	221,000	6	1883	95
New Convertible	3,000,000	7	1864	104½
New York and Erie:				
1st Mortgage	3,000,000	7	1867	106
2d Mortgage	4,000,000	7	1864	104½
3d Mortgage (convertible)	6,000,000	7	1883	92
4th Mortgage (convertible)	3,729,000	7	1880	79½
5th Mortgage	1,277,000	7	1883	70½
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	101
2d Mortgage	1,000,000	7	1864	94½
3d Mortgage	862,300	7	1867	74
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1876	----
Construction	2,086,500	6	1885	61
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	63½
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54
Chattel Mortgage	350,000	10	------	70
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,186	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,600,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,216,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	93½
2d Mortgage	2,319,000	6	1875	84
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	78½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,800	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Peterseb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	92
Mortgage	8,103,600	6	1870	74
Mortgage (convertible)	3,586,500	6	1886	73½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	73½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1883	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and L.)	1,000,000	7	1872	----
2d Mortgage (O. and L.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1869	----
Richmond and Petersburg:				
Coupon	169,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	30
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1858	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1866	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1868	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,585,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	78½
2d Mortgage (convertible)	2,000,000	7†	'68–'70	29½
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	603,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	79½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	45
3d M. (L. Er., Wab. and St. Louis)	1,347,600	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	10½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	508,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	55
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

Synopsis of the Report of the Secretary of the Interior.

GENERAL LAND OFFICE.

On September 30, 1861, there were 55,555,595 25 acres of the public lands which had been surveyed, but not proclaimed for public sale. The kinds surveyed and offered at public sale previous to that time, and then subject to private entry, amounted to 78,662,785 64 acres, making an aggregate of public lands surveyed and ready for sale of 134,218,330 89 acres.

During the fiscal year ending June 30, 1861, and the first quarter of the current year, ending September 30, 1861, 5,289,852 31 acres have been disposed of. Of this amount, 1,021,493 77 acres have been certified to the State of Minnesota, Michigan and Louisiana, under railroad grants made by Congress; 606,094 47 acres have been certified to the States as swamp lands; 2,153,940 acres have been located with bounty land warrants, and 1,508,004 07 acres have been sold for cash, producing $925,299 42.

It will be seen from this statement that the public lands have ceased substantially for the present, at least, to be a source of revenue to the government. The liberal manner in which the Acts of Congress, granting swamp and overflowed lands to the States, have been construed and executed, the grants of large quantities to aid in the construction of railroads and the quantity required to locate bounty land warrants for military services, have combined to reduce the cash sales to an amount but little more than sufficient to meet the expenses of our land system. The net income from sales during the last fiscal year will hardly reach the sum of $200,000. During the last fiscal year there were certified to the States for railroad construction, under the several acts of Congress making grants for such purposes: To Minnesota, 308,871 90 acres; to Michigan, 636,061 82 acres; and to Louisiana, 76,560 45 acres. The whole amount certified to all the States, under such grants, is 9,998,497 77 acres.

The grants of swamp and overflowed lands to the States have absorbed a large amount of valuable lands, and have caused a heavy drain upon the treasury. The claims of the several States cover an aggregate of 57,895,577 40 acres.

The United States have also paid to the several States, in cash, under the indemnity act of March 2, 1855, on account of lands claimed as swamp lands, and which were sold to the United States subsequent to the date of the grant, $276,126 50. Certificates have been issued for location upon any of the public lands subject to entry, to indemnify the States for lands claimed as swamp lands, but which had been located by bounty land warrants after the date of the grant, amounting to 145,595 92 acres. Additional claims are pending, yet undecided, for cash, $142,435, and for lands, 301,429 acres.

The bounty land warrants and scrip issued under different acts of Congress, previous to Sept. 30, 1861, embraces an aggregate of 71,717,172 acres of land. Of this amount there have been located: For revolutionary services, 8,200,612 acres; for services in the war with Great Britain, 4,850,120 acres; for Canadian volunteers, 72,750 acres; for services in the Mexican war and other services, under the acts of 1847, 1850, 1852, and 1855, in all 51,138,970 acres, leaving yet to be located on warrants and scrip, already issued, 7,454,720 acres.

Unless Congress shall authorize the issue of additional warrants, this drain upon the public lands will soon cease.

The propriety of issuing bounty land warrants to the volunteers who have been called into service to suppress the existing insurrection, is already a subject of discussion, and must be determined by Congress. A warrant for 160 acres to each volunteer engaged in the service, would absorb over one hundred millions of acres—a much larger amount than has been issued under all previous laws. It is evident that the issue of such an amount of warrants would destroy all hope of deriving any revenue from the public lands, at least for many years. And while such a measure would deprive the government of all income from this source, it would afford but little benefit to the volunteers. These warrants are now sold in the market at about 50 cents per acre. An addition of the large amount necessary to supply volunteers would necessarily reduce the price of them to a merely nominal sum.

The expenses of surveying private land claims in the territory acquired from Mexico, based upon grants of the Mexican Government, have heretofore been paid by the United States. These surveys have cost the government large sums. The cost of surveying one claim amounted to $2,200; another cost the government $1,400. The aggregate cost of surveying them has taken from the treasury a large amount of the public funds.

The valuable and extensive mineral lands owned by the government in California and New Mexico have hitherto produced no revenue. All who chose to do so have been permitted to work them without limitation.

The Territorial Governments of Colorado, Dakotah, and Nevada have been successfully organized since the adjournment of the last Congress. The surveys of the public lands in the territories have already been commenced, and the lands are now open for settlement.

Congress, by an act passed May 26, 1860, authorized the appointment by the President "of a suitable person or persons" who should, in conjunction with persons to be appointed on behalf of the State of California, "run and mark the boundary lines between the Territories of the United States and the State of California." Fifty-five thousand dollars was appropriated for the performance of the work. Sylvester Mowry was appointed a commissioner on the part of the United States, and the sum of $37,551 19 was placed at his disposal for the prosecution of the work.

Very soon after taking charge of the Department, I ascertained that the whole sum which had been placed in the hands of the Commissioner had been disposed of by him, and a large amount of drafts for additional sums had been drawn upon the department, while no progress had been made in the work beyond the fixing of one of the three initial points, viz: the intersection of the 35th parallel of north latitude with the Colorado River. The whole appropriation had been squandered while the work had been only commenced. Under these circumstances I deemed it my duty to arrest the creation of further claims against the government without authority of law, and accordingly directed the suspension of the work and a discontinuance of the services of the Commissioner. It is believed that the whole work might have been completed for the sum appropriated by Congress; but while only a small part of the work has been accomplished, the claims presented amount to nearly $20,000 beyond the appropriation. It remains for Congress to determine whether further appropriations shall be made for the continuance of the work.

The running of the boundary lines between the Territories of the United States and the State of Texas, authorized by the act of Congress of June 5, 1858, has been completed in the field, and the office details will in a short time be finished. For this work, $80,000 was appropriated. Of this sum $73,250 81 had been expended on the 30th of September, 1861, leaving an unexpended balance of $6,749 19. This balance is estimated to be sufficient for the completion of the entire work.

PATENT OFFICE.

No branch of the public service connected with this department has been so much affected by the insurrection of the Southern States as that of the Patent Office.

The receipts of the office from January 1, to September 30, 1861, were $102,808 18; and the expenditures were $185,294 05, showing an excess of expenditures over receipts of $82,785 87.

During the corresponding period of the last year the receipts were $197,348 40, being $94,840 22 more than the receipts for the same part of this year. During the same period 3,514 applications for patents and 519 caveats have been filed, 2,581 patents have been issued, and 15 patents have been extended.

PENSION OFFICE.

The report of the Commissioner of Pensions furnishes, in detail, the operations of this bureau during the past year. The number of pensions has diminished, during the year, 575, and the amount required to pay them was $48,246 87 less than the previous year.

The whole number of pensioners of all classes, on the rolls on the 30th of June, 1861, was 10,709, requiring for their payments an aggregate of $957,772 08.

They were classified as follows: 4,725 invalid pensioners, receiving $425,256 02; 68 revolutionary pensioners, receiving $3,690 85; 2,728 widows of revolutionary soldiers, receiving $212,548 36; 2,236 widows and orphans, half pay, receiving $178,672; 937 navy pensioners, receiving $137,604 85.

Schuylkill Navigation Company.

The Annual Meeting of the Stockholders of this company was recently held in Philadelphia, at which the report of the Managers for the fiscal year, ending December 31, 1861, was presented. The following is an abstract:

The trade of this Company for the year amounted to 1,385,377 tons, of which 1,183,570 were anthracite coal, and 201,807 miscellaneous articles. This exhibits a total decrease of 265,839 tons, of which 172,608 were anthracite coal, and 93,231 of miscellaneous articles. Of the whole tonnage 50,133 tons were carried on the Union Canal. The business of that Canal for the year 1860 was 46,289 tons, and it will therefore be seen that our trade has sympathized, to some extent, with the general depression of business. The income for the Company during the past year has been $954,633 33, and is credited to the following accounts:

On anthracite coal $842,891, and on miscellaneous articles, $51,881 48; from the Union Canal trade, $27,826 55; rents of real estate and water power, $27,128 19; rents of office, $3,164 44; interest on discounts received, $117,142 91. The charges against the income are as follows: Cost of improvements as specified in the report of the Engineer, $149,278 28; car and landing expenses, $82,214 16; drawbacks allowed on anthracite coal, $71,652 74; drawbacks allowed to boatmen, $42,243 70; for boats and vessels, $22,523 62; salaries of officers, clerks and collectors, $20,010; also, $14,267 74 and $895 40 for damages, rents, taxes and repairs. Other current incidental charges, $44,184 79; interest on loans, bonds, mortgages and other obligations of the Company, $366,185 66. The result is an income of $174,602 15—$5,548 77 less than in the year 1860.

During the past year it was thought advisable to use steam on the barges of this Company, but after a thorough trial it did not prove economical. Animal power is therefore deemed by the managers better suited to the purpose. The tonnage in anthracite coal was about the same this year as the last. Several important improvements have been made during the past year, among which was a car lock at the head of Fairmount canal, by which the security of the canal is much increased and the passage of the boats during the high stages of the water is much facilitated; the partial removal of the widening approach to it; an improvement near the head of Manayunk canal, and strengthening the banks of that gate; the erection of a dam on the Little Schuylkill.

The expenditures have been charged to the income. The repairs and improvements on the works of this Company are such as have been pointed out as necessary or expedient, and is believed by the Managers, in their wisdom, that economy has been displayed in the expenditures. At the opening of the year it was decided that the charges on anthracite coal should be same as the previous year, (1860) until July, when additions

re to be made. The great falling off in tonnage by railroad and canal, and the general depression in the coal business, caused the managers to make no increase on the charges until September, thus causing a loss of revenue and a large falling off in the income. They feel that they have been able to render the loan and Stockholders of the Company a good report of the business during the past year, notwithstanding it has been so unpropitious to trade of every kind.

The following gentlemen were elected directors for the ensuing year:

President—FREDERICK FRALEY.

Managers—John R. Worrel, Eli K. Price, Thos. T. Lea, Richard D. Wood, Thomas Williamson, William Harmer, Joseph B. Townsend, Richard Randolph, Samuel V. Merrick, Samuel Bisham, John C. Cresson, Joshua W. Ash.

Treasurer—CHARLES W. BACON.

Secretary—WILLIAM M. TILGHMAN.

Comparative Value of Gold and Silver.

Ex-Gov. Pollock, Director of the Mint in Philadelphia, has published a circular giving the regulations of the Mint in relation to the purchase of silver bullion for coinage, the receipt of copper coins of the United States (O. S.) in exchange for cents of the new issue, and the exchange of new cents for the gold and silver coins of the United States:

The Mint price of silver, heretofore 121 cents, is now raised to 122½ cents per ounce of standard fineness. The silver offered for purchase will be weighed, melted and assayed as usual, and the standard weight determined therefrom in ounces troy to the one-hundredth part of an ounce. The receipt given at the weighing must be presented by the seller or his order. This direction will apply to the Mint at Philadelphia and the Assay Office at New York. The silver purchased for coinage will be paid for in the silver coins of the United States of less denominations than the dollar.

For the information of the public it may be stated that according to the above rate of purchase, the yield of various classes of coin or bullion will be about as follows:

Five-franc pieces	98.0	cents each.
Mexican and South American dollars	106.3	"
Old Spanish dollars	105.1	"
Revolutionary or "hammered" dollars, (often mistaken for the true Spanish dollar,)	101.2	"
Half-dollar of the United States coined before 1837	52.2	"
The same since 1837 to the last change of standard in 1853	52.5	"
Spanish Quarters	23.5	"
Spanish Eighths	10.9	"
Spanish Sixteenths	5.0	"
Mexican Quarters	25.3	"

Quarter dollars are proportionately less productive of premium, while dimes and half-dimes, coined before 1837, have lost rather more by wear, on an average, than the premium would make up; those coined since 1835 to 1853 will average a premium of five per cent. on their nominal value.

German Crowns	112.6	cents each.
Swedish, Danish and Norwegian Crowns	111.4	"
Old French Crowns	113.9	"
German Florins	41.8	"
Prussian and Hanoverian Thalers	71.9	"

Fine silver 136 1-6th cents per ounce.

American plate, usual manufacture, 120 to 122 cents per ounce.

Genuine British plate, 125.8 cents per ounce.

The old copper cents of the United States are received at their nominal values, in even sums of five dollars and upwards, and cents of new issue given in exchange therefor; but no fractional part of that amount will be taken.

Cents of the new issue will be given in exchange for any of the gold or silver coin of the United States.

The reasonable expenses of transportation of the new cents, in sums of twenty dollars and upwards, to any point accessible by railroad and steamboat, will be paid by the Mint.

Norwich and Worcester Railroad.

The earnings of this road for the year ending November 30, 1861, was as follows:

Freight	$166,044 54
Passengers	108,899 60
Mail, etc.	13,568 08
Total	$288,512 22
Expenses	179,886 71
	$108,625 51
Interest	40,712 14
Net earnings	$67,913 87

The gross earnings of the previous year were $358,000. The net earnings fall off about $35,000.

The debts of the Company are as follows:

Massachusetts loan, due July 1, 1867, at six per cent.	$400,000 00	
Less sinking fund, securely invested.	80,000 00	
		$320,000 00
Bonds for dividend scrip at 7 per cent., due 1864 and 1874		100,000 00
Steamboat bonds		200,000 00
Loan from Norwich Savings Society, $5,000 to be paid annually		90,000 00
Note to Jedediah Huntington		13,300 00
Bills payable		36,271 74
Accrued interest, not due		16,753 31
Dividend scrip outstanding, including interest		6,158 56
Unpaid dividends not called for		3,460 00
Balance due to companies and individuals		5,833 60
Total debt of the company		$791,777 21

The assets of the company are as follows:

Cash, notes and balances due the company	$35,703 20	
Steamboat stock and interest	220,100 26	
Inventory of wood, iron rails out of track, and other materials paid for.	33,457 81	
Surplus real estate, not needed for the company's use, cash value	19,674 38	
		308,935 65
Balance		$482,841 56

The engines, cars and machinery, owned by the Company, are valued at this time at $255,915 32.

There has been added during the year to this class of property two new first class passenger cars, and fifty freight cars, of 4 wheels.

Broad Top Improvement Company.

The annual meeting of this company was held in Philadelphia on the 8th ult. The following is an abstract of the report presented:

A marked improvement has taken place in the coal trade of the Broad Top Improvement Company during the year 1861. The commencement of civil war last spring paralyzed the business for some time. It was found, however, that though it had been suddenly stopped by the war, it was not destroyed.

On the contrary, it revived to such an extent that the demand for Broad Top coal became greater during the summer and fall than could be supplied. The consequence has been an increase of price. The amount of coal taken out last year would have more than doubled that removed the previous year, if cars could have been obtained to take it away. There has been, therefore, a large increase in the receipts of this company. It is proposed to open another colliery near the Broad Top site. It is hoped this colliery can be worked to advantage, and that it will greatly increase shipments and revenue.

During the past year 17,550 tons were sent from the mines. This quantity would have been greatly added to had the demand commenced earlier in the year, and had a sufficient number of cars been furnished. A much better supply will be obtained during the present year, in consequence of the cars which the Pennsylvania and Reading roads are building for the purpose. The war having cut off the supplies of the Cumberland Valley coal, the Broad Top coal has entire possession of the market, being found equal to, or better, than the Cumberland coal.

A constant demand may therefore be expected for it. The lands of the company have increased in value, and could the necessary railroads be constructed, such a revenue would flow in as would promptly pay the interest and gradually decrease the company's debt. There are now about ten hundred thousand acres of land belonging to this company, situated in Bedford and Fulton counties. The income during the past year amounted to $16,093 03, from rents $8,956 66—making a total of $25,049 69. There has been paid on interest of the debt $4,243 75. The income from the mines ought to be from ten to twelve thousand dollars. The indebtedness of the company has been $10,600. The assets besides the coal lands are $43,062 71.

Managers—Henry D. Moore, Josh. B. Myers, D. Haddock, Jr., S. J. Christian, Jno. McCanles, B. W. Tingley, Thos. Caldwell, Wm. C. Flanigen, James W. Paul.

Emigration from Liverpool in 1861.

The returns of the emigration trade of this port for the past year are now completed, under the direction of the government agent, Lieutenant Prior. As usual, these documents embody a large amount of highly useful and interesting information. It appears that the total number of emigrants that left this port for the United States, British North America, the Australian colonies, Cape of Good Hope, &c., during the year just ended, was 55,029. In the previous year there was 83,774, being a decrease of 28,745. Of these there were under the act 38,879, and not under the act 16,150. From the following tabulated statements it will be seen that the numbers despatched each month during the year were:

	1860.	1861.	Decrease.	Inc.
January	2,746	2,173	573	—
February	3,316	2,588	—	272
March	7,750	5,266	2,484	—
April	11,982	11,387	595	—
May	12,621	8,379	4,242	—
June	9,247	3,757	5,490	—
July	7,006	3,403	3,603	—
August	7,359	4,430	3,429	—
September	6,670	3,400	3,270	—
October	7,029	4,036	2,993	—
November	4,339	2,625	1,714	—
December	3,209	2,576	633	—

The places to which the emigrants proceeded were as follows:—United States, 139 ships, 1,365 cabin and 26,212 steerage passengers: Canada, 7 ships, 124 cabin and 1,005 steerage; New South Wales, 2 ships, 526 steerage; Victoria, 30 ships, 1,868 cabin and 9,000 steerage; South America, 1 ship, 8 cabin and 81 steerage passengers. Total cabin passengers, 1,965; steerage, 36,914. The present state of affairs in the United States has necessarily exercised an important influence on the emigration trade. This year we find that only 26,212 steerage and 1,365 cabin passengers, under the act, embarked for the United States, while in the previous year the numbers were 53,765 steerage and 2,115 cabin passengers. The June quarter this year—a period when the emigration trade, more especially with the United States, is most active—includes a return of only 16,019 passengers. The decrease on the March quarter, as compared with the corresponding period of the

previous year, was 2,785; on the June quarter, 10,327; September quarter, 10,293; December quarter, 5,340.—*Liverpool Mercury.*

Atlantic and Great Western Railway.

Mr. Reynolds, the President of the Atlantic and Great Western Railroad, has recently returned from a two months' stay at Paris, Madrid, and London, and we learn that the conferences held by him with the capitalists in those places, connected with this line of railway, have been of the most satisfactory character. Perfect cordiality and much enthusiasm are exhibited by those money-kings toward the enterprise. The shade of war in the Trent affair alone prevented an immediate advance of means and recommencement of the enterprise. As the result is, no donbt now exists of a speedy embarkation of the work, with all the appliances necessary, and the completion of the road to Ackron next Fall.—*Jamestown Journal.*

Railroad Iron.

1,200 TONS BEST QUALITY WELSH RAILS—T pattern—53 lbs. per lineal yard, for sale by

CHAS. L. PERKINS, or
E. LIVINGSTON,
2m5 54 Exchange Place.

THE NEW YORK CENTRAL RAILROAD COMPANY.—TREASURER'S OFFICE—ALBANY, Jan. 20th, 1862.—The Transfer Books of this Company will be closed at the close of business on Saturday, the first day of February next, and will be re-opened on the morning of Monday, the twenty-fourth day of February next.

JOHN V. L. PRUYN,
1t4 Treasurer *pro tem.*

RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y.

THE seventy-sixth semi-annual session of this well-known Institution for instruction in the Mathematical, Physical and Natural Sciences, will commence on Wednesday, Feb. 19th, 1862. A full course in Military Science is now in progress. Graduates of the Institute find no difficulty in obtaining very desirable positions as Civil, Naval and Topographical Engineers. The Annual Register, giving full particulars, can be obtained of Prof. CHARLES DROWNE, Director.

6t2 N. S. S. BEMAN, *President.*

Reverse Acting Tumbler LOCKS

For Railroad and other Purpose,

MADE to order and with different keys if desired. **One Thousand Dollars** has been offered by the inventor to any person who will pick one of their locks or get it out of order by any ordinary usage.

Orders filled, samples and prices furnished by application to the **Sole Agent** *of the Manufacturer.*

New York, January 4, 1862

GEO. T. M. DAVIS,
3m2 47 Exchange Place.

FOR SALE.

5 Locomotives, 4 ft. 8½ in. gauge.
50 House Freight Cars, that have had but slight use.
The above are at Chicago, Ill.
January 4, 1862.

Apply to GEO. T. M. DAVIS,
3m2 47 Exchange Place.

PASCAL IRON WORKS,

ESTABLISHED 1821.

MORRIS, TASKER & CO.,

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ¼ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also, fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, etc.

Gas Works Castings, etc., etc.

PHILADELPHIA.

LOCOMOTIVE FOR SALE.

SMALL second hand Locomotive, usual gauge (4ft. 8½ in.) Weight, 10 tons—Drivers, 4ft. 6 in.—Cylinders 10x18 in. Fire-box, Crank and Tires nearly new, and the whole engine in excellent condition.

Also a second hand "Bradly" Snow Plow.

For sale low by

WILLIAMS & PAGE,
51 Boston.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co., New York, Dec. 5, 1861.

AT a meeting of the Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY, held at their office in New York this day, it was

Resolved, That an assessment of FIVE DOLLARS per share upon the Scrip Shares of the Capital Stock of the Company, be and the same is hereby called payable on the twentieth of January, 1862; and that the same be payable on the Stock registered in the City of New York at the office of the Company in that city; and on the Stock registered in London at the office of Messrs. ROBERT BENSON & Co., London; and that parties desiring to pay their assessment in London, may pay the same at a rate of exchange sufficient to produce five dollars per share to the Company in the City of New York.

Resolved, That the transfer books be closed on the afternoon of the 15th January next, and re-opened on the 20th day of the same month; and that no transfer be permitted, on or after that day, of shares upon which the foregoing assessment shall not have been paid.

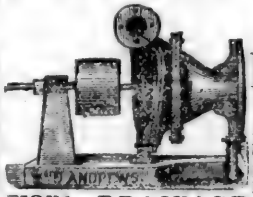
THOMAS E. WALKER, Treasurer.

The eighty-dollar certificates to be returned on payment of the above.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co., New York, Oct. 29, 1861.

HOLDERS of the stock of this Company, as registered upon the books of the company at the close of business on the 15th day of January, 1862, will be entitled to Canceled Bonds Scrip for five dollars upon each share of stock held by them deliverable on or after the 1st day of February next; and parties holding certificates are hereby notified to have the same registered in their own names on or before the said 15th day of January. 4t8

ANDREWS' PATENT Centrifugal PUMPS



ARE the best and cheapest Pumps made for **RAILROAD STATIONS, MINES, FACTORIES, TANNERIES, PLANTATIONS, DRAINAGE, IRRIGATION, WRECKING,** and general use.

Made entirely of metal, without working valves or rubbing surfaces, they pass sand, fine ore and gravel, without injury. Capacity from 20 Galls. to 1,000 Bbls. per minute.

For descriptive pamphlet and Price List address

WM. D. ANDREWS & BRO.,
414 Water St., New York,
GENERAL DEALERS IN
Iron, Metals, new and second hand **Machinery.**



Sanford's CHALLENGE HEATERS SET IN BRICK, PORTABLE OR AS FIRE PLACE HEATERS,



FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc., WITH AND WITHOUT REGISTERS.

THE MOST POWERFUL HEATERS AND THE

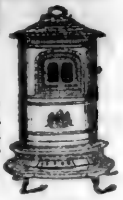
Greatest Fuel Savers in the World:

With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.

The COSMOPOLITE PARLOR RADIATOR, & GAS BURNER,

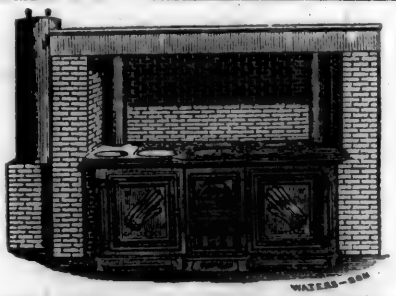


Introduced one year ago, already ranks as the **LEADING STOVE** for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.

Fire may be kept all winter with an astonishingly small supply of coal.

Send for description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.



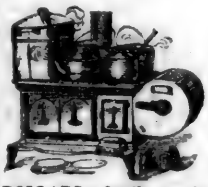
Challenge Air-tight KITCHEN RANGES,

May be placed in a fire-place without masonry, and with or without water-back; or may be set out on feet, as an ordinary stove.

This range, already very popular, has the **LARGEST OVENS** of any in the market; BAKES PERFECTLY, never failing to brown at the bottom; BOILS, ROASTS and BROILS with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL,** which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light SUMMER AND WINTER PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y



SANFORD'S MAMMOTH OR GLOBE HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y

This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.

The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used. CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY
SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water street, New York,

ISAIAH W. SYLVESTER,

ATTORNEY AND COUNSELLOR AT LAW,
Law Reporter for the "AMERICAN RAILROAD JOURNAL,"
No. 8 WALL STREET, NEW YORK.
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ENGINEERING, BANKING, MINING, MANUFACTURES.

EDITED BY

HENRY V. POOR AND JOHN H. SCHULTZ.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorised European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, February 8, 1862.

What Government Pays for Railroad Transportation?

The Government pays for railroad transportation according to the following rates:—

Per passenger per mile, 2 cents for distance moved.

Equipments, munitions, and supplies accompanying regiments:

30 miles or less, 10 cents per				100	pounds.
50	"	15 cents per		100	"
100	"	25	" "	100	"
150	"	40	" "	100	"
200	"	50	" "	100	"
300	"	75	" "	100	"
350 to 400 miles, not exceeding 90 cts. per				100	"
Special express trains				$1	per mile.

For horses, etc.:

1 animal counts			8,000	pounds.
2 animals count as			4,000	"
3	"	"	5,000	"
4	"	"	6,500	"
5	"	"	8,000	"
6	"	"	9,000	"
7	"	"	10,000	"
8	"	"	11,000	"
9	"	"	12,000	"

14 animals, 18,000 pounds, count as a full car load.

Provisions and heavy freights, 2 to 3 cents per ton of 2,000 pounds per mile. Dry goods, clothing and light goods, 3 to 5 cents per ton of 2,000 pounds per mile. One large car-load is reckoned as nine tons.

Western (Mass.) Railroad.

The receipts from operations of this road for the fiscal year ending November 30, 1861, were:

From passengers		$ 613,365 08
" freight		1,164,320 23
" mails and other sources		116,882 65
		$1,894,567 96
And the expenses were:		
Repairs of roadway	$244,617 16	
" engines	82,075 69	
" cars	126,914 44	
" buildings, ferry, etc.	84,878 48	
Transportation expenses	523,637 50	
General expenses	20,447 90	
		1,081,571 17
Net balance of income		$812,996 79
From this deduct—		
Interest on State loans and exchanges	$338,952 43	
One per cent. to sinking fund	50,000 00	
Eight per cent. dividends	412,000 00	
		800,952 43
Surplus carried to contingent fund		$12,044 36
Add balance of do., Nov. 30, 1860		400,644 33
		$412,688 69
Loss on Pittsfield and N. Adams R.R.		7,939 81
Total contingent fund Nov. 30, 1861		$404,748 88

Included in the above expenses are $92,127 75 paid on account of loss by fire at East Albany, July 5, 1861, whereby the entire station buildings were consumed, also one of the bridges leading from the island to the main land, a large amount of merchandise, and 67 freight cars, all so far destroyed as to require rebuilding. Several canal boats lying in the canal were also with their contents destroyed. The work of rebuilding was immediately commenced, and at the date of the report the buildings were nearly complete. Of the amount paid, as above, and charged to current expenses, $31,058 10 was for merchandise destroyed, and the balance, $61,069 65, for materials and labor in rebuilding. To complete the contracts the further sum of $16,507 22 will be required; and to pay the unsettled losses on goods $4,580 79—thus making the total loss, exclusive of freight cars $113,143 76, of which $21,016 01 will be a charge upon the income of the current year. During the past year 60 new freight cars have been added, making the car account but 7 short of what it was at the commencement of the year. From 6 to 8 a month were being built in the company's shops, so that by the 1st of January last the whole number was probably made good.

The road and rolling stock have been thoroughly cared for, and are in good condition. About 11 miles of second track have been built during the year—leaving less than 48 miles to complete the whole second track between Worcester and Albany.

The earnings of the Pittsfield and North Adams Railroad were $36,538 37, and the expenses $17,478 18—leaving net earnings $19,060 19. Two dividends of 3 per cent. each, amounting to $27,000, were paid—the deficiency $7,939 81, being supplied by the Western Railroad Company.

A comparison of the earnings and expenses of the past with those of the previous year show an increase in the former of $13,217 24, and in the latter of $88,474 87.

The equipment of the road consists of 18 passenger and 54 freight locomotives; 39 first class and 8 second class passenger, 12 baggage, 790 box, 261 platform, 80 gravel and 46 hand cars. Also 54 236ths of 24 passenger and 7 baggage cars of the New York and Boston Express Line.

The number of miles run by passenger trains was 382,845, by freight trains 804,136, by all other trains, 47,036—total miles run 1,234,018.

The number of passengers carried in the cars was 563,540; number carried one mile 23,009,035; number carried one mile to and from other roads, 15,411,171. The number of tons of merchandise carried in the cars was 508,179; number carried one mile, 47,924,408; number carried one mile to and from other roads, 35,607,511. An aggregate of 70,933,443 passengers or tons of freight carried one mile in 1861, against 69,168,676 in 1860.

The cost of transportation for each passenger and each ton of freight one mile in 1861 was 1.525 cent, against 1.436 cent in 1860, or assuming the cost of transporting each ton of freight to equal the cost of two passengers the same distance, we find

the cost in 1861 to be .910 cent per passenger, and 1.820 cent per ton for freight, against .888 cent per passenger and 1.766 cent per ton for freight per mile in 1860.

The cost of the Western, Albany and West Stockbridge, and Hudson and Boston Railroads to November 30, 1861, has been as follows:

Western Railroad	$7,454,187 40
Albany and West Stockbridge R.R.	2,388,359 22
Hudson and Boston Railroad	183,838 98
West Stockbridge Railroad	13,000 00
Equipment	1,095,712 97
Total	$11,135,098 57

The means provided for the construction and equipment of the same has been as follows:

Capital stock	$5,150,000 00
Sterling bonds	5,319,520 00
Albany city bonds	1,000,000 00
Total means	$10,469,520 00
Am't paid sinking funds	459,578 62
	$10,009,941 38
Dollar bonds and Hudson loan	954,000 00
	10,961,941 38
Balance expended more than realized from construction funds	$173,157 19

It will be seen by reference to the annexed balance sheet, that the present total value of the sinking fund is $2,500,292 49; of this sum the above amount of $459,578 62 was derived from construction funds, and from the proceeds of shares, leaving as actual profits $2,040,713 87—equal to $39 62 to each share of stock. Add to this the undivided earnings or contingent fund, $404,802 04, and it will be seen that the proportion of profits undivided to each share of stock on the 30th of November last was about $47 48. The report says:

These rapidly accumulating funds, now making certain the easy extinguishment of the debts for which they were created, may well command the attention of the stockholders, and in order that all may understand the direct interest that each share of stock has in these funds, it may be proper to state their nature and origin, and the proportion of them that are profits. Of the amount now composing these funds, $459,598 60 was originally paid to the commissioners from funds provided for the construction of the road; the balance has been derived from contributions out of the earnings of the road, and from the accumulation of interest, and consequently so much is added to the direct value of the shares, and although not now available as affording a direct annual income to the stockholders, these accumulations of interest together with the fifty thousand dollars annually paid from the earnings of the road are now adding yearly to the value of each share of stock about four dollars, a sum which will annually increase with the increase of interest upon the funds, and it is safe to say in ten years will liquidate the debt.

Balance Sheet.

Cost of road and equipment		$11,135,152 57
Notes receivable		19,794 35
Hudson River Bridge stock		15,120 00
Materials		300,848 45
Cash		115,926 52
Ledger balances due from individuals and corporations		155,327 85
Commissioners of Mass. sinking fund	$1,775,789 95	
Trustees of Albany sinking fund	724,502 54	
		2,500,292 49
		$14,242,462 23

Capital stock, 51,500 shares	$5,150,000 00
£899,900 sterling bonds	4,319,520 00
Albany city bonds	1,000,000 00
Hudson and Boston Railroad loan	150,000 00
Dollar bonds	802,000 00
Notes payable	76,000 00
Unclaimed dividends and interest	6,088 00
Dividend No. 35	206,000 00
Interest accrued, not due	69,766 00
Ledger balances due individuals and corporations	17,572 32
Accumulated sinking fund profits	2,040,713 87
Contingent fund	404,802 04
	$14,242,462 23

Receipts and expenses of the Western and the Albany and West Stockbridge Railroads, 1859 to 1861, inclusive:

	Cost.	Length.	Passengers.	Merchandise.	Mails, &c.	Total.	Expenses.	Net.	Dividends.	p.c.
1839 (3 months)	$1,500,000	54.57	$13,472 94	$4,136 21	$	$17,609 15	$14,380 64	$3,228 51	$	
1840	2,016,969	77.61	70,820 79	38,359 78	3,166 82	112,347 39	62,071 72	50,275 67		
1841	5,235,026	120.16	113,841 86	64,467 14	4,000 00	182,308 99	132,501 45	49,807 54		
1842	7,087,190	156.03	266,446 53	226,674 61	19,566 84	512,689 28	266,619 30	246,068 98		
1843	7,501,204	156.03	276,139 64	276,696 19	23,046 68	573,882 51	203,973 06	269,909 45		
1844	7,686,202	156.03	358,694 00	371,131 84	23,926 88	753,752 72	314,074 20	439,678 52	80,213	1
1845	7,741,754	156.03	366,753 02	420,717 30	26,009 83	813,480 15	370,621 25	442,858 90	90,000	2
1846 (11 months)	8,185,788	156.03	389,861 42	459,365 18	29,191 29	878,417 89	412,679 80	465,738 09	204,000	6
1847	8,769,474	156.03	502,321 92	786,345 66	37,668 48	1,325,336 06	676,699 75	648,646 31	320,000	8
1848	9,900,153	156.03	551,028 43	745,909 76	35,120 10	1,332,068 29	652,357 11	679,711 18	366,000	8
1849	9,926,917	156.03	561,575 25	745,393 81	36,941 51	1,343,810 57	588,323 58	755,487 99	412,000	8
1850	9,963,708	156.03	590,743 74	740,493 53	36,015 47	1,366,252 47	607,549 36	761,964 32	412,000	8
1851	9,963,758	156.03	603,267 05	714,362 92	36,324 36	1,353,894 63	597,756 20	756,138 43	412,000	8
1852	8,853,758	156.03	615,490 87	655,062 85	39,329 37	1,339,373 09	656,667 17	683,194 92	334,750	7
1853	9,853,758	156.03	693,290 01	796,215 87	45,718 04	1,535,223 02	778,487 92	746,736 00	360,000	7
1854	9,953,758	156.03	756,502 91	925,973 32	82,468 03	1,763,944 26	1,045,241 19	718,703 07	360,000	7
1855	10,495,504	173.36	763,037 32	1,007,992 84	87,631 59	1,858,861 75	1,236,659 74	622,202 01	360,000	7
1856	10,495,504	173.36	812,880 08	1,207,788 61	95,151 36	2,115,820 05	1,228,219 46	887,600 59	396,250	7½
1857	11,778,281	173.36	808,977 37	1,007,185 62	94,179 49	1,910,342 48	1,084,118 55	826,223 93	412,000	8
1858	10,881,281	173.36	637,042 25	968,516 38	94,734 97	1,700,293 60	890,930 40	809,363 20	412,000	8
1859	11,030,279	173.36	679,121 23	986,305 00	101,641 90	1,767,068 13	936,920 12	830,148 01	412,000	8
1860	11,029,079	173.36	690,991 87	1,101,118 64	89,240 21	1,881,350 72	993,096 30	888,254 42	412,009	8
1861	11,635,098	173.36	613,365 08	1,164,320 23	116,882 65	1,894,567 96	1,081,571 17	812,996 79	412,000	8

Grain Trade of Chicago.

The total receipts of flour and grain in Chicago during 1859, 1860 and 1861, compares as follows:

	1861.	1860.	1859.
Flour, bbls	1,583,087	700,006	742,012
Wheat, bush	18,147,181	14,568,429	8,184,746
Corn, bush	26,668,580	15,487,966	5,410,003
Oats, bush	1,438,444	2,029,906	1,813,048
Rye, bush	533,869	295,436	228,179
Barley, bush	461,647	623,005	662,197

From the above it will be seen that the receipts of flour are more than double those of 1860; while those of corn are nearly double, and of wheat an increase of nearly four million bushels.

The total receipts of flour and grain during the past eight years compare as follows—the whole reduced to bushels.

Year.	Bushels.	Year.	Bushels.
1861	55,175,106	1857	21,856,206
1860	86,504,772	1856	24,674,824
1859	20,008,223	1855	16,633,813
1858	23,422,708	1854	15,804,423

In perusing the figures for the year just closed, it must be borne in mind that, had the capacity for storage and shipping been greater, the receipts would in all probability have reached 70,000,000 bushels.

Grain Trade of Baltimore.

Comparative receipts of grain at Baltimore for four years:

	1858.	1859.	1860.	1861.
Wheat	2,716,781	3,064,000	2,839,977	2,635,865
Corn	4,046,745	3,620,900	3,044,361	2,490,874
Oats	1,115,194	950,476	1,086,750	1,353,101
Rye	108,378	140,970	101,971	76,383
Peas	7,000	6,400	10,000	10,000
Beans	1,000	3,260	2,500	7,000
Total	7,995,048	7,786,006	7,085,559	6,572,723

Value of Foreign Imports and Exports at the District of Baltimore for the last 15 years:

	Imports.	Exports.
1847	$4,146,748	$9,826,479
1848	5,245,894	7,209,609
1849	5,291,566	8,660,982
1850	5,417,113	8,530,971
1851	7,243,963	6,466,160
1852	5,978,021	7,549,768
1853	6,331,671	9,086,910
1854	7,750,387	11,306,012
1855	7,772,591	11,675,996
1856	10,140,838	13,362,252
1857	11,054,676	11,398,940
1858	7,954,422	10,235,890
1859	10,408,993	8,724,261
1860	9,879,121	10,913,170
1861	5,534,411	11,471,798

Grain Trade of Oswego.

The total exports by canal from Oswego since the opening of navigation, to the 1st of December, were as follows:

Flour, barrels	438,078
Wheat, bushels	7,553,571
Corn, bushels	5,284,511
Oats, bushels	98,704
Barley, bushels	1,070,134
Rye, bushels	358,150
Peas, bushels	152,991

The aggregate receipts of grain at Oswego (flour reduced to bushels) for five years past have been as follows:

	Grain, bush.
1857	7,640,200
1858	11,826,162
1859	7,127,880
1860	17,063,592
1861	17,709,082

Statement of breadstuffs sent East from Buffalo *via* Erie Canal in 1851:

Flour, bushels	806,236
Wheat, bushels	23,713,713
Rye, bushels	282,724
Corn, bushels	19,112,125
Corn meal, barrels	200
Barley, bushels	184,341
Oats, bushels	1,705,395
Bran and ship stuffs, lbs	5,195,149
Peas and beans, bushels	69,974
Potatoes, bushels	19,601
Dried fruits, lbs	602,966

Grain Trade of Philadelphia.

The following comparative table will show the foreign exports of flour and grain from January 1st to December 31st, in each of the years indicated:

Year.	Flour, barrels.	Wheat, bushels.	Corn, bushels.	Corn Meal, barrels.
1861.	362,552	2,064,988	803,235	31,672
1860.	295,137	811,961	390,369	49,857
1859.	172,944	54,434	50,115	44,464
1858.	219,871	83,199	468,881	39,773
1857.	198,867	190,400	625,526	48,572
1856.	342,035	684,092	1,657,238	92,603

National Debt of England.

We copy from the *London Money Market Review* the following statement in reference to the National Debt of England. It may well be studied as representing the future of this country. If we go on for the future, as we have for the past year, we shall soon rival our parent country in the vastness and oppressiveness of our national debt:

Year.	War or Peace.	National Debt.	Interest.
1691	War with France	£ 3,130,000	£ 232,000
1697	Peace of Ryswick	14,522,925	1,322,519
1702	War of the Spanish succession	12,767,225	1,215,324
1713	Peace of Utrecht	34,699,847	3,004,287
1718	War with Spain	40,379,684	2,965,889
1721	Peace	54,405,106	2,855,380
1739	War of right of search with Spain	46,613,883	2,030,884
1742	War of the Austrian succession	51,847,323	2,157,136
1748	Peace of Aix la Chapelle	75,812,132	3,165,765
1756	Commencement of the 7 year's war	74,575,025	2,763,566
1763	Termination of do	132,716,049	5,032,733
1775	Commencement of War with Amer	126,842,811	4,703,619
1783	Termination of do	231,843,631	9,065,585
1793	Commencement of first revolutionary war with France	247,874,434	9,711,238
1802	Peace of Amiens	537,653,008	20,268,561
1803	Second revoln. war with France	547,732,796	20,812,962
1815	Termination of the French war	861,039,049	32,646,618
1854	War with Russia	775,215,519	27,363,869
1856	Termination of do	808,108,722	28,550,039
1859	Peace	806,078,564	28,204,299

These figures speak for themselves. It is war, and war alone, that has left us saddled with this mountain of debt.

The following are the particulars of the component parts of the existing National Debt.

GREAT BRITAIN.		
New Annuities at 2½ per cent		£2,965,980 13 3
Exchequer Bonds at 2½ per cent		418,300 0 0
Debt due Bank of England at 3 per cent.		11,015,100 0 0
Three per cent. Consols		400,363,107 19 9
Reduced Three per cents		114,661,163 7 1
New Three per Cents		213,072,180 8 4
New Annuities at 3½ per cent		240,746 6 4
Do at 5 do		430,603 15 11
Total in Gt. Britain	£743,167,182 10 8	
IRELAND.		
New Annuities at 2½ per cent		3,080 0 0
Three per cent Consols		6,261,494 2 4
Reduced Three per cents		125,645 0 3
New Three per cents		32,929,438 9 8
Debt due Bank of Ireland at 3½ per cent		2,630,769 4 8
New Annuities, at 5 per cent		2,000 0 0
Total in Ireland	£41,952,426 16 11	
Total fixed debt of the United Kingdom on the 31st March, 1861		£785,119,609 7 7

The interest paid during the last financial year was as follows:

GREAT BRITAIN.			
Three per cent. Consols	£12,059,599	12	4
Three per cents Reduced	3,498,840	13	11
New Three per cents	6,377,067	15	8
New Three-and-a-half per cents	8,426	2	4
New Five per Cents	21,587	9	8
New Two-and-a-half per cts.	74,812	4	2
Sinking Fund Two and-a-half per cent	6,906	14	7
Exchequer Bonds for 1853	11,503	5	0
Total in Gt. Britain	£22,058,743	17	5
IRELAND.			
Three per cent. Consols	£187,324	17	0
Three per cents. Reduced	3,756	5	0
New Three per Cents	1,023,982	16	11
New Five per cents	100	0	0
New Two-and-a-half per cents	77	0	0
Total	£1,215,240	18	11
Interest on debt of Bank of England	330,453	0	0
Do. Bank of Ireland	85,500	0	0
English Life Annuities	1,021,605	13	2
Irish do. do.	23,352	19	0
Exchequer Annuities	13,646	0	0
Annuities for terms of years	302,288	2	0
Naval and Military Pension Annuities	585,740	0	0
Unclaimed dividends	142,114	3	5
Interest on Exchequer Bonds	100,000	0	0
Interest on Exchequer Bills:			
Deficiency	1,856	5	0
Supply	298,230	18	9
	£26,178,771	17	8
Net charge of management of Funded Debt	75,610	9	6
	£26,254,382	7	2
Deduct interest on stock purchased on account of donations and bequests	23,363	17	4
Total charge for Interest	£26,231,018	9	10

The total amount of unfunded debt on the 31st March, 1861, was £16,689,000: being £13,089,000 Exchequer Bills, and £3,600,000 Exchequer Bonds. The Exchequer Bonds fall due as follows: One million on the 8th of May, 1862; another million on the 8th of May, 1863; a third million on the 8th of May, 1864; and the remaining six hundred thousand pounds on the 8th of May, 1865.

Liability of Common Carriers.

WHEN A CONSIGNEE REFUSES TO RECEIVE GOODS, THEIR STORAGE BY THE CARRIER WITH A RESPONSIBLE WAREHOUSEMAN DISCHARGES HIM FROM LIABILITY. THE WAREHOUSEMAN THEN BECOMES THE AGENT OF THE OWNER.

On the 8th of April, 1858, there was delivered to the American Express Company, a box of goods for transportation, marked "J. H. Scott, Lyons, Iowa," for which the company gave a receipt, expressing their undertaking to forward and deliver the articles. The receipt did not disclose the name of the shipper or owner of the package. There was a charge upon the package of $1.67, which was to be paid by the consignee on the delivery of the box to him. The package was duly forwarded by the Express Company to Lyons, the place of its destination, and was there tendered to the consignee, in good order, who refused to receive the box or pay the charges. Whereupon the box was stored in the care of responsible parties at Lyons, with whom the company was in the habit of storing goods. Within a short time after such storage, the premises upon which the box was stored were entered by robbers, and the box and contents *feloniously* taken away. The action was brought by the plaintiff on the ground of the alleged neglect and refusal of the company to deliver the box or to return the same to the plaintiff.

At the trial of the action in the Common Pleas of the City and County of New York, a judgment was rendered for the defendant, who then appealed to the General Term of the same Court. The appellant argued that the business of the American Express Company is that of common carrier, that "they forward goods subject to purchase or other charges, and collect the same on delivery," throughout the different States, including the State of Iowa, the place where the goods in question were sent. Being common carriers they were liable as such until the full and complete performance of their contract. They could not limit their responsibility by notice, a special agreement to that effect between the parties being necessary. And even though the company could limit their responsibility to that of warehouseman, and supposing they had done so by their bill of lading or receipt, still they were responsible in this case, on the ground of negligence.

The defendants contended in opposition, that the company discharged its whole duty to the plaintiff, when they conveyed the box safely to its place of destination, and there tendered it in good order to the consignee; the consignee refusing to receive it, the box was then stored in the care of "*good and responsible* parties." Where goods are safely conveyed to the place of destination and the consignee is dead, absent, or refuses to receive them, the carrier may discharge himself from further responsibility by placing the goods in store in the care of responsible parties. Then the risk of the carrier ceases, and the liability of the warehouseman commences. That common carriers who pursue also the business of warehousemen, are subject to the strict responsibility of carriers, only, when the goods conveyed by them are *in transitu*. When the goods are placed in their warehouse, they are simply liable as as warehousemen. A warehouseman is not liable for losses by fire or burglars in cases where no gross negligence, fraud or connivance can be imputed to him or his servants. He is liable only for ordinary diligence.

The court held, that the liability of the company was discharged by placing the box in question upon storage with a responsible warehouseman. And under such circumstances the warehouseman becomes the bailee or agent of the owner in respect to it. That where the premises in which such goods are stored are broken into by robbers, and the box and its contents feloneously taken, the warehouseman is not liable for the loss. And when the owner does not, at the time a package is left with the carrier for transportation, disclose his name and residence, there is no negligence on the part of the carrier in not giving notice of the storage.

The following is the opinion of the General Term of the Court delivered at the decision of the case.

DALY, J.—The defendants carried the box to the place of destination and tendered it to the

consignee who refused to receive it. It was then safely stored by the defendants in the premises in which they were accustomed to store merchandise in the care of good and responsible parties, and while thus upon storage the premises were broken into by robbers and the box and its contents feloniously taken.

The consignee having refused to receive the box the defendants discharged their contract as carriers by placing it upon storage and the warehouseman became thereafter the bailee and agent of the plaintiff in respect to it (Fisk agt. Newton, 1 Denio 45, Ostrander agt. Brown 15, John 39, Cairnto agt. Robinson, 8 Wells & Webs., 258).

As the property was taken feloniously, the warehouseman was answerable for the loss (Schmidt agt. Blood, 9 Wend. 268).

But it is claimed that the defendants are liable because they did not notify the plaintiff within a reasonable time of the refusal of the consignee, and that they had stored the box with a warehouseman. But it did not appear from anything in the case that the defendants knew who was the owner and unless they did, they could not be expected to notify him of what they had done, or if they did know it may have been for all that appears in the case that he was duly notified.

The name of the owner was not inserted in the printed receipt given by the defendant. The space in which the consignor's name is usually inserted was left blank and the address of the consignee or person to whom the box was to be delivered, was the only thing contained in the receipt to indicate to whom the property belonged, under such circumstances there could be no presumption that the defendants knew that the box belonged to the plaintiff and that they failed to notify him. It rested with the plaintiff to make out a case of negligence and all that was necessary to show it was incumbent upon him to prove. He was himself examined as a witness, and if he had communicated his name and address to the defendants when the box was left with them for transportation he could have proved it. He did not do so, and if any conclusion is to be drawn, it is that the defendant had no knowledge of the owner until after the box was feloniously taken from the warehouse.

It is sufficient in conclusion to say that the onus of showing that the box was lost by the defendant's negligence was upon the plaintiff, and that he failed to show anything of the kind.

The judgment should be affirmed.

Lake Superior Copper Mines.

Messrs. Dupee, Beck & Sayles, of Boston, give the following annual review of the copper trade in 1861:

"In relation to the Mining interests of Lake Superior the year just now closed, will be long remembered as having witnessed the most extraordinary fluctuations in the prices of Ingot Copper, producing thereby the extremes of adversity and prosperity. This metal was sold in July at 17c. per pound, cash, the lowest price in the market since 1850. To-day holders refuse 27c cash. Before the present stock has passed into the hands of manufacturers, and consequently, before the profits of mining in 1861, can be accurately ascertained, the prices may have advanced to figures exceeding the maximum of 1857, or 30 cents per pound, four months. These fluctuations in prices have not been the result of speculation, but have been caused by the disturbances of trade all over the world. The ordinary consumption of copper in the United States has usually been estimated at twelve thousand tons per annum. Lake Superion produced in 1860 six thousand tons. The remainder was obtained principally from Tennessee, Canada and Chili. The opening of Lake navigation in May last brought upon the market already, in consequence of the civil war, overstocked with foreign copper, the accumulated product of the previous six months. The necessities of several companies required immediate sales, reducing the price in one instance to the low rate named above. But the disastrous prices were, after all, followed by positively beneficial results to the mining interests. A most rigid system of economical management has been inaugurated, so that every manager can give an estimate closely approximating to the truth of the cost per pound of Ingot Copper produced by his mine. A new impulse has been given to the study of machinery for profitably reducing the lower grades of stampwork, and to the substitution of railways, in the mines, for hand barrows and heavy chainwork. On the other hand, the low prices of copper in the American markets induced enormous shipments to the markets of Europe, especially to those of the continent, where its peculiar qualities of ductility and toughness procured for it the preference in the finer manufactures. In Rotterdam, Antwerp, Havre and Paris, the brands of the several American smelting works are as well known as in Boston and New York. The exportation of copper continued until the price rose to 21 or 22 cents (November.) Large purchases by the federal government caused a rapid advanced to 25 cents (December), and American copper was actually reshipped from Havre to New York.

Since the tariff of August last, importations from Chili, the main source of the supply of copper from abroad, have gradually declined, and such is the derangement of foreign commerce, that the supplies from that country must be comparatively small for many months hence. From all these surmises there will be a short supply, unless considerable lots can be returned from abroad free of duty, till the opening of navigation in May, 1862.

Estimate of Ingot of refined Copper, in tons of two thousand pounds, from the mines of Lake Superior, from 1845 to the close of navigation in 1861:

	Tons.	Average per ton.	Valued.
From 1845, to 1854 inclusively (Mr J. D. Whitney's figures).	7,642		
From 1855 to 1857, inclusively	11,312		
Total	18,954	$500	$9,477,000
Shipments of 1858, 4,100 tons, less 600 ton included in 1857	3,500	460	1,610,000
Shipments of 1859	4,200	460	1,932,000
" 1860	6,000	420	2,520,000
" 1861	7,400	420	3,180,000
Total	40,054		$18,719,000

Statement of cash prices of Lake Superior ingot Copper, in each month, from January, 1857, to December, 1861. The prices are substantially the average of each month.

	1857.	1858.	1859.	1860.	1861.
January	28¼	19½	24	24½	19½
February	29	24	25	24	19½
March	27¾	24	24	24	19½
April	27¾	22½	23½	23½	19½
May	27	21½	23	22½	19
June	25½	22½	21½	21½	18½
July	25½	22	22½	21½	17½
August	24¼	21½	24	20½	17¾
September	24	23½	23¼	21	20
October	24	23½	22½	21½	20¼
November	21½	23	22	20½	22½
December	20	23½	23	20	25

Synopsis of the Postmaster General's Report.

It appears that the whole number of post offices in the United States on the 30th of June 1861, was 28,586; and that the entire number of cases acted upon during the same period was 10,638, including appointments made by the President of the United States. The whole number of appointments made by the Postmaster General, 9,235, and the number by the President during the same period, 337.

The aggregate earnings of the different transatlantic steamship lines during the year ending June 30, 1861, were $392,887 63.

The expenditures of the department in the fiscal year ending June 30, 1861, amounted to $13,606,759 11.

The expenditures in 1860 were $14,874,772 89, showing a decrease in 1861 of $1,268,013 78.

The gross revenue for the year 1861, including receipts from letter carriers, and from foreign postages, amounted to $8,349,296 40.

The estimated deficiency of means for 1861, as presented in the annual report from this department December 3, 1859, was $5,983,424 04. Deducting the actual deficiency, $4,651,966 98, and there is an excess of estimated deficiency over actual deficiency of $1,436,457 06.

The revenue from all sources during the year 1860 amounted to	$9,218,067 49
The revenue from all sources during the year 1861 amounted to	9,049,296 49
Decrease of revenue for 1861	$168,771 00

The net proceeds from post offices in the loyal States for the fiscal years ending June 30, 1860, were $2,688,690 56, and in 1861, $3,801,487 08, showing an increase in 1861 of $112,796 52, and in the disloyal States, in 1860, $820,546 67, and in 1861, $677,706 70, showing a decrease in 1861 of $142,839 81.

The decrease in 1861 from the net proceeds of 1860 in all the States appears to be $30,043 29.

Statement of the receipts and expenditures of the disloyal States, and amount alleged to be due to contractors; also, the amount paid to contractors from July 1, 1860, to May 31, 1861:

Total expenditures	$3,699,150 47
Total gross receipts	1,241,220 05
Excess of expenditures over receipts.	$2,457,930 42
Amount alleged to be due to contractors for transportation	$3,135,637 12
Amount actually paid for transportation	2,323,061 63
Leaving amount alleged to be due and unpaid	$812,575 49

The estimate of the total expenditures for 1863 is somewhat less than those of previous years heretofore submitted. This difference arises from the fact that only partial estimates are made for the cost of postal service in States where it is now suspended.

The appropriation for deficiencies in 1861 was $5,391,350 63, while the amount estimated to be required from the Treasury for 1862 is $3,145,000.

The whole number of ordinary dead letters received and examined during the year was about 2,550,000.

The number of these letters containing money, which were registered and sent out during the year ending June 30, 1861, was 10,580.

The number of dead letters returned unopened to foreign countries during the fiscal year was 111,147, which added to the number of domestic letters (103,880) sent out as above, gives the whole number sent out from the dead letter office for the year 215,033.

The result of successful investigation in 7,560 cases confirms the past experience of the department that the failure of a letter to reach its destination is, in the vast majority of instances, the fault alone of the writer or sender. Out of the above 7,560 valuable dead letters 3,095 were directed to the wrong office, 467 were imperfectly addressed, 612 were directed to transient persons,

257 to parties who had changed their residences, 821 were addressed to fictitious persons or firms, 88 were uncalled for, 10 without any directions, 2,136 were not mailed for want of postage stamps, 79 were missent, and for the failure of postmasters to deliver 133 no satisfactory reason was assigned. The department, therefore, can justly be held responsible for the non-delivery of but 212 of these letters.

Much other valuable data is given on this subject, and it is worthy of remark that of 76,769 letters before alluded to, originating in the loyal States and addressed to residents of disloyal States, 40,000 could not be returned, either because the signature of the writer was incomplete or because the letter contained no clue to his residence. The experience of the department shows that a large proportion of domestic letters written by educated persons, and particularly women, are deficient in one or both of these respects.

In view of these and other facts, the Postmaster General suggests that valuable dead letters, when returned to their owners, should be charged with treble the ordinary rate of postage, comprising one rate for return transportation to the dead letter office, one rate for registration there, and one rate for return transportation to the writers or owners.

A treaty with Mexico has been concluded, awaiting the ratification by Mexico, establishing a common international rate of twenty-five cents on letters, with other useful provisions.

The Postmaster General has accepted the offer made in 1857 by Great Britain for a reduction of the international rate between the two countries on letters, from 24 to 12 cents, which, however, has not yet gone into operation, as it awaits the response of the British office.

Isle Royale Mining Company.

The following is an official statement of the business of this company for the fiscal year ending Nov. 30, 1861:

Total shipments of ingot copper for the season ending Nov. 30, 1861		889,394 lbs.
Of this amount there has been sold at 20.4c	$125,170	
Of this amount there is now on hand at 27c	71,446	$196,616
Expenses at the mine from Dec. 1, 1860, to Nov. 30, 1861—12 months—taken from the cost sheets	122,000	
All other expenses are covered by a charge of 3½c per lb. on the product of 889,394 lbs. of ingot copper	31,000	
		153,000
Profit for the year 1861		$43,616

Had the copper been worth 25c. per lb., the product of the year would have been $222,348, and the profit $69,000, instead of $43,616.

The prod. of ingot copper in 1861 was		889,394 lbs.
" " " 1860		620,437 lbs.
Increase of product in 1861		268,957 lbs.
The cost at mine in 1861 was	$122,000	
Other cost at 3½c. per lb. on ingot copper produced	31,000	$153,000
The cost at mine in 1860 was	130,750	
Other cost at 3½c. per lb. on ingot	21,715	152,465
Increase of cost in 1861		$535

It will be seen that the cost of working the mine in 1861 was only $535 more than for 1860, while the product shows an increase of 268,957 pounds of ingot copper, showing a marked reduction in the expenses in proportion to the product of copper.

The financial condition of the company Jan. 1, 1862, presents an actual cash surplus of $35,000 over all indebtedness. There is due at the mine $15,000 to $20,000, and as about this amount is always outstanding due miners the company has now a working capital of $50,000. The mine is fully equipped and more extensively opened than ever before. The lowest estimate for the year 1862 is 600 tons ingot copper, which at 25 cents would be worth $300,000, and all expenses cannot exceed $200,000, allowing liberally for contingencies.

New Jersey Railroad and Transp. Co.

The following is an abstract of the report of this company for the fiscal year ending December 31, 1861:

RECEIPTS:		
From passengers		$714,305 75
" freight		81,097 31
" mail, rents, express, etc.		197,364 28
		$992,767 34
EXPENSES:		
Maintaining railroad, bridges and buildings	$64,812 10	
Repairs of locomotives, cars and machinery	49,412 49	
Fuel—cost and labor in preparing	70,400 85	
Operating road, and transporting passengers and freight	215,892 78	
Office expenses, salaries, etc.	12,268 01	
		412,786 23
		$577,981 11
Disbursed as follows, viz:		
Interest on bonds		$41,050 00
Transit duty on passengers and freight		16,669 14
Tax on capital stock		21,489 25
Dividends in cash, August and Febr'y		439,670 00
Profit and loss to surplus earnings		61,102 72
		$579,981 11

The number of passengers transported over the road during the year was as follows:

Over the whole line of the road		341,860
Between Jersey City and Newark		1,167,615
" " " Elizabeth		211,101
" " " Rahway		65,565½
" " " N.Br'swick.		75,702½
All intermediate places		460,754½
Total		2,322,598½

The number of miles run by passenger, freight and other trains was 487,894.

The number of tons of goods, wares and merchandise transported over the road during the year was as follows:

Over the whole line of the road	1,506½
Between Jersey City and Newark	41,419
" " Elizabeth	3,058
" " Rahway	8,496
" " N. Brunswick	8,529
All intermediate places	41,542½
Total	99,550

GENERAL STATEMENT.

Capital stock		$4,397,800 00
Funded debt (including $485,000 the cost of the property and privileges purchased of the Jersey Associates)		688,000 00
Profit and loss, being surplus earnings represented by the permanent improvements, property and cash stated below	$349,084 55	
Less amount paid for relaying road with new rails and other improvements	25,826 17	
		323,258 88
Dividend 1st January payable 1st February, 1862		219,872 50
		$5,628,930 88
Cost of railroad and equipments:		
For graduation, masonry, bridges, superstructure, iron, passenger and freight stations, buildings and fixtures, engineering, land and land damages		$3,609,089 19
Locomotives, tenders and snow plows		165,175 09
Cars—passenger, freight and baggage		235,203 36
Property, viz:		
Bridge, ferry, turnpike and other stocks, real estate, ferry boats, privileges and fixtures (including the property and privileges purchased of the Jersey Associates for $485,000)		1,249,621 07
Cash in bank, and cash items receivable on demand		369,842 17
		$5,628,930 88

President—JOHN S. DARCY.
Treasurer—H. J. SOUTHMAYD.
Sec'y and Gen'l Sup't—F. WOLCOTT JACKSON.

COST, EARNINGS, EXPENSES, ETC., YEARLY.

Year.	Cost of road equipment, etc.	Mileage.	Gross earnings.	Operating expenses.	Earnings less exp.	Tax, transit duty & int.	Dividend. Amount.	Dividend. p. c.
1835	$625,000	8.25	$67,598	21,678	$45,920	$....	$34,817	6
1836	1,125,000	30.50	134,037	75,484	58,553	....	57,500	6
1837	1,500,000	30.50	140,082	99,092	40,990	....	45,000	3
1838	1,700,000	30.50	110,997	78,086	32,911	....	105,000	6
1839	1,900,000	33.80	251,785	127,464	124,321	37,255	60,000	3
1840	2,000,000	33.80	226.244	139,818	86,426	66,779	60,000	3
1841	2,100,000	33.80	271,113	142,998	128,115	70,467	60,000	3
1842	2,100,000	33.80	269,864	163,370	106,493	69,782	60,000	3
1843	2,200,000	33.80	291,586	126,799	164,787	55,283	120,000	6
1844	2,200,000	38.90	365,837	182,446	183,391	60,930	120,000	6
1845	2,300,000	39.90	397,068	234,846	162,122	67,012	130,000	6½
1846	2,300,000	38.90	419,780	230,479	189,301	51,835	140,000	7
1847	2,400,000	38.90	470,729	224,352	246,376	59,635	150,000	7½
1848	2,600,000	38.90	439,098	219,585	219,513	60,150	160,000	8
1849	2,700,000	38.90	469,349	187,311	282,038	57,122	160,000	8
1850	2,800,000	38.90	522,131	185,671	336,460	56,165	180,000	9
1851	2,900,000	38.90	578,644	248,686	329,918	56,120	200,000	10
1852	3,099,000	38.90	603,942	287,682	316,260	56,008	209,892	10
1853	3,692,000	38.90	610,635	319,517	491,118	55,543	497,417	20
1854	4,208,000	38.90	824,033	383,585	440,448	70,109	575,126	20
1855	4,309,000	38.90	861,514	361,766	500,748	74,031	348,237	10
1856	4,482,000	38.90	910,638	400,716	509,922	76,494	348,470	10
1857	4,690,000	38.90	911,617	376,866	534,751	79,091	348,480	10
1858	4,787,000	38.90	903,458	349,371	554,087	77,654	362,450	10
1859	4,968,000	38.90	1,025,683	382,072	643,611	77,327	374,900	10
1860	5,249,596	38.90	1,113,882	443,191	770,721	77,572	374,900	10
1861	5,259,089	38.90	992,767	412,786	579,981	79,208	439,670	10
27 years	$80,193,685	968.95	$14,384,132	$6,404,719	$7,979,443	$1,491,472	$5,721,859	221
Average	2,970,136	35.88	532,745	237,712	295,533	55,239	211,920	

Connecticut in 1850 and 1860.

	1850.	1860.	Increase, p.ct.
Population	370,792	460,151	24.09
Taxable valuation	$119,088,672	$230,662,879	93.79
State tax from towns	71,120	122,069	71.61
Special taxes	31,378	89,702	185.91
Total revenue	148,259	254,552	71.59
Total expenditures	110,214	227,151	106.10
Bank capital	10,575,657	21,838,029	106.48
Specie in Banks	774,861	1,004,881	29.62
Bank circulation	6,639,834	6,661,939	0.68
Bank loans and discounts	18,190,512	29,864,636	61.43
Depositors in Savings Banks	no return.	84,614	.....
Deposits in Savings Banks		19,377,670	.....
Deposits in Building Associations		1,414,186	.....
Railroad capital paid in	10,122,269	18,756,627	85.30
Railroad debt	6,799,737	10,987,875	61.60
Value of school fund	2,049,482	2,050,460	0.01
Revenue of school fund	138,061	137,305	Loss.
Payments from revenue of school fund	135,585	127,171	Loss.
Children of school age (4 to 16 years)	92,220	108,889	17.53
Pupils registered in summer	no return.	63,461	.....
Do. do. in winter		74,887	.....
Births	7,578	11,873	56.67
Deaths	5,170	7,602	47.81
Marriages	2,884	3,978	38.00

Census of New Mexico, 1860.

Names of Counties.	Free Whites.	U. S. Soldiers.	Domesticated Indians.	African Negroes.	Pueblo Indians.	Total Popul'n.
Taos*	12,984	.....	93	7	511	18,275
Mora	6,035	.....	27	14	.....	6,076
Rio Arriba	9,875	.....	53	..	520	10,448
Santa Fe	7,579	32	92	29	891	8,121
San Miguel	13,262	374	45	5	.....	13,686
Santa Ana	1,687	.....	..	..	1,876	3,563
Bernalillo	7,052	821	185	9	657	8,724
Valencia	8,343	50	175	..	2,750	11,318
Socorro	5,599	128	60	..	.....	5,788
Dona Ana†	6,202	56	..	..	.....	6,258
Arizona†	2,189	220	168	20	3,905	6,502
Total	80,805	1,676	897	90	10,610	94,078

* The north part of Taos County containing about 3,500 inhabitants, has been detached since the census was taken and now forms a part of Colorado.

† Counties thus marked (†) are parts of the so called Arizona Territory.

Dwellings, Families and Industrial Establishments.

Name of Counties.	Number of dwelling houses.	Number of separate families.	Ranches produc'g $1,000, etc.	Industr'l establishm's prod'g $500, etc.
Taos	3,209	3,209	694	7
Mora	1,271	1,271	218	2
Rio Arriba	1,873	1,995	936	..
Santa Fe	1,595	1,624	208	12
San Miguel	3,300	8,328	288	6
Santa Ana	1,121	1,016	847	4
Bernalillo	2,203	1,807	773	14
Valencia	2,502	2,345	789	1
Socorro	1,381	1,217	265	2
Dona Ana	1,367	1,367	332	4
Arizona	2,097	1,681	838	39
Total	21,919	20,860	6,187	91

Valuation of Property.

Names of Counties.	Property. Personal.	Real.	Total.
Taos	$1,526,997	$754,274	$2,281,271
Mora	479,519	259,171	738,690
Rio Arriba	298,633	377,245	675,878
Santa Fe	1,254,950	1,260,800	2,515,750
San Miguel	2,280,000	1,118,000	3,398,000
Santa Ana	235,840	236,237	472,077
Bernalillo	2,138,485	707,620	2,846,105
Valencia	938,347	254,985	1,193,332
Socorro	719,845	291,160	1,011,005
Dona Ana	872,530	317,400	1,189,930
Arizona	891,180	891,430	1,782,610
	$11,636,276	$6,468,372	$18,104,648
Pueblo property.	647,766	1,154,814	1,802,580
Total	$12,284,042	$7,623,186	$19,907,228

Statistics of Pueblos.

Names of Pueblos.	Indian Population.	Property. Real.	Personal.	Total.
Taos, *Taos Co.*	363	$9,890	$8,385	$18,275
Picuris "	148			
San Juan, *R. Arr.*	341	50,436	14,850	65,286
Santa Clara, "	179			
Tesuque, *Santa Fe*	97	4,350	2,500	6,850
Nambe, "	103	7,680	5,510	13,190
Pojoaque, "	87	1,560	820	2,380
San Ydefonzo "	154	22,050	2,610	24,660
S. Felipe, *Sta Ana*	360	34,500	27,200	61,700
S'to Domingo "	261	32,500	18,580	51,080
Cochiti, "	172	36,408	115,438	151,846
Santa Ana, "	316	33,900	15,665	49,565
Zia, "	117	9,990	2,035	12,025
Jemes, "	650	684,000	159,662	843,662
Ysleta, *Bernalillo*	440	.....	7,980	7,080
Sandia "	217	6,890	30,956	37,846
Zuni, *Valencia*	1,300	7,350	13,106	20,456
Acoma, *Valencia*	523	12,530	42,782	55,312
Laguna, "	927	9,105	44,972	54,077
Paguate, "				
S. Xavier, *Arizona*	170	10,000	6,325	16,325
Maricopa Pueblos				
Sacaton, *Arizona*	144			
Hueso Parrado, "	250			
Poblacion. Ponias				
Agua Raiz, *Ariz.*	527			
Cerrito, "	258			
Arenal, "	577	181,675	129,290	310,965
Cachanilla, "	503			
Casa Blanca, "	339			
Hormiguero, "	510			
Cerro Chiquito "	232			
Llano, "	395			
Total	10,610	1,154,814	647,766	1,802,580

The population of the towns of the Papago Indians, viz. Cumara, Tecolote, Charco, Parigua, Ocaloe, Cojate, Coca, Santa Rosa, Cahuave and Llano, was enumerated by the Marshall because of an unprecedented drought that caused them to abandon their homes and disperse over the country at the time the census was taken in that region. It is estimated that they number 8,500 souls.

Housatonic Railroad.

The receipts of this road for the year ending December 31, 1861, were $225,292 00

Operating expenses	$124,333 68	
Rents, interest, etc.	93,003 03	
		217,336 71
Net profit		$7,955 29
In 1860, the earnings were		$319,106 68
Operating expenses	$166,635 32	
Rents, interest, etc.	95,962 43	
		262,597 75
Net profit		$56,508 93

Debts of Massachusetts Cities.

By the addresses of the Mayors of the different cities of Massachusetts we learn that the actual indebtedness of these municipalities, at the close of their respective fiscal years, was as follows:

Boston	$8,402,645 83
Roxbury	691,965 00
Charlestown	242,087 42
Cambridge	174,592 00
Chelsea	244,700 00
Lynn	167,300 00
Newburyport	100,300 00
Lowell	160,000 00
Springfield	117,000 00
Fall River	200,000 00
Lawrence	172,233 57

Foreign Dry Goods Trade.

Imports of Foreign Dry Goods at New York for the years—

Description of Goods.	1859.	1860.	1861.
Manufactures	$	$	$
of wool	37,329,049	34,975,011	16,720,931
of cotton	24,781,164	18,416,258	7,192,524
of silk	33,682,648	35,582,035	13,334,411
of flax	11,110,951	8,052,812	3,580,303
Miscellan. dry goods	6,248,832	6,901,984	2,808,520
Total imports.	113,152,624	103,927,100	43,636,689

Monthly imports of Foreign Dry Goods at New York:

Months.	1859.	1860.	1861.
January	$10,676,607	$11,770,005	$10,956,856
February	10,516,205	13,880,683	6,782,937
March	10,561,967	9,022,403	5,836,076
April	8,040,668	4,865,743	2,767,645
May	8,104,409	5,581,598	2,489,823
June	8,165,037	5,535,042	1,205,882
July	15,818,091	12,707,218	1,476,887
August	15,146,907	14,989,044	3,536,833
September	6,528,066	6,740,185	2,102,064
October	4,712,798	5,827,907	1,971,541
November	6,224,968	5,797,556	2,606,926
December	8,756,906	7,709,721	2,004,219
Total	$113,152,624	$103,927,100	$43,636,689

Imports of Foreign Dry Goods at New York for several years:

Year.	Invoiced value.	Year.	Invoiced value.
1849	$44,435,571	1856	$93,362,893
1850	60,106,375	1857	90,584,129
1851	62,846,731	1858	60,154,509
1852	61,654,144	1859	118,152,624
1853	93,704,211	1860	103,927,100
1854	80,842,986	1861	43,636,689
1855	64,974,062		

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61–'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500.000	6	1885	70
" "	700,000	6	1880	68
" "	1,128,500	6	1875	71
" "	1,000,000	6	1867	81
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	570,000	7	1860	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	400,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camdoon and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65 '70	104½
2d Mortgage	600,000	7	1875	100
Central Ohio:				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	58
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	99½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	99½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	93
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	87
1st Mortgage	3,800,000	7	------	40½
2d Mortgage	2,000,000	7	------	12
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,200,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,600	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564.000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	----
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	609,000	7	'64–'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296 000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	84
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	800,000	7	------	50
2d Mortgage	------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	101
1st Mortgage (E. Extension)	1,500,000	---	1875	101
2d Mortgage	2,600,000	---	1881	93
Income (due 1882, '65 and '67	265,416	---	var.	88
Detriot and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	600,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	5	62–72	98
3d Mortgage (convertible)	445,000	6	1874	100
1st M (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	142,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655.000	7	1891	----
Free Land, 2d Mortgage	1,600,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	[illegible]	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	'62–'63	100
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	103
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	98
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 64 m.), 2d M. (W.D.)	1,250,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	2,000,000	6	------	30½
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1939	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	105½
2d Mortgage	2,000,000	7	1860	84
3d Mortgage	1,840,000	7	1875	83
Convertible	1,002,000	7	1867	70
Illinois Central:				
Optional Right Scrip	33,000	7	1863	64
Construction	12,885,000	7	1875	92
Construction	4,116,000	6	1875	93
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	65
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Leigh Valley:				
1st Mortgage	1,500,000	6	------	90½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	18½
2d Land Grant (Western Div.)	353,600	†	------	18½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	83
Long Island:				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59–'62	----
Memphis and Charleston:				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,800	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	99½
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	99½
1st Mortgage (S. F.), convertible	4,153,000	8	1882	97½
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	90
Northern Indiana, 1st	985,000	7	1861	87½
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	83
Detroit and Toledo	611,000	7	1876	70
1st General Mortgage (S. F.)	2,850,000	7	1886	85
2d General Mortgage	2,465,000	7	1877	65½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chion:				
1st Mortgage (Conpon)	2,556,000	7	1891	90
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	----	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,236,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,865,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1880	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	102½
State Loan—Sch'dy and Troy	100,000	6	1867	90½
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100½
Stock Subscription	785,000	6	1883	95½
Premium Consolidated Stock	7,745,000	6	1883	95½
Real Estate	221,000	6	1883	95½
New Convertible	3,000,000	7	1864	104½
New York and Erie:				
1st Mortgage	3,000,000	7	1867	106
2d Mortgage	4,000,000	7	1864	104½
3d Mortgage (convertible)	6,000,000	7	1883	94
4th Mortgage (convertible)	3,729,000	7	1880	81½
5th Mortgage	1,277,000	7	1883	73
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	100½
2d Mortgage	1,000,000	7	1864	94½
3d Mortgage	862,300	7	1867	74
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	61
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	63½
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54
Chattel Mortgage	350,000	10	------	70
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,300	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	93½
2d Mortgage	2,319,000	6	1875	54
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	78½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,800	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., German't'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	92
Mortgage	3,103,600	6	1870	74
Mortgage (convertible)	3,586,500	6	1886	73½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	73½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1883	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridges (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and I.)	1,000,000	7	1872	----
2d Mortgage (O. and I.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$630,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	30
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Manafield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1868	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	6	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	98½
2d Mortgage (convertible)	2,000,000	7†	'68–'70	29½
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	514,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1868	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	75
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	46
3d M. (L. Er., Wab. and St. Louis)	1,347,600	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	10½
2d Mortgage Coupon	1,136,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	61
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	55
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.														
30 Jun. '60	65.0	—	—	60.6	—	—	—	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	—	—	101,102	37,866	—	—
28 Feb. '59	80 3	—	—	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,985	80.3	—	—	55,791	31,852	—	—
31 May '60	109.6	—	—	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	—	—	207,626	111,232	—	—
30 Jun. '59	57.0	—	—	171.8	—	—	—	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	—	—
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	890,216	*	—	600,431	—	—	600,431	—	—	—	—	—	—	—
1 May, '61	469.3	13.5	—	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	—	—	—	—	—	—	—	1,402,858	695,370	—	—
29 Feb. '60	88.5	28.4	—	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	—	—	505,156	260,269	6	—
1 May, '61	—	—	—	200.5	—	—	—	*North East and South West*	—	—	—	—	—	—	—	—	—	—	—	—	—	—
								ARKANSAS.														
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '58	38.5	—	—	107.5	—	—	—	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—	—
								CALIFORNIA.														
30 Dec. '60	22.5	—	—	—	—	—	—	Sacramento Valley	1,498,850	*	—	793,850	700,000	—	1,498,850	22.5	—	—	230,251	104,594	—	—
								CONNECTICUT.														
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	95,500	—	—	23.8	45,543	77,028	34,866	16	—
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,147	149,477	—	—	—
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	78.0	323,491	712,876	354,136	14	136	—
31 Dec. '60	74.0	—	—	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,039	—	—	—
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	—	—
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,290	135,072	—	—	—	—
31 Dec. '60	46.0	6.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	—	—
31 Dec. '60	66.0	—	5.2	—	7	7	111	New London Northern	1,399,409	174,159	—	510,900	1,052,100	—	1,573,568	66.0	148,820	130,295	—	—	—	—
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	1,717,523	117.4	579,659	925,075	325,573	—	—	—
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,468,983	237,171	200,000	2,122,500	811,300	45,286	—	66.0	—	358,362	159,005	8½	40	—
								DELAWARE.														
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136.631	138,970	41,466	—	—	—
31 Oct. '59	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	6.0	—	21,195	—	6	—	—
								FLORIDA.														
— — '62	154.2	—	—	150	—	—	—	*Florida*	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	—	7,857	3,535	—	—	—
— — '62	59.9	—	5.0	—	—	—	—	*Flo., Atlantic and Gulf Central*	—	—	—	—	—	—	—	—	—	—	—	—	—	—
— — '62	100.0	3.9	10.0	153.5	—	—	—	*Pensacola and Georgia*	—	—	—	—	—	—	—	29.4	—	—	—	—	—	—
								GEORGIA.														
30 Jun. '60	86.7	—	—	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	—	418,036	265,827	8	125	—
— — '62	92.6	—	8.7	70.9	—	—	—	Atlantic and Gulf—M. Trunk	—	—	—	—	—	—	—	30.0	—	—	—	—	—	—
31 Dec. '60	53.0	—	—	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	—	53.0	—	188,988	95,612	—	—	—
30 Apr. '60	43.5	—	—	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	—	—	—	31.0	—	—	—	—	—	—
30 Nov. '60	191.0	—	—	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,690,173	229.0	879,468	1,715,025	764,574	10	—	—
31 Mar. '60	171.0	61.0	—	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123,343	232.0	—	1,159,168	528,043	8	100	—
30 Nov. '60	102.5	—	—	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,616	212,676	19	72	—
31 July '59	50.0	—	—	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	—	202,714	110,516	8	—	—
1 May, '58	68.1	—	—	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	—	—	—	—	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	596,500	19,913	3,822,913	228.8	—	—	388,853	13	—	—
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	—	832,343	454,541	—	—	—
								ILLINOIS.														
31 Dec. '60	220.0	—	—	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	—	10,000,000	220.0	845,981	994,569	225,786	13m	—	—
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,030	4,689,340	3,814,516	—	10,195,257	168.0	—	1,514,478	242,564	—	61½	—
31 Dec. '58	45.0	—	—	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,966	188,085	2,050,055	45.0	14 mo.	243,282	135,284	—	—	—
1 Apr. '60	194.0	—	—	—	—	—	—	Chicago and Northwestern	9,344,863	—	—	2,000,000	7,369,024	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	—	—
30 Jun. '60	181.8	—	—	—	58	57	960	Chicago and Rock Island	6,913,564	*	115,286	5,603,000	1,397,000	—	7,473,049	228.4	—	1,093,934	309,567	3½	53½	—
30 Nov. '58	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	—	84.0	—	—	—	—	—	—
31 Dec. '60	121.0	133.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,000	—	10,469,355	261.8	792,029	1,462,752	662,200	—	66	—
31 May, '61	175.0	—	—	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	—	175.0	—	485,943	181,529	—	—	—
31 Dec. '60	454.8	252.5	—	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	—	2,721,591	850,630	—	57	—
— — —	—	—	—	81.5	—	—	—	Illinois River	—	—	—	—	—	—	—	—	—	—	—	—	—	—
— — —	143.0	—	—	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,730,295	3,292,403	—	—	148.0	—	—	—	—	—	—
— — —	46.6	—	—	—	—	—	—	Peoria and Bureau Valley	—	—	—	—	600,000	—	—	oper.	by Chic.	& R. Is.	125,000	—	—	—
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	—	—	—	—	—	—	—	—	—	—	—	—	—	—
— — '58	186.0	—	—	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	—	186.0	—	—	—	—	—	—
31 Dec. '58	100.0	—	—	—	—	—	—	Quincy and Chicago	1,978,556	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	—	—
— — —	1.0	—	—	—	—	—	—	Rock Island Bridge	—	—	—	—	—	—	—	oper	by Chic.	& R. Is.	—	—	—	—
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,25:	208.3	—	823,767	—	—	—	—
								INDIANA.														
— — —	108.0	—	—	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	—	108.0	—	—	—	—	—	—
— — —	29.0	—	—	73.0	—	—	—	Cincinnati, Peru and Chicago	—	—	—	—	—	—	—	29 0	—	—	—	—	—	—
31 Aug. '57	109.0	—	—	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	—	249,867	119,342	—	—	—
31 Dec. '60	72.4	—	—	—	19	15	374	Indiana Central	1,667,039	274,061	26,641	610,0: 0	1,178,000	40,550	2,108,011	109.0	364,122	400,397	133,009	—	58	—
31 Dec. '60	89.8	20.2	—	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,939,900	1,382,284	140,680	3,458,108	110.6	—	448,858	230,834	9	42	—
31 Dec. '60	84.0	—	—	—	—	—	—	Ind., Pittsburg and Cleveland	1,396,214	*	10,000	335,971	1,023,384	37,219	2,031,942	84.0	—	277,952	119,745	—	—	—
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	—	—
— — '59	64.0	—	—	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	—	—	—	—	—	—
31 Dec. '60	86.0	49.0	—	—	23	—	—	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,999	3,080,128	135.0	201,402	230,563	99,080	—	—	—
— — '58	288.0	—	—	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	—	—	645,827	371,402	—	—
— — '58	74.0	—	—	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	—	—	—	—	—	—
30 Nov. '60	73.0	—	—	—	18	25	298	Terre Haute and Richmond	1,611,460	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	—	404,599	232,778	10	—	—
								IOWA.														
1 Jan. '58	75.5	—	—	201.5	—	—	—	*Burlington and Missouri*	1,514,257	*	—	762,732	665,000	92,663	1,542,768	50.0	—	—	—	—	—	—
31 Dec. '59	86.0	—	—	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,044	—	86.0	7 mo's.	—	86,239	48,771	—	—
31 May, '58	50.1	—	—	209.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,813	50.1	—	—	—	—	—	—
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	—	—	—	245,000	755,000	—	—	—	—	—	—	—	—	—
1 Jun. '58	38.5	—	—	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,440	570,000	—	—	38.5	11 mo	458,821	21,356	—	—	—
1 Jun. '59	11.2	—	—	57.3	—	—	—	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	—	—	—	—	—	—
— — '59	55.0	52.6	—	312.0	—	—	—	Mississippi and Missouri	4,193,000	*	—	—	—	—	—	107.6	—	—	—	—	—	—
								KENTUCKY.														
31 Oct. '59	80.0	—	—	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,998	111.8	—	426,408	227,534	—	85	—
30 Jun. '57	20.0	—	—	113.0	—	—	—	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	—	—	20.0	—	—	—	—	—	—
— — '58	18.0	—	—	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	—	13.0	oper. by	Cov. &	Lex.	—	—	—
30 Jun. '61	29.0	—	—	—	—	—	—	Louisville and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	—	108,944	43,267	—	30	—
30 Jun. '61	65.1	—	—	—	13	10	230	Lexington and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244.73	246,911	98,675	4	66	—
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 6	612,80:	716,478	371,12	—	—	—
— — '59	18.8	—	—	70.2	—	—	—	Maysville and Lexington	—	—	—	—	—	—	—	18.8	oper. by	Cov. &	Lex.	—	—	—
								LOUISIANA.														
— — —	22.0	—	—	—	—	—	—	Clinton and Port Hudson	750,666	*	—	—	—	—	—	22 0	—	—	—	—	—	—
— — —	27.0	—	—	—	—	—	—	Mexican Gulf	662,911	*	—	—	—	—	—	27.0	—	—	—	—	—	—
31 Dec. '60	80.0	—	—	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,818	566,000	389,297	5,255,350	80.0	180,20:	491,922	228,64:	—	—	—
1 Mar. '61	206.0	—	—	209.0	45	37	813	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,769	—	—	2,665,000	1,159,717	—	206.0	—	1,284,844	555,424	—	—	—
31 Aug. '60	58.7	—	—	125.8	—	—	—	*Vicksburg, Shreveport & Texas*	1,405,291	*	—	$1,283,015	248,986	108,434	1,740,419	58.7	—	—	—	—	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	420,791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
31 Aug. '59	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,284	*	—	1,287,779	1,280,000	271,143	2,990,998	72.5	.....	164,516	81,695	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	—	—	—	—	—	—
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,988	1,859,147	54.7	oper. by	An.&K.	70,566	—	—
31 May,'59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	101
31 May,'59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May,'59	13.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	49
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	137,427	482,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	17
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	95½
31 May,'60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	105½
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	109
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	459,284	8	111½
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,890	168,400	11,058	.....	47.2	77,522	122,637	45,618	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	80
31 May,'61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960 000	—	5,045,630	120.7	456,825	684,685	327,590	4	58½
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	98
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	97
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	—	—
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,168	ope	r. by B.	and L'll	12,550	6	—
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	110
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	186,565	80,677	5	78½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	—
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,513	111,691	.....	8.4	24,428	15,891	—	—	6
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,186	6	104
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,180	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	89,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	103
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	—
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	100½
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	40½
30 Nov. '60	69.9	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	11
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb.&W.S. etc.)	9,933,396	1,095,713	16,120	5,150,000	7,269,520	17,582	13,940,644	192.0	.....	1,881,352	888,254	—	117½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	976	1,408,409	45.7	180,153	229,332	102,604	6	54½
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	847,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	865,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May,'61	284.8	—	23.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	49
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,386	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	21½
-- -- --	—	—	—	39.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	690.000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	276,060	1,974,444	69.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200	—	50,493	327,000	50,892	128,386	12.0	—	—	—	—	—
31 Aug. '60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	30
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,864,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,800,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,386	8	64½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	*	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	98½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	803,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	49½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	112½
31 Dec. '60	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,560	60.2	.....	160,043	54,902	—	.....
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,186,847	710,396	10	120
1 Jan. '61	29	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,236	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '60	33.5	—	.....	—	...	...	.....	New Jersey	3,589,031	394,228	1,226,337	3,749,000	688,000	—	5,312,019	33.5	522,731	1,113,882	670,720	10	115
31 Dec. '60	21.3	—	.....	2	6	17		Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	—
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,563	112,441	5½	70
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	230,278	—	—	216,794	—	56,582	—	—	—	15,344	3,368	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60				140.0				Albany and Susquehanna	548,221			507,957		46,139	554,096						
30 Sep. '60	32.9		3.3		5	12	53	Albany and Vermont	1,557,502	136,028		439,005	1,575,099	50,000		oper. by Rens. & Sarat.					
30 Sep. '60	38.3		44.0					Albany and West Stockbridge	2,389,559			1,000,000	1,389,559		2,389,559	oper. by Western.				6	100
30 Sep. '60	34.9		2.6	78.6	4	6	39	Black River and Utica	1,156,269	81,445		822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609		
30 Sep. '60	14.8		1.6					Blossburg and Corning	498,661			250,000	220,000		470,000	14.8	22,712	34,310	19,886		
30 Sep. '60	14.5		7.0			28		Brooklyn Central and Jamaica	546,372	40,247		448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	34	
30 Sep. '60	24.7	0.9	23.4	5.5		156		Brooklyn City	926,356	335,870		1,000,000		130,000	1,130,000	24 7	2,904,887	520,835	110,896	8	
30 Sep. '61	142.0		14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	178 0	483,412	553 845	187,704		
30 Sep. '60	68.3		14.0		28	34	327	Buffalo and State Line	2,267,158	521,126		1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	120
30 Sep. '60	34.6		38.1					Cayuga and Susquehanna	719,050			343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427		
30 Sep. '60	17.4		2.1					Chemung	400,000			330,000	70,000		450,000	oper. by Erie.			24,000	6	
30 Sep. '60	46.8		2.9		10	8	83	Elmira, Jefferson & Canand.	500,000			500,000			500,000	oper. by Erie.			30,000	6	
30 Sep. '60	17.3		3.0					Hudson and Boston (West'rn)	175,000			175,000			175,000	17.3	46,981			6	
30 Sep. '60	144.0		115.1		58	107	554	Hudson River	10,618,073	1,182,372		3,758,466	9,107,000	182,106		150.0	967,065	2,047,145	778,121		3½
30 Sep. '60	84.0	2.5	10.8		17	40	126	Long Island	2,077,182	489,138		1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454		9
30 Sep. '61	297.8	258.1	313.8		211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	.....	7,809,042	2,601,063	6	82½
30 Sep. '60	446.0	19.0	282.5		219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	496.0	3,019,000	5,180,321	1,827,406		33½
30 Sep. '60	138.0	2.1	29.6		38	93	676	New York and Harlem	8,022,786	*		5,717,190	6,055,752			152.9	.....	1,142,851	433,716		124
30 Sep. '60	8.0				2	8	5	New York and Flushing	244,412	34,756		120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346		
30 Sep. '61	99.0							Niagara Bridge and Canand.	1,000,000			1,000,000			1,000,000	oper. by Central.			60,000	6	
30 Sep. '60	118.0	3.8	17.7		28	14	578	Northern (Ogdensburg)	4,809,856			1,500,000	3,077,000		4,577,000	121.8	395,128	458,912	153,080		
30 Sep. '60	35.9		2.2		7	6	46	Oswego and Syracuse	791,002	*		396,340	213,500	4,875	.....	35.9	69,759	119,666	64,753	8	
30 Sep. '60	75.4		2.8		6	4	33	Pottsdam and Watertown	1,537,509	62,517		665,419	1,000,000	192,748	.....	75.4	79,240	80,611	37,436		
30 Sep. '60	25.2		2.0		5	13	70	Rensselaer and Saratoga	755,124	157,048		610,000	140,000	750,000	.....	59.2	119,325	269,353	131,525	6	
30 Sep. '60	18.5		1.2	21.3				Rochester and Genesee Valley	654,021			657,560	150,000	19,980	.....	oper. by B., N. Y. & E.			22,047		
30 Sep. '60	18.0		1.0			1		Sacketts Harbor, Rome & N.Y.	70,468	1,050		10,305		61,213	71,518	18.0	3.365	634	54		
30 Sep. '60	21.0		1.6		2	2	11	Sarntoga and Schenectady	480,684			300,000	83,000		.....	oper. by Ren. & Sar.				5	
30 Sep. '60	40.8	6.7	3.8		9	11	84	Saratoga and Whitehall	820,518	81,166		500,000	378,000	3,376	.....	47.3	114,731	175,604	60,113		
30 Sep. '60	13.0		0.3		2	6	6	Staten Island	251,389	36,443		62,731	162,087	63,374	.....	13.0	.....	15,720	11,800		
30 Sep. '60	81.3		7.6		13	12	117	Syracuse and Binghamton	2,854,212	*		1,200,130	1,643,163	121,065	.....	81.0	191,579	227,488	139,817		
30 Sep. '60	31.9		3.5		10	9	123	Troy and Boston	1,366,326	168,437		605,911	806,500	247,155	.....	112.0	280,643	312,066	160,237		
30 Sep. '60	6.0							Troy and Greenbush	258,835	36,078		274,400			.....	oper. by Hud. & River.				6	
30 Sep. '60	2.1		2.1					Troy Union	752,601			30,000	680,000		.....	oper. by other Co's.					
30 Sep. '60				10.0				Warwick Valley	84,295			54,500	4,500	14,500	.....						
30 Sep. '60	96.7		11.0		17	11	288	Watertown and Rome	1,948,640	327,304		1,499,000	772,400	66,112	.....	96.7	212,235	351,167	178,067	10	35
								NORTH CAROLINA.													
31 May, '60	94.9		6.4					Atlantic and North Carolina	2,157,503	*		1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572		
-- -- '58	223.0							North Carolina	4,235,000	*		4,000,000			.....	223.0	.....				
-- -- '59	97.0							Raleigh and Gaston	1,240,241	*		973,300	126,200		.....	97.0	.....	206,917	108,541		
30 Sep. '60	161.5	15.0			23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688		
30 Sep. '59	161.9				24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	701,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	
15 Mar. '60	81.0	3.0		192.5				Western North Carolina	2,000,000		4,700	290,212		70,860	364,072						
								OHIO.													
-- -- '58								Atlantic and Great Western	613,231			866,939		77,294							
31 Dec. '60	118.2				17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,812	1,256,750	71,660	3,256,750	118.2	.....	314,091	102,765		
1 Aug. '59	137.0				41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	597,633	71,356		
31 Mar. '61	60.3				22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000		3,708,292	198.3	382,987	644,229	282,700	7	68
31 Dec. '60	30.0			69.1				Cinc. and Indianapolis Junc.								32.0	.....				28
1 May, '59	131.8			31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*		2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180		
31 Dec. '60	135.4	5.8			22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,821	10	108
31 Dec. '60	67.0			18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,162	1,693,300	304,182	3,341,020	67.0	230,461	369 849	238,003		89
31 Dec. '60	95.4	1.2	37.9		30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000			96.6	402,935	1,063,406	633,647	15	125
30 Nov. '58	101.0	102.5			42			Cleveland and Pittsburg	9,320,288	*		3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	16½
31 May '61	109.2	79.4			32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,860,570	196,413	7,612,406	188.6	.....	919,971	493,956		41½
31 Dec. '58	61.4			53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*		369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763		
31 Dec. '58	72.0			31.0	6	9	103	Columbus and Indianapolis	2,555,000	*		750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760		50
30 Nov. '58	54.5		10.4					Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	oper. r. w. Lit. Miami.			170,795	8	74
31 Mar. '61	144.0		7.9					Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	.....	375,002	212,107		
31 Aug. '60	36.6				5	3	87	Dayton and Western	999,173	104,912		307,240	716,000	80,845	1,104,086	36.6	.....	62,025	3,665		
31 Aug. '58	16.0			47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*		437,838	422,658		.....	16.0	40,064	64,000	33,000		
31 Dec. '60	45.0				6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	.....	152,328	43,865		
-- -- '59	36.0			84.0				Fremont and Indiana													
31 Aug. '58	32.0				6	5	68	Greenville and Miami	888,000	*		300,000	473,000	75,000	.....	47.0	60,901	63,141	13,573		
30 Nov. '58	13.0			34.0	1	2	50	Iron	172,830	*		118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460		
30 Nov. '58	83.5		37.8		39	32	602	Little Miami	3,451,179	755,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,885	1,200,499	341,591	8	77
31 Dec. '58	173.8	21.6			33	26	523	Marietta and Cincinnati	9,617,561	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452		
30 Apr. '61	192.3				48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	898,818	169,943		1½
31 Aug. '58	117.0	8.0			17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*		1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....		
30 Jun. '61	158.9	62.0			40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	206.9	452,635	450,245	58,589		
31 Dec. '60	116.0	9.0			18	20	206	Sandusky, Mansfield & New'k	2,309,125	*		348,770	1,385,200	132,063	2,588,876	125.0	.....	185,934	34 167		
30 Nov. '58	55.6			74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*		403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100		
31 Aug. '58	19.5			23.5				Springfield and Columbus	346,500			193,000	150,000	3,500	346,500	oper. by C., C. & C.					
30 Nov. '58	49.8			62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*		1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....		
31 Aug. '60	243.0				55	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,600	5,843,660	488,265	8,498,947	250.0	.....	861,722	373,772		
								PENNSYLVANIA.													
31 Jan. '61	45.0		3.0	186.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	62,624	.....	45.0	61,634	94,342	45,161		
31 Aug. '59	20.5		23.2		15	2	1,005	Beaver Meadow	966,792	260,000		1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	57
31 Dec. '60	63.5		3.5		22	14	300	Catawissa	3,402,500	*		3,350,000	53,500	.....	.....	146.0	.....	.....	.....		54
30 Sep. '60	52.5		3.2		11	8	66	Cumberland Valley	1,192,111	*		756,900	270,500	48,358	1,296,568	52.5	.....	182,673	116,822	8	
31 Dec. '60	110.8	2.3	36.0		74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	.....	2,191,886	1,316,688	6	102
30 Nov. '59	36.3		2.5		3	3		East Pennsylvania	900,000	16,617		386,121	365,500	188,515	940,136	36.3	.....	.....	.....		
30 Sep. '59	18.6		4.0					Erie and Northeast	700,000	.....	.....	600,000	400,000	.....	1,000,000	oper. r. b. Buf. & S. L.				10	
31 Aug. '60	36.9	13.6	21.9					Harrisburg and Lancaster	1,882,555	.....	.....	1,087,100	661,000	.....	1,883,343	55.5	.....	436,287	153,334	6	51
31 Aug. '59	32.3		1.2	44.1	3	2	17	Hempfield	1,388,168	*		1,809,563			1,809,563	32.3	.....	32,411	7,267		
31 Aug. '59	30.9	11.3	4.6		6	3	1,000	Huntingdon and Broad Top	1,354,724	*		425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413		
30 Sep. '59	68.9		2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,067,803	107,000		710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600		
30 Nov. '60	45.7		22.3	20.2	15	6	.....	Lehigh Valley	3,787,583	*		1,966,350	1,500,000	.....	.....	45.7	188,500	679,906	342,039	6	49½
30 Nov. '59	28.0	5.0	13.5	.....	9	.....	.....	Little Schuylkill	3,299,600	*		2,256,100	942,500	85,000	3,299,600	oper. r. by C., W. & E.					19
31 Dec. '60	20.0		4.0					Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,950	3,413,871	303 927	9,803,932	.....	.....	758 318	670,227	6	48
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,500,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	48½
30 Jun. '61	55.6	10.1	9.7		17	20	504	North Pennsylvania	5,458,892	393,927		3,155,876	2,940,473	774,323	6,471 462	55.7	5 mos.	176,047	91,369		5
31 Dec. '60	331.1	28.1	391 7		205	124	2,668	Pennsylvania	23,581,158	3,065 299	3,474 546	18,251,960	17,163,947	367,489	32,407,124	428.0	3,476,812	5,932,761	2,296,402		38
30 Sep. '59	12.0		0.8	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000			250,000	50,000	.....	20.0	.....	1,687	.....		
30 Sep. '59	17.0	7.0	.....		16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	.....	1,208,500	374,800	104,720	1,742,333	24.6	.....	288,857	157,194		44½
30 Nov. '60	147.4	4.0	61.0		145	64	5,606	Philadelphia and Reading	20,860,412	3,174,172	127,204	11,549,920	12,008,150	.....	24,858,596	151 4	.....	5,812,646	1,823,995		88½
31 Dec. '59	28.0	.....	.....	.....	.....	.....	.....	Philadelphia and Trenton	1,000,000	.....	.....	1,000,000	.....	.....	1,000,000	28.0	per b.	4,000 &	4,000	.....	170
31 Oct. '60	96.0	6.0	.....	.....	80	62	571	Phila., Wilmington and Balt.	7,000,000	0	.....	2,500,000	3,500,000	.....	.....	96.0	91,677	1,384,497	471,113	8½	64

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	P. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	—
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,286,367	10,192,155	1,791'166	18,487,835	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----------	----------	----	----------	----------	----------	----	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----------	1,355,700	54.0	----------	----------	----------	----	----
30 Sep. '59	9.2	15.3	14.9	—	----	----	----	Schuylkill Valley	573,616	*	—	568,150	----------	----------	573,616	24.5	----------	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	366,004	864,450	789,970	60,821	1,724,227	----	----------	96,227	54,582	----	----
31 Dec. '59	148.0	—	20.0	140.0	----	----	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	143.0	----------	114,126	61,848	----	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,340	85,932	—	97,550	396,000	----------	----------	29.6	----------	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	----------	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,896	----------	78.0	199,878	238,420	860,339	—	4½
								RHODE ISLAND:													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	----------	----------	62.0	240,443	331,522	106,782	5	55
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,189	----------	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	----------	—	1,916,515	217,577	----------	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	703,365	236,286	197,905	1,099,536	51.9	----------	9,359	7,486	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
-- -- '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,346	2,919,554	164.5	----------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	----------	----------	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,662	*	—	985,743	980,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	186,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	378,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,250,267	141,144	—	570,000	1,361,000	145,000	----------	—	----------	----------	----------	—	----
1859	100.0	—	30.6	55.8	----	----	----	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----	----------	----------	----------	—	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,909	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,781,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859	----	—	----	—	----	----	----	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	360,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	----	----	----	Winchester and Alabama	----------	----------	—	216,962	412,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
-- -- '58	32 0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'rdo	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
-- -- '58	56 0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275-000	240,000	171,560	----------	50.0	31,300	82,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,282,845	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
-- -- '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
-- -- '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,182	193,422	—	1,280,400	800,000	60 589	----------	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,706	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----------	----------	----------	62.0	142,889	160,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,589	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	----	----	----	Vermont and Canada	1,350,695	----------	—	1,350,000	----------	----------	1,380,695	ope	r. by Vt.	Central	----------	—	105
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	703,200	----------	----------	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	----	----	----	Western Vermont	1,083,500	*	—	332,000	700,000	----------	1,083,500	ope	r.b. Troy	& Boat.	55,858	—	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	----	----	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	845,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,066	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	826,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,806	26,853	----------	43.5	1,058,054	163,763	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	667,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	300,000	700,000	25.000	----------	55.0	----------	----------	----------	—	----
25 Mar. '59	199.8	—	----	—	----	----	----	*Milwaukee and Minnesota*	----------	----------	—	10,872,000	10,414,066	996,587	22,282,653	199.8	----------	492,454	----------	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
-- -- '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '60	191.9	42.5	28.3	—	----	----	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	----------	7,500,000	234.4	----------	883,186	439,943	—	21½
-- -- '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----------	—	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '61	104.0	—	----	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,350	63,438	—	----
-- -- '58	10.0	—	----	55.0	----	----	----	Wisconsin Central	600,000	----------	—	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 July '61	161.0	—	----	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	----------	7,150,000	16.10	400,075	,771,780	363,670	—	----
-- -- '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----------	----------	----------	----------	----------	----------	----------	81.0	166,245	----------	----------	—	11
-- -- '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,899	Grand Trunk	46,651,084	*	----------	15,603,128	31,351,133	----------	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	----------	14,054,908	8,480,549	----------	----------	357.0	1,860,900	----------	----------	3	----
-- -- '59	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	87,081	----------	----------	—	----
-- -- '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	254,530	----------	----------	—	----
-- -- '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	89,222	----------	----------	—	----
-- -- '59	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
								NEW BRUNSWICK.													
1 Oct. '60	108.0	0.9	12.0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	----------	----------	4,451,012	108.0	196,683	116,225	41,985	—	—
0 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,288	—	1,290,000	13,100	136,000	1,709,232	60.0	----------	132,555	36,670	—	—
								NOVA SCOTIA.													
-- -- '59	61.5	—	----	60.1	----	----	----	Nova Scotia	----------	----------	----------	----------	----------	----------	----------	61.5	----------	----------	----------	—	----
								NEW GRENADA.													
-- Dec. '6	48.7	—	----	—	----	----	----	Panama	8,000,000	*	708,000	4,976,000	2,490,228	44,000	9,302,928	48.7	----------	1,850,878	1,036,181	12	113

New York Stock Exchange.

Highest Sale Prices for the week ending Feb. 5.

	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.	W. 29.
FEDERAL STOCKS:—						
U. S. 6s, 1871	----	----	79	----	79⅛	
U. S. 5s, 1874	79½	----	78½	----	78⅛	
U. S. 5s, 1865	----	----	----	86⅛	----	
U. S. 6s, 1881, reg.	88⅛	87⅛	----	88⅛	89	
U. S. 6s, 1881, cou.	89⅛	89⅛	88⅛	89	89	90
U. S. 6s, 1862	----	----	----	----	----	----
U. S. 6s, 1867	89	----	----	----	89	----
U. S. 6s, 1868	89⅛	----	----	----	----	----
STATE STOCKS:—						
California 7s	80⅛	----	----	80	80⅛	
Georgia 7s	67	----	----	----	----	
Illinois Coupon bonds	81	81	80	80⅛	80⅛	
" Canal bonds	70	----	----	----	----	----
Indiana 5s	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	61	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	51	80⅛	----	80	----	----
Minnesota 8s	81⅛	----	----	----	----	----
Missouri 6s	42⅛	42⅛	41⅛	41	41	----
Do. iss. to H. & St. J. R.	50	49⅛	49	----	----	----
New York 6s, 1868	----	----	99⅛	----	----	----
North Carolina 6s	----	62	----	62	62⅛	
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	----	95½	----	----	95
Tennessee 6s, 1890	44⅛	44⅛	43⅛	42⅛	43	43⅛
Virginia 6s	----	51⅛	----	51⅛	----	----
RAILROAD SHARES:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. and Q.	62	62⅛	62	----	----	61⅛
Chicago and Rock Isl.	56	55⅛	53⅛	53	52⅛	53⅛
Clev., Col. and Cin.	----	105⅛	103	----	----	----
Clev. and Pittsburg	16⅛	16⅛	----	----	16⅛	16⅛
Clev. and Toledo	42⅛	42⅛	40⅛	41	41	41⅛
Del., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	67⅛	67⅛	66	66	66	66
Hudson River	39	38	----	38⅛	38⅛	
Illinois Central (scrip)	61⅛	61⅛	60⅛	60	57⅛	57
Michigan Central	52⅛x	52⅛	50	50	49⅛	49
M. S. and N. I. guar'd,	41⅛	42⅛	40⅛	41⅛	40⅛	41
M. S. and N. I.	21⅛	21⅛	21	21	21	21⅛
Mil. and P. du Chien	20⅛	21	20⅛	20⅛	----	----
M. and P. du C. 1st pref.	----	74	74	73⅛	73	----
M. and P. du C. 2d pref.	----	----	54	53	----	----
New Jersey	----	----	----	----	----	----
New Jersey Central	119	----	----	----	----	120
New York Central	83⅛	84	82⅛	83	82⅛	82⅛
Erie	35⅛	35⅛	34	33⅛	33⅛	33⅛
Erie pref.	58⅛	58⅛	55⅛	55⅛	55⅛	56
Erie Assessment Scrip	88	----	----	----	----	----
N. York and Harlem	----	12⅛	----	30	12⅛	12⅛
N. Y. and H. "pref."	----	31⅛	30	30	29⅛	29
Panama	113⅛	113⅛	112	113	112	113
Phila. and Reading	42	42⅛	40⅞	41	----	40⅛
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Ohio. and N. W. 1st M.	----	----	41⅛	41	----	40⅛
" " 2d M.	----	----	----	----	----	----
" " S. F. 87	----	----	----	----	----	----
Cl. & Tol. S. F. 7 p.c. '85	84⅛	----	84	----	----	84
Chi., Bur. and Q. 8 p.c.	97⅛	98	----	99	99	99⅛
Chi. and R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2M. 8 p.c. '81	93	----	----	----	----	----
Gal. and Ch. 1 M. 8 p.c. '63	----	103	----	----	----	100
" 2M. 8 p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	30⅛	30⅛	----	----	----	----
Hudson R. 1 M. 7 p.c. '69	----	105x	104	104⅛	----	105⅛
" 2 M. 7 p.c. '60	----	----	----	----	84	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" sink. fund.	----	----	----	----	----	----
Illinois Centr. 7 p.c. '75	----	93⅛	93⅛	----	93	92
" " 6 p.c. '75	----	93⅛	93⅛	----	93	92
L. Erie & Wab. 1 M.	79⅛	----	----	----	75	75
" " 2 M.	----	43	43	----	43	----
La Crosse & Mil. L. G.	----	----	----	----	18⅛	----
Mil. and P. du C. 1st M.	89	----	----	89⅛	89	----
Mich. Cen. S. F. 8 p.c. '82	----	97⅛	97⅛	----	----	----
" conv. 8 p.c. '69	100	100	100	99⅛	99⅛	----
Mich. Southern 1st M.	90	----	----	----	90	----
" " 2d M. Ass.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	85⅛	85⅛	85	----	84⅛	85
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	90⅛	----	----	----	----	87⅛
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 8 p.c. certif. '83	----	----	95⅛	95⅛	95⅛	95⅛
" 1 M. 7 p.c. '64	102⅛	----	102⅛	102⅛	----	----
" bonds 1876	104⅛	105	104⅛	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	106⅛	106	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	93⅛	----	----	----	94
" 4 M. 7 p.c. '80	80⅛	83	----	----	----	81⅛
" 5 M. 7 p.c. '83	74⅛	----	75	----	----	73
" conv. 7 p.c. '62	----	----	----	----	----	----
" " 7 p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	101⅛	101	101	----	100⅛	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	74	----	----
MISCELLANEOUS:—						
Del. and Hud. Canal	92⅛	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	88⅛	----
Pacific Mail S. S. Co.	99	99⅛	97⅛	98⅛	98⅛	99

The following are the closing prices in the London Market on the 24th January:

United States 5s, 1874	66	to	68
Virginia 6s	46	"	48
Erie shares, ex assessment scrip	27	"	29
Erie shares, 7 per cent. preference	47	"	49
Erie shares, assessment scrip	1⅛	"	2
Illinois Central 6s, 1875 x. c.	74	"	76
Illinois Central 7s, 1875	76	"	78
Illinois Central $100 shares, $50 paid, dis.	44⅛	"	43⅛
Illinois Central, all paid	52	"	54
Michigan Central 8s, Convertible, 1869	80	"	82
Michigan Central Sinking Fund 8s, 1882. x.c.	80	"	84
Michigan South. and North. Indiana 7s, 1885.	--	"	--
New York Central 6s, 1883	76	"	79
New York Central 7s, 1864	84	"	86
New York Central 7s, 1876	84	"	86
New York Central 7s, 1876	84	"	86
New York Central $100 shares	68	"	70
New York and Erie 7s, 1867	85	"	90
New York and Erie, 2d mort., 1859 x.c.	83	"	88
New York and Erie, 3d mort., '83, assented	76	"	78
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	97	"	100
Panama, 2d mortgage 7s, 1872 x.c.	97	"	99
Pennsylvania Central 6s	79	"	81
Pennsylvania Central 2d mortgage	82	"	84
Pennsylvania Central $50 Shares	27	"	30
Philadelphia and Reading $50 shares	14	"	18

American Railroad Journal.

Saturday, February 8, 1862.

Share and Money Market.

The hesitancy in Congress upon financial affairs has caused a more active demand for money, and upon call, all new business is done at 6 and 7 per cent., with more scrutiny of collaterals. From New England there is more demand for paper, at 6 and 7 per cent. for short dated bills. The banks of this city are by no means rich, and are inclined to contract their operations and wait for Congress. The currency of business men is now mainly in demand notes, which cannot be used freely at bank, and are finding their way to brokers for sale at ⅛ and ½ per cent. discount.

The 7.30 per cents. are offered freely at 2 and 2¼ per cent. discount for large and 1¾ per cent. for small notes.

Gold closes at 3⅜ premium selling, and 3⅛ buying in small parcels by brokers.

Stocks are barely steady, and the market is supported mainly by the constant purchases of brokers, whose only hope of profit is in keeping prices firm, until some fortunate turn of affairs brings the public in to relieve them of their daily increasing burden.

The feeling in regard to the European news is that of gloom and uncertainty, nor is the aspect of affairs at Washington more satisfactory.

The Lykens Valley Railroad and Coal Company have declared a dividend of 7 per cent. out of the earnings of the year 1861, payable Feb. 3.

The interest coupons on the bonds of the New Jersey Railroad and Transportation Company due Feb. 1, will be paid at the Bank of Commerce.

The interest due February 1st on the first mortgage bonds of the Cleveland and Mahoning Railroad Company will be paid at the office of Messrs. Ward, Campbell & Co., No. 56 Wall st.

The Morris and Essex Railroad Company has declared a semi-annual dividend of three and a-quarter per cent. The late dividend of the Bloomfield Railroad Company was also three and a-quarter per cent. Both payable February 1.

The sale of the Terre Haute, Alton and St. Louis Railroad, which was to have taken place on the 7th of March, has been postponed to the 21st of the same month.

The Delaware Division Canal Company have declared a dividend of three per cent. on their capital stock, payable on and after the 15th of February.

The Chicago, Burlington and Quincy Railroad have commenced the construction of a branch road, which is intended to connect with the Peoria and Oquawka road at Yates City, thence by way of Farmington and Canton to Lewiston. The grading is progressing, and the road expected to be in running order by the 1st of May next.

The Receiver of the Central Ohio Railroad has issued the following notice:

In obedience to a late order of the Circuit Court for the Southern District of Ohio, I will pay on presentation at my office in Zanesville, Ohio, the coupons on the first mortgage bonds of this company, maturing May 1, 1858, and August 1, 1858, in current funds, or in exchange on New York, payable in current funds as the holders thereof may require.

Railroad Earnings--Monthly.

The earnings of the Hudson River Railroad for

January, 1862, were	$307,330 18
" 1861	223,157 87
Increase	$84,172 81

The following statement shows the business of the Philadelphia and Reading Railroad Company for December, 1861, compared with that of 1860:

	1861.	1860.
Rec'd from coal	$202,693 70	$183,607 89
" " merch'dise	44,468 12	32,859 84
" " travel, etc.	31,057 59	26,564 82
Total	$278,219 41	$249,032 05
Transportation, roadway, dumpage, renewal fund, and all charges	122,785 85	120,619 49
Net profit for the m'th,	$155,433 56	$128,412 56

The earnings of the Chicago and Rock Island Railroad for January, 1862, were $97,253

Do., 1861	106,180
Increase	$8,927

The earnings of the Cleveland and Pittsburg Railroad for the months of December and January have been as follows:

December, 1861		$105,120
" 1860		63,980
Increase		$41,140
January, 1862	$84,858	
" 1861	62,208	
		22,650
Increase		$63,790

The earnings of the Galena and Chicago Railroad for January, 1861, were $106,180

January, 1861	97,253
Increase	$8,927

The following are the January earnings of the Buffalo, New York and Erie Railroad Company:

January, 1862	$64,573 05
" 1861	36,633 11
Increase	$27,939 94

	1860-1.	1861-2.
October	$70,814 77	$72,003 30
November	60,697 15	80,053 41
December	36,885 09	78,049 52
January	36,633 11	64,573 05
Totals	$205,030 12	$294,679 28
		205,030 12
Increase in four months		$89,649 16

Railroad Earnings--Weekly.

The traffic of the Great Western Railway of Canada for the week ending Jan. 31, 1862, was as follows:

Passenger	$10,835 32
Freight and live stock	39,241 65
Mails and sundries	1,686 05
Total	$51,268 02
Corresponding week of last year	39,278 00
Increase	$11,985 02

The receipts of the Grand Trunk Railway of Canada for the week ending Jan. 25, 1862, were:

9,272⅕ passengers	$16,303 04
Mails and sundries	3,094 28
18,884 tons of freight and live stock	60,876 32
Total	$80,273 64
Corresponding week, 1861	47,092 48
Increase	$33,181 16

The Whale Fishery for 1861.

The Newbedford *Standard* publishes the annual review of the Whale Fishery for the past year, from which we extract the following particulars:

"The year has been characterized by a large diminution in the whaling fleet, the decrease having been larger than in any year since 1858. On the first of January, 1862, the number of vessels engaged in the business will be but 422, with a tonage of 127,608 tons, a decrease, in four years, of two hundred and thirty-two vessels, and twenty-five thousand five hundred and forty tons. The decrease for the past year has been ninety vessels and thirty one thousand one hundred and thirty-eight tons.

The ships fitted previous to 1858 having sailed at high cost, returning many of them with poor success, although many have brought in large cargoes, have, owing to the low prices, and in a great many instances the unwillingness to dispose of the batch at the ruling rates, proved ruinous to the owners. Ships fitted since that period have sailed at a greatly reduced cost, economy having been exercised both in the outfit and fitting of the vessel, so that the business has become more adapted to the price of our great staples. Still the price of Whale Oil is not high enough to pay for the expense of catching it, although Whalebone is greatly in excess of the price a dozen years since. Owing to the numerous substitutes for oil as an illuminating substance, Whale Oil has been driven pretty much from the market for that special purpose.

Sperm Oil, owing to the depression in the manufacturing interest, both in this country and Great Britain, is held at rather a low figure, but we think with the revival of business, which will surely ensue, it will rise to a profitable price, which should be about $1 50 per gallon, to make the business a healthy one.

The vessels in port, an unusually large number, at this port alone there being 24 ships and 24 barques, and at all other ports 39 vessels—a total of 87—are for the most part good vessels, the purchases made by the government of old vessels to be sunk for the blockade of Southern ports having pruned out those needing heavy repairs.

During the year six of the fleet have been lost at sea, six have been condemned in foreign ports, and three have been taken by privateers in the Gulf of Mexico.

There have been added to the service eight ships and barques and one schooner, with a tonnage of 2,840 tons—all having been engaged in the whale fishery at other ports. At present this city has in the whale fishing business 257 ships and barques and 1 schooner, with a tonnage of 87,128 tons—a decrease during the year of 31 vessels and 11,532 tons.

The imports of Sperm Oil for the year amount to 69,411 brls.; Whale Oil 136,297 brls.; and 1,125,874 lbs. of Whalebone. A decrease for the year of 3,825 brls. Sperm; 3,879 brls. Whale Oil: and 237,344 lbs. Whalebone.

The exports for the year have been 37,547 brls. Sperm Oil; 48,525 brls. Whale Oil; and 1,075,000 lbs Bone; showing a decrease over last year of 5 762 brls. Sperm Oil, 35,525 brls. Whale Oil, and 248,770 lbs. Bone.

The stock of Oil and Bone in importers and speculators hands is as follows: 18,000 brls. Sperm Oil, 80,000 brls. Whale Oil, and 600,000 lbs. Bone

The price of both Sperm and Whale Oil, and Bone have been lower than in 1860. The average prices during the year have been for the Sperm Oil $1 81⅓ per gallon; Whale Oil 44⅞c per gal. and Whalebone 72⅞c per lb. for Artic, 68¾c per lb. for Ochotsk, and 62¾c per lb. for South Sea.

Statistics of St. Louis Trade for 1861.

	1860.	1861.
Tobacco, total receipts, hhds	12,920	8,510
Tobacco, total sales, hhds	6,473	6,786
Hemp, total receipts, bales	68,841	28,568
Hemp, am't consumed, bales	37,070	not known.
Hemp, stock Jan 1, bales	2,400	775
Lead, total receipts, pigs	238,719	11,250
Lead, amount consumed, pigs	131,000	70,000
Lead, stock January 1, pigs	21,000	9,000
Flour, total receipts, barrels	442,867	484,000
Flour, city manufactured	839,265	694,110
Whisky, total receipts, brls	117,275	72,790
Whisky, total manufactured	11,000	6,000
	Receipts.	Receipts.
Wheat, bushels	3,665,370	2,654,783
†Corn, bushels	4,232,052	4,515,040
Oats, bushels	2,135,247	1,735,157
Barley, bushels	314,394	201,484
Rye, bushels	176,912	117,080
Hay, bales	152,325	114,745
Hides, number	173,000	159,196
Wool, packages	7,715	2,860
Beef, tierces	360	4
Beef, brls.	3,785	925
Pork, casks and tcs.	15,219	11,352
Pork, brls	121,033	116,445
Pork, boxes	1,000	6
Pork, pieces	876,627	751,313
Bacon, casks	8,560	11,790
Bacon, brls. and boxes	11,416	10,820
Bacon, pices	29,075	106,000
Lard, tcs.	30,607	27,231
Lard, brls.	14,875	12,877
Lard, kegs.	17,845	11,815
Tallow, pkgs	5,045	3,130
Butter, pkgs	27,686	24,062
Cheese, pkgs	24,615	23,500
Sugar, hhd.	46,381	33,750
Sugar, pkgs.	21,606	8,069
Molasses, brls.	51,896	11,605
Coffee, bags	109,420	91,850
Salt, sacks and bags	400,576	72,238
Salt, brls	36,487	71,451

† In the receipts of all articles above Corn, the wagon receipts are included. Of Corn, and all articles following, the receipts comprising the amounts received by boats and railroads only.

United States Sub-Treasury.

The following is an official statement of the business at the Office of the Assistant Treasurer, U. S., New York, during the month of January, 1862:

RECEIPTS.

January 1, 1862, by balance		$2,106,782 56
On account of—		
Customs	$2,675,771 46	
Patent Fees	4,070 55	
Post Office Dep't	215,573 08	
Loans	14,866,182 30	
Miscellaneous	1,081,253 28	
		18,972,800 68
Total		$20,899,583 24

PAYMENTS.

Treasury Drafts	$21,882,801 75	
Post Office Drafts	250,698 86	
		21,583,000 61
Balance, January 31, 1862		$688,417 37
By balance, credit disbursing acc'ts		$8,163,769 41
By receipts during the month		10,806,573 11
		$18,970,342 52
To payments		12,295,636 47
Balance		$6,674,706 05
By balance credit, interest acc'nts		$2,811,615 11
To payments		2,519,724 34
Balance		$291,890 77
By receipts for customs in January, 1861		$2,675,771 46
By do. in January, 1862		1,204,754 48
Decrease in January, 1862		$1,471,017 68
By balance credit bullion and expense account for assay office		$221,484 32
By coin received during the month	$880,354 74	
By fine bars received during the month	364,539 49	
		1,244,894 28
Total		$1,466,328 55
To payments in coin	$438,634 40	
To payments in fine bars	462,608 22	
		901,237 62
Balance		$565,090 93
By coin in hand, in Assistant Treasurer's office		$7,034,461 88
By coin in hand, Assay Office		85,258 91
		$7,119,720 74
By fine bars, Assay Office	$484,882 05	
By unparted bullion, Assay Office	202,513 00	
By bullion at the mint for coinage	63,018 28	
		750,363 33
Total		$7,870,084 07
Less due depositors		1,483,523 40
Balance		$6,386,560 67
Less 6 per cent. Treasury Notes redeemed and to be reimbursed		4,375,333 14
Balance		$2,011,227 53

Statement of business at the United States Assay Office at New York, for the month ending Jan. 31, 1862.

Deposits of gold:—		
Foreign coins	$11,000	
Foreign bullion	26,000	
United States bullion	402,000	
		$439,000
Deposits of silver, including purchases:—		
Foreign coins	$7,000	
Foreign bullion	17,400	
United States bullion, (contained in gold)	6,000	
Washoe	600	
		31,000
Total deposits, payable in bars	$100,000	
" " " in coins	70,000	
		$470,000
Gold bars stamped		1,189,087
Transmitted to U. S. Mint, Philadelphia, for coinage		443,710

The Railroad System of Ohio.

The Cincinnati *Gazette* of 28th ult. contains a lengthy article upon the railroads of Ohio. It embraces the early history of the internal improvements of the State; their annual progress; a list of the roads now completed and in progress; those in the hands of receivers; and those that have been sold and re-organized. Tables are also given showing the capital stock, bonded and other indebtedness, cost, earnings, expenses, etc., etc.

We make the following extracts, reserving the tabular statements for a future occasion:

RAILROADS IN THE STATE.

The following is a list of the roads in Ohio, with the total length of the lines, miles in operation, miles in Ohio when all the proposed lines are completed, and number of miles now in opetion within the State:

Name of Road.	Total length of line.	Miles now in operation.	Miles in Ohio—when completed.	Miles in Ohio now in operation.
Atlantic & Great Western	243	..	243	..
Ashtabula and New Lisbon	84	..	84	..
Bellefontaine and Indiana	118	118	118	118
Central Ohio	140	140	140	140
Cincinnati, Hamilt. & Dayton	60	60	60	60
Cin. & Indianapolis Junction	40	30	20	20
Cin., Wilmingt. & Zanesville	162	131	162	131
Cleveland, Columbus & Cin.	135	135	135	135
Clev. and Columbus Branch (Delaware)	6	6	6	6
Cleveland and Mahoning	99	67	99	67
Clev., Painesv. & Ashtabula	95	95	75	75
Clev. & Pittsburg (Main line)	101	101	101	101
Clev. & Pittsb. (River Divis.)	68	68	68	68
Clev. & Pittsb. (Tuscarawas Branch)	38	38	38	38
Clev. & Pittsb. (Carrolton Br.)	12	12	12	12
Clev. & Pittsb. (Hanover Br.)	1	1	1	1
Clev. & Toledo (North'n Div.)	104	104	104	104
Clev. & Toledo (South'n Div.)	88	88	88	88
Clev., Zanesville & Cincin.	114	61	114	61
Columbus and Xenia	55	55	55	55
Columbus, Piqua & Indiana	103	103	103	103
Columbus Branch (Covington to Richmond)	25	..	25	..
Dayton and Michigan	142	142	142	142
Dayton and Westean	40	40	40	40
Dayton, Xenia and Belpre	63	16	63	18
Dayton & Cincinnati (Short Line)	53	..	53	..
Eaton and Hamilton	45	45	41	41
Fremont and Indiana	120	40	120	40
Greenville and Miami	47	47	47	47
Indianapolis and Cincinnati	110	110	20	20
Iron	47	47	13	13
Little Miami	65	65	65	65
Springfield Branch	19	19	19	19
Marietta and Cincinnati	276	173	276	173
Hillsboro' Branch	21	21	21	21
Parkersburg Branch	9	9	9	9
Michigan Southern (Main L.)	243	243	13	13
Monroe Branch	62	62	8	8
Three Rivers Branch	12	12	..	..
Air Line	130	130	62	62
Ohio & Mississippi (Eastern Division)	192	192	20	20
Pittsburg, Ft. W. & Chicago	467	467	271	271
Steubenville and Indiana	118	118	118	118
Cadiz Branch	7	7	7	7
Sandusky, Dayton & Cincin.	154	154	154	154
Findlay Branch	16	16	16	16
San'ky, Mansfield & Newark	116	116	116	116
Huron Branch	9	9	9	9
Scioto and Hocking Valley	130	56	130	56
Springfield and Columbus	20	20	20	20
Springfield, Mount Vernon & Pittsburg	112	49	112	49
Toledo and Wabash	250	250	76	76
Twin Creek	6	..	6	..
Tiffin and Fort Wayne	102	..	75	..
Total miles	5,094	4,088	3,993	3,024

ROADS PROJECTED AND IN PROGRESS.

The railroad system of Ohio is by no means complete yet, as will be seen from the following table of roads projected, and on many of which large amounts of work have already been done. There can be no doubt but that the next five, or at furthest ten years, will see some of these lines in operation.

These lines are as follows:

	Miles.
Marietta to Wheeling (extension M. & C. R.R.)	75
Loveland to Cincinnati (" ")	25
Vienna to Dayton (branch M. & C. R. R.)	42
Cincinnati and Dayton (short line)	53
Glendale extension (Cincinnati, Wilmington & Zanesville)	31
Findlay to Union (extension Fremont & Indiana)	82
Youngstown to Newcastle (extension Cleveland and Mahoning)	20
Youngstown to Brooklyn (extension Cleveland and Mahoning)	12
Indianapolis & Cincinnati (independent exten.)	20
Eaton & Hamilton (exten. to Ham.)	2
Twin Creek (Carlisle to Miamisburg)	6
Hamden to Newark (extension Scioto & Hocking Valley	80
Millersburg to Zanesville (extension Cleveland, Zanesville and Cincinnati)	38
Atlantic & Great Western (Dayton to Penn. State Line)	243
Covington to Richmond (extension Columbus, Piqua and Indiana)	25
Ashtabula and New Lisbon	84
Total miles	838

There are perhaps half a dozen other lines projected or talked about, but as there is no prospect of any of them ever being built, it is unnecessary to refer to them here.

The completion of the above lines is indispensably necessary to secure the full advantages contemplated in the construction of the roads of which they form parts.

For instance, the Marietta and Cincinnati Railroad will never be independent and in a position to demand and obtain its rights of the Baltimore and Ohio Railroad, until it has its line extended from Marietta to Wheeling, which would give it an outlet by either the Baltimore and Ohio Railroad or the Pennsylvania Central, and enable it to choose whichever connection should prove most advantageous for it. Upon this line a large amount of work had been done when its further prosecution was suspended in 1854.

Again, without a line of its own from its western terminus at Loveland to Cincinnati, it must always be dependent upon and at the mercy of the Little Miami Company, besides having to pay a heavy rent to that road for the use of its track between Loveland and Cincinnati, and of its depots at both those points. The proposed extension of its road from Vienna to Dayton, would give it a direct connection with the roads leading into Indiana and the other Western States, and would bring to its main line a considerable amount of business, as this would then be the shortest route from Indianapolis to Baltimore and Washington.

The completion of the Cincinnati and Dayton Short Line is only a question of time. The rapidly increasing business of the Cincinnati, Hamilton and Dayton Railroad, and of the lines leading from Dayton to the Lake and the Northwest, will compel the building of this line at no distant day. We should not be at all surprised to see this project again taken hold of, as soon as our political troubles are over, and prosecuted to an early completion. Several hundred thousand dollars have already been expended upon this road and upon the tunnel through which it is to gain access to the city.

The Fremont and Indiana Railroad is now open from Fremont to Findlay, and a large amount of work has been done on the balance of the road. This road must be completed to Lima, the intersection of the Dayton & Michigan and Pittsburg, Fort Wayne and Chicago Railroads, to render that portion already built of any value. Its further extension to the State line is a matter of doubt. This road has changed hands within a few weeks past, and is now known as the Fremont, Lima and Minnesota Railroad.

The completion of the Cleveland and Mahoning Railroad from its present eastern terminus at Youngstown to Newcastle, will also be carried forward as soon as times improve. A proposition has been made by this Company to construct a branch road from Youngstown to the coal fields of Hubbard and Brookfield, a distance of some twelve miles. The Railroad Company propose to iron and equip the road, provided the necessary stock can be raised to grade and make the road ready for laying the track. This proposition has, we believe, been acceded to, and arrangements are now being made to survey and locate the line.

The construction of an independent entrance into Cincinnati, for the Indianapolis and Cincinnati Railroad, along the line of the Whitewater Canal, is in contemplation, and we expect to see this work prosecuted at some future day.

It will give Cincinnati the advantage of an additional through line to St. Louis, for by the terms of the agreement by which the Indianapolis and Cincinnati Railroad uses the third rail on the Ohio and Mississippi track from Lawrenceburg to Cincinnati, the forming of such a line is prohibited.

The construction of this line would be of great importance to that road, enabling it to reach the heart of the business portion of the city and would tend to the increased prosperity of Cincinnati.

The Eaton and Hamilton Railroad now uses two miles of the track of the Cincinnati, Hamilton & Dayton Railroad in reaching Hamilton, on which it pays a rental of $10,000 per annum. This road has long had in contemplation the building of these two miles, so as to enable it to reach Hamilton independent of the Hamilton and Dayton road. Should this road, which is seriously embarrassed, be re-organized upon a new basis, of which there is some talk, this link would undoubtedly be built. Until it can reach Hamilton on its own rails and connect with the canal at that point, it must always remain dependent upon the Hamilton and Dayton managers.

The completion of the Scioto & Hocking Valley Railroad from Hamden to Newark is doubtful while that road remains in its present embarrassed condition and under its present organization. When the road shall have passed into the hands of the first mortgage bondholders, which it is destined to do, there will then be some prospect of its being finished.

A large amount of work has been done upon the Atlantic & Great Western road, and it has been progressing slowly with the intention of completing the line to Akron by another summer.

The President of this road, in his annual report to the stockholders in 1861 says: "The death of Mr. Doolittle, the contractor, in August, 1860, was a serious obstacle to the prosecution of the work. A new contract was, however, entered into with James McHenry of Liverpool, England, by the terms of which contract the company agree to pay him a stated sum per mile for the construction and equipment of the entire road to Dayton, making a reduction as per estimate provided for work already done. Two-thirds of this to be paid in first mortgage and one-third in second mortgage bonds or stock at the option of the contractor. The contractor is bound to proceed with diligence to complete the work, and provision is made for its completion to Akron, Galion and Dayton successively."

The work under the new arrangement was entered upon on the 1st of June, 1861. The President expresses confidence that the contracts will be performed according to their tenor, and the entire work completed within a reasonable time.

The Cincinnati and Indianapolis Junction Railroad from Hamilton, Ohio, to Connersville, Indiana, is being rapidly rushed forward. The road is now running to Liberty, 30 miles from Hamilton. The balance of the road is graded and ready for the iron, and about 800 tons of rails are now on the ground ready to be laid, and sufficient iron to complete the road to Connersville is on the way from the East. The track-layers are at work, and it is expected to have the road running by next April.

FINANCIAL CONDITION OF OHIO ROADS.

While Ohio has thirty-four railroads in operation, representing a capital of one hundred and fifty millions of dollars, there are nevertheless only four that pay dividends on their capital stock, and but eight that pay interest on their bonded and little or nothing on their floating debt.

Three roads, the Marietta and Cincinnati, Pittsburgh, Fort Wayne and Chicago, and the Springfield, Mount Vernon and Pittsburg, have passed through the hands of receivers during 1860 and 1861, and have been sold by order of Court. The first two were bought in by trustees representing the bondholders, stockholders and other creditors, and have been reorganized upon a new basis, and the latter road, which was also bought in by a trustee for the first bondholders, has since been sold at a private sale to the Cleveland, Columbus and Cincinnati Railroad, and will hereafter be operated by that road as a feeder to its main line.

Nine other roads are now in the hands of receivers appointed by States or Federal Courts, upon the application of bondholders or other creditors. Several other roads are in no better financial condition, and will ere long have to pass into the hands of those having the first liens upon them. Shareholders have little or nothing to hope for from their investments in some of these roads, and they might as well yield now as at any future time. Many of these roads are so loaded down with debts, that there is no hope for their recovery. Those operated by receivers are, as a general thing, indifferently managed. Many of them are also becoming dangers as public thoroughfares, and as a matter of public policy it is important that they should be reorganized.

ROADS OPERATED BY RECEIVERS.

The following are the roads now operated by receivers, appointed by State or Federal Courts, with their capital, cost of road, and equipment, floating and bonded debts:

	Capital Stock.	Cost Road. & Equipt.
Cleveland & Pittsburg	$8,845,436	$9,003,809
Central Ohio	1,627,907	6,687,287
Steubenville & Indiana	1,906,736	4,772,951
Ohio & Mississippi	6,584,681	17,870,346
Columbus, Piqua & India.	750,000	2,555,000
Eaton & Hamilton	453,450	1,403,020
Scioto & Hocking Valley.	403,975	1,003,975
Cincinnati, Wilmington & Zanesville	2,441,176	6,250,841
Cleveland, Zanesvile & Cin	369,673	1,574,693
Total	$18,383,034	$51,121,922

	Float'g Debt.	Bonded Debts.
Cleveland & Pittsburg	$653,821	4,307,000
Central Ohio	1,126,458	4,365,800
Steubenville & Indiana	466,215	3,600,000
Ohio & Mississippi	2,330,030	9,870,000
Columbus, Piqua & Indiana	205,000	1,600,000
Eaton & Hamilton	152,694	757,734
Scioto & Hocking Valley	50,000	550,000
Cincinnati, Wilmington & Zanesville	228,973	2,241,000
Cleveland, Zanesville & Cin.	630,562	575,500
Total	$5,843,753	$27,867,034

PLANS FOR THEIR REORGANIZATION.

All of these roads have plans or schemes for reorganization and capitalization, but owing to the many conflicting interests, none of them have so far availed themselves of the law passed at the last session of the Legislature for the relief of embarrassed and bankrupt roads, and for the sale and reorganization of the same.

We are aware that it is a complicated piece of work to unite upon a plan that will satisfy the conflicting interests of creditors and proprietors, and this is in a great measure the cause of the apathy on the part of stockholders in not looking to their interests in season. In most cases the work of reorganization is delayed until the courts force the managers to move for their preservation. It is, however, generally too late, for the embarrassments are such that they are left without resources or credit.

To render these transformations permanent, a different system of reorganization is necessary. There are too many claims of creditors, involving too many interests. It would be preferrable that only two should exist, and this can only be done by capitalizing, or in other words, putting the old and preferred stock, the floating debt as far as practicable, and all mortgages and unsound bonds, beyond the first lien, into a common stock, upon an equitable basis. This is the only safe plan, in our opinion, and the only reason why it has not been adopted is because it inolves more trouble and labor to perfect it, but when once done the property is not only safe from litigation, but is a better security, and will be more productive, because it is more available than in the form of second, third and fourth mortgage bonds.

The share capital of our Ohio roads amounts to some $75,000,000, over half of which will be wiped out within the next ten years, unless a seasonable effort is made to save it. The owners of these shares, especially those that have been unproductive from the start, should look to this important subject in time. There are many ways in which bankruptcy can be arrested, and the vast sums expended in their construction saved. This can only be done by keeping clear of floating debts, and retaining a surplus in cash from the income of the road, to form the nucleus of a fund that will sink the debt at or before maturity.

ROADS THAT HAVE RE-ORGANIZED.

The Marietta and Cincinnati Railroad which was the first road, we believe, to pass through the hands of a receiver appointed by Court, has reorganized upon somewhat such a plan as we have indicated above.

This road was placed in the hands of a receiver in December, 1858, and so continued until February, 1860, when it was sold by order of Court and was bought in by trustees representing the foreign bondholders who had agreed upon a plan of capitalization.

The old company had an outstanding debt secured by mortgage of

First mortgage bonds	$2,500,000
Second do	2,000,000
Third do	1,500,000
Unsecured debts	2,500,000
Stock	3,500,000
	$12,000,000

which with interest over due made about $13,000,000. To save the road and insure means to complete it, a scheme was devised to which all creditors assented. This scheme proposed the appointment of trustees to buy the road, who should issue new stock to the parties in interest, as follows:

Preferred 6 per cent. stock to the first and second mortgagees for the full amount of their 7 per cent. bonds, and for the money necessary to finish the road, which they were to advance; preferred 6 per cent. stock to the third mortgagees to half the amount of their claims and common stock to the general creditors and stockholders to the amount of $1,500,000 to be apportioned so as to give to the creditors double the per centage given to the stockholders.

The first and second mortgagees to advance the money to finish the road and to pay certain claims of employees and others ordered by Court to be paid out of the purchase money. By the sale the debt was reduced from $13,000,000 to a little over $8,000,000, all the stock, bonds and mortgages were wiped out, and the value of the property is represented entirely by capital stock, as follows:

First preferred stock	$3,632,600
Second do	2,816,450
Common or deferred stock	1,850,000
	$8,299,050

A special law was passed by the Legislature at its session in 1860, which provided that, in case the road was sold and the sale confirmed, all the privileges and franchises of the old company should pass to and be vested in the purchasers, legalizing the transfer of the charter to the new company, and authorizing the re-organization of the same, and, in order to guard against further embarrassments, the same law prohibited the directors from incurring any debt or loan without the concurrence of two-thirds in value of the stock, represented at a meeting convened for that purpose.

The Pittsburg, Fort Wayne and Chicago Railroad was placed in the hands of a receiver during 1859, and was continued under such management until October, 1861, when the road was sold by order of Court, and was bought in by trustees appointed to carry out a plan of re-organization, which had been previously agreed upon by the different classes of creditors. The re organization was effected under special enactment of the State Legislatures of Pennsylvania, Ohio, Indiana and Illinois. Under this plan the Ohio and Pennsylvania, Ohio and Indiana and the Fort Wayne and Chicago Railroads, first mortgage bonds and secured interest became merged in a new issue of $5,350,000, seven per cent. sinking fund bonds, secured by a first mortgage over the whole road, equal to $11,000 per mile.

A second mortgage of like amount secures bonds to be awarded to the holders of the present second mortgage bonds of the old companies, and a third mortgage of $2,000,000 will secure the interest on bonds to be given to the holders of the old real estate bonds, and other classes of old indebtedness. The interest on the bonds to be issued under this third mortgage, will only be paid in case the earnings of the road prove sufficient for the interest and sinking fund for the first and second issues. Stock for $6,000,000 will only draw six per cent. dividends, the balance of the net earnings going to reduce the first issue of the bonds. This re-organization is just now being perfected.

The Springfield, Mt. Vernon and Pittsburg Railroad, has also passed through the hands of a Receiver, and was sold by order of Court in June, 1861. The shareholders paid $1,000,000, the bondholders were creditors to the amount of $1,050,000, and the floating debt was $400,000. At the sale this road was bid in by a trustee for the first mortgage bondholders, and brought $125,000. This, of course, paid but a small dividend to the bondholders, while the stockholders and floating debt creditors were wiped out.

The road has subsequently been sold to the Cleveland, Columbus and Cincinnati Railroad for $140,000, of which $100,000 was to be paid January 20th, 1862, and the balance in bonds having fifteen years to run, with interest at 7 per cent., secured by a mortgage on the said road.

These are the only three roads among the list of embarrassed ones in this State that have been sold, and re-organized, the first two by capitalization, and the latter by an outright sale to third parties. Other roads in the State must soon follow their example.

SUMMARY OF BUSINESS OPERATIONS.

The following summary is made up from the tables which follow. It is impossible to present the exact figures of the roads in Ohio, without including those portions of Ohio lines which extend into adjoining States. Of these the following are partly in and partly out of the State, so that a fair view of them cannot be presented without including the whole; viz:

Cleveland, Painesville and Ashtabula 20 miles in Pennsylvania; Indianapolis and Cincinnati, 90 miles in Indiana; Pittsburg, Fort Wayne and Chicago, 173 miles in Indiana, Illinois and Pennsylvania; Michigan Southern, 464 miles in Indiana, Michigan and Illinois; Toledo and Wabash, 174 miles in Indiana; Ohio and Mississippi, 172 miles in Indiana; Cincinnati and Indianapolis Junction, 20 miles in Indiana; Dayton and Western, and Indiana Central, 67 miles in Indiana.

These lines have 576 miles within the limits of the State.

The summary of the tables is as follows:

Total length of miles	4,088
Number of miles in the State	3,034
Capital	$77,807,608
Cost of road and equipment	153,000,491
Bonded debt	78,949,943
Floating debt	10,515,722
Number of locomotives	759
" baggage cars	182
" passenger cars	594
" freight cars	9,754
" passengers carried, 1860 61.	4,684,673
" tons freight	4,235,360
GROSS EARNINGS.	
Passengers	$5,368,136 21
Freight	9,472,174 86
Mail	593,224 27
Express	217,174 73
Other sources	521,575 76
Total earnings	$17,172,285 83
Operating expenses	10,040,717 48
Net earnings	$7,131,567 85

—or 41½ per cent of gross earnings.

The gross earnings were equal to $4,121 02 per mile, which would make the earning of the miles within the State about as follows..$12,474,327 54
Operating expenses..... 7,293,769 39

Net earnings..... $5,180,558 15

The following is a comparative statement of the gross earnings, expenses, and net earnings of Ohio railroads for the past four years:

	Gross earnings.	Expenses.	Net earnings.
1860–61	$17,172,285	$10,040,717	$7,131,568
1859–60	15,324,231	9,246,457	6,087,774
1858–59	14,441,709	8,292,328	6,149,381
1857–58	15,048,903	7,881,520	7,167,383

Increase of Bank Capital in Massachusetts.

In the year 1851, the banking capital of Massachusetts amounted to thirty-eight million two hundred and sixty-four thousand dollars. The number of banks in Boston at that time was thirty; out of Boston one hundred. Since that time fifty additional banks have been chartered by especial enactment of the Legislature, and seven have been incorporated under general banking laws. Sixteen were incorporated at a single session in 1853, and twenty at the next session in 1854. Of the banks which were in operation in 1851, four have been discontinued, viz: the Manufacturers Bank, in Georgetown, by expiration of charter; the Cochituate Bank and the Grocers' Bank, in Boston; and the Western Bank, in Springfield, by injunction. So that the actual increase in the number of banks for the ten years, from May, 1851, to May, 1861, has been 51—14 in Boston, 37 out of Boston. The increase of capital during the same period has been $29,054,200.

Besides the addition of fifty-one banks to the number in operation in May, 1851, there are also forty-eight more savings banks than were then in existence (as the whole number is now ninety-three), making in all ninety-nine more institutions than in 1851. The increase of deposits in savings banks since 1851 has been more than twenty-nine million dollars.

The gross amount of capital, held both by the banks and the savings banks, at the present time, is upwards of one hundred and twelve millions of dollars—being more than twice as large as it was in 1851.—*Boston Transcript.*

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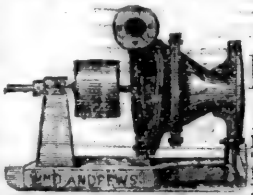
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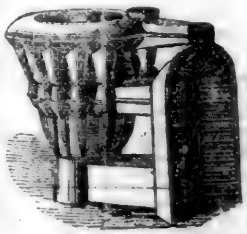


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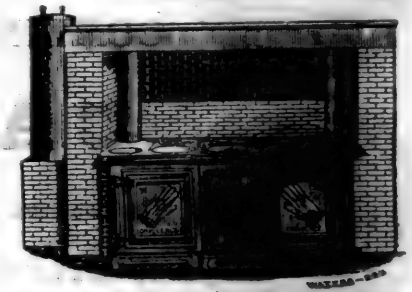


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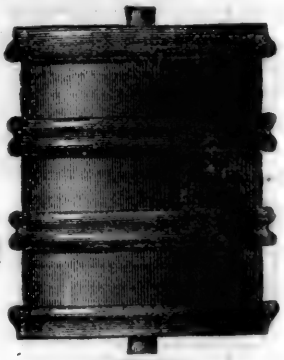
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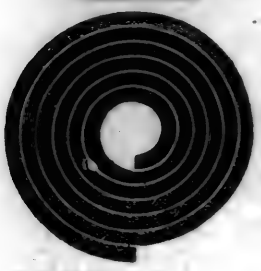
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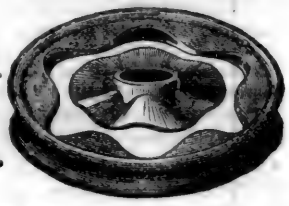
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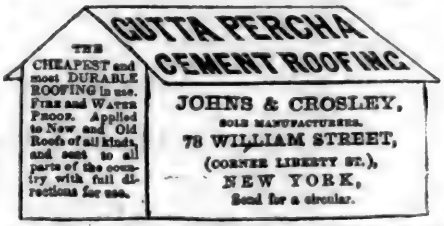
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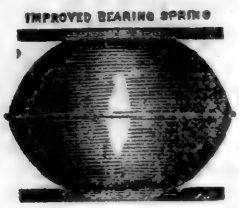
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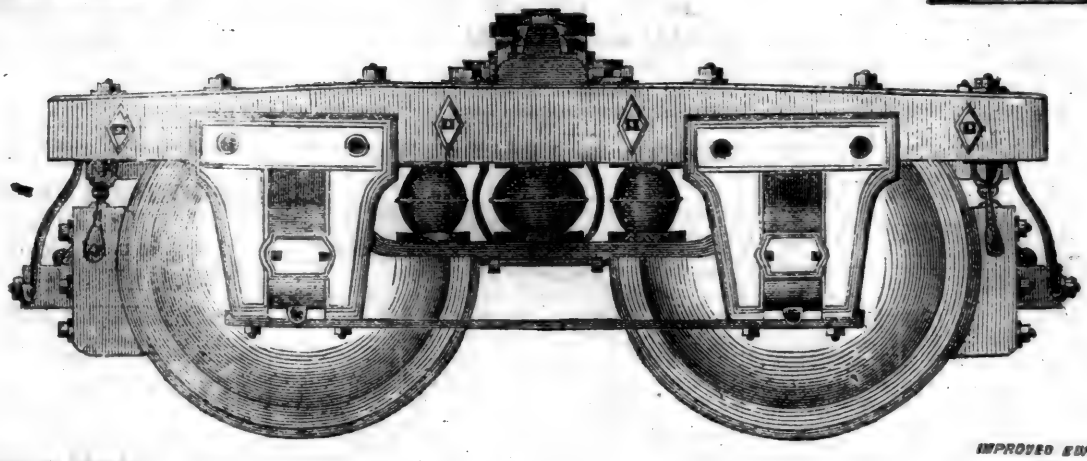


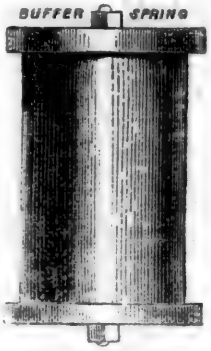
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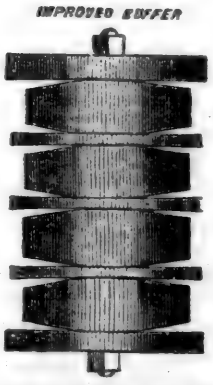




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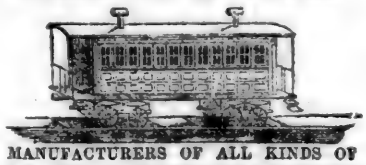
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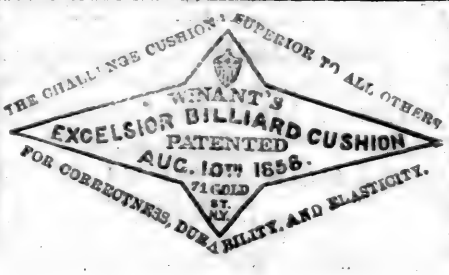
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From Philadelphia to Wilmington			14.00
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Do.	do.	Richmond	8.00

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3.30 P. M., WAY, for Middletown, Newburg, and intermediate stations.

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TRUCK AND DRIVING AXLES,

Steamboat and Propeller Shafts and Cranks.

MILL SHAFTS, LOCOMOTIVE FRAMES, CONNECTING RODS, PISTON RODS, CRANK PINS,

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in exchange for new, or for re-manufacturing.

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44 Exchange Place.

New York, 1st June, 1859.

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THIS Company is now prepared to furnish at the shortest notice, on the most favorable terms, **HYDRAULIC ROSENDALE CEMENT, NOVA SCOTIA CALCINED PLASTER, FARMERS' PLASTER,** and **MARBLE DUST,** all of full weight, and of a fine and superior quality.

This Cement is manufactured by the Company from a superior selected quality of Cement Stone, from its extensive Quarries at Rosendale, Ulster Co., N. Y., and has been very extensively used during the past eight years in the construction of RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS, VAULTS, etc., and for a variety of purposes "under water," such as DOCKS, BRIDGES, MILL-DAMS, FOUNDATIONS and BREAKWATERS. It is largely used for any sort of **dry concrete** and **Underwater Works.** Where strong work is needed, or dampness to be excluded, this Cement is unrivalled. It has the unqualified approbation of the most eminent ARCHITECTS, ENGINEERS, CONTRACTORS and BUILDERS in AMERICA, being used in most every department of the **Works under Government.**

It is put up, for shipping purposes, in tight, well-made, and thoroughly papered barrels—each barrel containing **300 lbs.** of Cement—and shipped direct from the works at JERSEY CITY, N. J., (opposite the City of New York), **at all seasons** of the year, thus avoiding all unnecessary handling.

The better condition, therefore, in which its articles are received by purchasers makes it an object for them to purchase its Hydraulic Rosendale Cement, Calcined Plaster, Farmers' Plaster, and Marble Dust; and which, if used by persons of experience, never fail to give entire satisfaction. Orders, however extensive they may be, are respectfully solicited from Dealers, Contractors, Railroad Companies, Masons and others.

Please address, **Hudson River Cement Company, Jersey City, N. J.,** or **J. H. BUTTS, Secretary.**

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RAILROAD IRON

on advantageous terms, delivered at ports of England, Wales, or the United States.

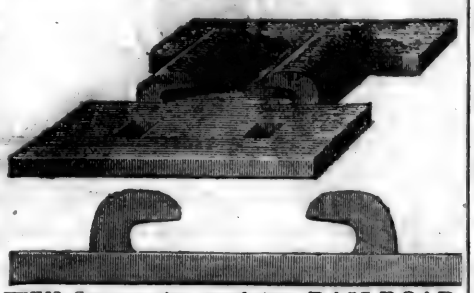
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WROUGHT IRON RAILWAY CHAIRS,
With **Single** or **Double Continuous Lips,** weighing from eight pounds each, to any size required. Also,
FOLDED LIP CHAIRS,
Weighing from seven to eighteen pounds each.
BRAD AND COUNTERSUNK
RAILWAY SPIKES.

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SUCCESSORS TO
ROGERS, KETCHUM & GROSVENOR,
PATERSON, N. J.,

HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either
COAL OR **WOOD** BURNING
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AND OTHER VARIETIES OF
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

EDITED BY

HENRY V. POOR AND JOHN H. SCHULTZ.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, February 15, 1862.

British Mining, 1860.

Coal.—English colleries 2,024—products 50,297,115 tons; Welsh 443—products 11,262,850 tons; Scotch 413—products 10,300,000 tons; and Irish 73—products 120,300 tons. Total, 2,949 colleries—71,979,765 tons. Estimated value at the Pits £17,226,526, or $86,132,630. Of the total products London took 5,073,276 tons, of which 3,573,377 tons were carried by sea in 11,226 vessels, and 1,499,899 tons by railroad, canal, etc.

Iron Ore Raised.—In England 4,910.469 tons; in Wales 736,880 tons; in the Isle of Man 1,282 tons; in Scotland 2,225,000 tons; and in Ireland 3,000 tons—total 7,896,581 tons, valued at £2,507,860, or $12,539,300.

Pig Iron Made.—In England 1,740,084 tons; in Wales 1,012,270 tons; and in Scotland 960,550 tons—total 3,712,904 tons, valued at £11,138,712, or $55,693,560.

COPPER MINES AND ORE RAISED.—In England 151 mines, 211,504 tons of ore; in Wales 9 mines, 10,673 tons; in Isle of Man 1 mine, 354 tons; and in Ireland 10 mines, 14,258. Total 171 mines—236,789 tons, valued at £1,506,535, or $7,534,175.

Fine Copper from above Ores.—In England 13,946 tons; in Wales 550 tons; in Isle of Man 26 tons; and in Ireland 1,248 tons—total 15,775 tons, valued at £1,734,700, or $8,673,500.

LEAD MINES AND ORES RAISED.—In England 161 mines, 63,858 tons of ore; in Wales 82 mines, 20,656 tons; in Isle of Man 3 mines, 2,464 tons; in Scotland 7 mines, 1,946 tons; and in Ireland 11 mines, 2,457 tons. Total 264 mines, 91,381 tons, valued at £1,256,641, or $6,383,205.

Metallic Lead from Ore Raised.—In England 42,762 tons; in Wales 15,620 tons; in Isle of Man 1,880 tons; in Scotland 1,347 tons; and in Ireland 1,624 tons—total 63,233 tons, valued at £1,405,925, or $7,029,625.

Silver Extracted from Lead Ores.—In England 402,176 ounces; in Wales 84,101 ounces; in Isle of Man 56,974 ounces; in Scotland 4,022 ounces; in Ireland 13,898; and in places not accounted for 346 ounces—total 561,617 ounces. To which add silver from British silver ores 16,660. Total silver produced in 1860, 578,277 ounces, valued at £159,026, or $795,130.

Tin Mines, Ore and Metal.—In Cornwall and Devonshire 128 mines, 10,180 tons of ore, valued at £738,488, or $3,692,440. From this 6,497 tons of metal were produced, valued at £850,452, or $4,252,260.

RECAPITULATION.

	Mines.	Product.	Value.
Coal.....	2,949	71,979,765 tons.	$86,132,630
Iron ore....	....	7,896,581 "	12,539,300
Pig iron....	....	3,712,904 "	55,693,560
Copper ore..	171	236,789 "	7,534,175
Fine copper.	....	15,775 "	8,673,500
Lead ore...	264	91,381 "	6,283,205
Meta'c lead.	....	63,233 "	7,029.625
Silver.....	....	578,277 oz.	795,130
Tin ore	128	10,180 tons.	3.692,440
White tin...	....	6,497 "	4,252,260

Receipts of Cotton at Southern Ports.

The Mobile *Advertiser* furnishes the following comparative statement of the receipts of cotton from the 1st of September to the 1st of December, 1860 and 1861:

	1860.	1861.
Received at New Orleans, bales.	901,075	1,789
" Mobile "	326,870	22
" Savannah "	33,380	130
" Charleston "	151,868	4,594
" Memphis "	70,310	3,328
Total.....	1,483,003	9,863

Pennsylvania Railroad.

FIFTEENTH ANNUAL REPORT.

The annual meeting of the stockholders of this company was held in Philadelphia on the 3d inst., at which the following report of the directors for the fiscal year ending December 31, 1861, was submitted:

OFFICE PENNSYLVANIA RAILROAD COMPANY,
Philadelphia, Feb. 3, 1862.

To the Stockholders of the Pennsylvania Railroad Company:

Your Board of Directors, in conformity with the requirements of the charter of the company, submit a statement of its affairs for the year 1861, accompanied by the usual annual reports and statements of the several officers in the immediate charge of the Company's Railway and Canals.

The following condensed statement exhibits the earnings and expenses of operating your road during the year 1861:

EARNINGS.

From passengers.	$1,406,018 41
" government troops	145,158 14
" United States mails	74,398 62
" expresses	75,120 00
" freight	5.398,025 56
" miscellaneous sources	201,280 22
	$7.300,000 95

EXPENSES.

Conducting transport.	$1,199,131 24	
Motive power	1,102,406 36	
Maintenance of road..	1,011,677 14	
Maintenance of cars..	270.825 00	
General expenses....	69,023 02	
		$3,653,062 76
Leaving net earnings from road		$3,646,938 19

Exhibiting an increase in gross revenue over that of 1860, amounting to $1,367,299 47, and in net receipts of $1,350,535 79.

Omitting receipts from transportation of Government troops, $145,158 14, the income from passenger travel is $47,974 36 less than last year. The total number of passengers carried over the road during the year was 1,059,088, each passenger traveling an average distance of nearly 58 2-10 miles.

The earnings from freight exhibited an increase over those of 1860 of $1,206,241 59. The whole movement of freight on the road during the year, exclusive of 138,499 tons of coal, wood, lumber, iron, &c., for the use of the company, was 1,620,586 tons. Of this amount there was transported in the cars of the company 276,861 tons of coal, and in the cars of individuals 437,893 tons, making the whole amount of coal transported 704,754 tons

showing an increase over 1860 of 181,531 tons. The amount of coal delivered at Pittsburg from mines on the line of the road during the year was 131,309 tons; a decrease of 7,680 tons as compared with last year. The aggregate tonnage of the line exceeds that of last year 274,061 tons.

It will be seen that nearly the whole of the increase in the revenues of the company during the past year was derived from the transportation of eastward bound freight to meet the European demand for our breadstuffs. The large increase in this traffic during the latter part of the year was due in a great measure to the closing of the Mississippi River as a commercial avenue. The additional rates obtained, in consequence of the supply of freight seeking the seaboard markets being in excess of the facilities of the east and west lines for its transportation, has doubtless affected our revenues beneficially, but the reduced rates upon the local traffic required by the "commutation bill" of the last session of the Legislature has to some extent neutralized this advantage.

As the Mississippi River cannot long continue closed to commerce, it would not be prudent to treat revenues thus temporarily acquired as a legitimate source of dividend by a company whose line is unfinished. Such a course would tend to give the shares of the company a fictitious value. The Board has, therefore, preferred to invest the surplus net revenues, after declaring the usual dividends, in the extension of your road to the Delaware river, the erection of an elevator, wharves and depots at that terminus, and to increase the equipment of the line. The propriety of incurring so heavy an investment in additional rolling stock, to meet a seemingly temporary demand for transportation facilities, was and might have continued to be a question for serious deflection if you had not authorized the Board to lease the Philadelphia and Erie Railroad, and equip it with the requisite cars and locomotives. Since this arranaement has been concluded we have proceeded without hestitation to enlarge our transportation facilities, confident that when this extra demand for their use ceases upon the Pennsylvania Railroad, ample employment will be found for the surplus stock that we may have upon the Erie line in developing its traffic.

The large increase in the business of the company occurring subsequently to the declaration of the last dividend, it was not deemed advisable to advance the rate. The financial position of the company, however, is now such that it is believed a semi-annual dividend of four per centum may be paid in May next, and its continuance thereafter at the same rate confidently expected.

It is gratifying to your Board to be able to state that this company has not only paid to its shareholders from the *net revenues* of the road six per centum per annum from the date of the payment of the first instalment upon their stock, but it had also accumulated in addition, at the completion of a single track from Harrisburg to Pittsburg, in 1853, surplus net profits amounting to $589,185 79, which amount was carried to the credit of construction account, in conformity with the provisions of the company's charter. In addition to this appropriation of the net profits of the road, the Board, in 1858, directed the amounts subscribed under your instructions to the Marietta and Cincinnati and to the Springfield, Mount Vernon and Pittsburg Railroads, which were never finished, together with some small accounts, amounting in all to $958,500, to profit and loss. The company has also had levied upon its traffic tonnage duties, not exacted from other railways, amounting to $1,661,912.

Notwithstanding these heavy drafts upon the company's revenues, amounting in the aggregate to $2,471,804, after deducting the amount still due to the commutation roads, we find, from a careful estimate of its assets, that they still exceed the amount actually expended upon the road, shops, equipment, &c., of the company, $3,020,603 69, which, with the exception of the amounts charged in 1858 to profit and loss, will be found represented in the Treasurer's statement by a sinking fund, the extension of the road to the Delaware river, new locomotives, cars, Pittsburg, Fort Wayne and Chicago Railroad bonds and stocks, &c., &c.

A bill was passed at the last session of the Legislature, commuting the duty levied upon tonnage passing over the Pennsylvania Railroad. Among its provisions was an obligation upon the part of this company to purchase the first mortgage six per cent. bonds of several railway companies at par to the extent of $850,000. Although none of these companies have fully complied with the conditions of the act, which required a specific amount of work to be done before they could demand its fulfilment, yet the Board has agreed to pay as the work progresses, the following amounts to the several roads named:

The Bald Eagle Valley Railroad Co.....	$200,000
The Tyrone and Clearfield Railroad Co..	75,000
The Ebensburg and Cresson Railroad Co.	66,500
The Bedford Railroad Company.....	100,000
The West Pennsylvania Railroad Co.....	250,000
	$691,500

The only other line that can be placed in a condition to participate in the advantages of the commutation bill, is that between Pittsburg and Steubenville, to which compahy the remainder of the fund, $158,500 will be paid. The bonds of these companies will not, sor some years at least, be considered of much value, except those of the Pittsburg and Steubenville Railroad Company. The indirect advantages, however, to be derived from the completion of these roads, will be the chief benefit that this company can expect to receive for the expenditure of the large sum required by the commutation bill, which amount in good faith belonged to this company and the citizens along the line of the Pennsylvania Railroad, whose products, to the extent of the tonnage they sent to market, bore the burden of the impost.

In accordance with the authority given to the Board at your special meeting on the 12th of November last, a contract and lease has been entered into between this company and the Philadelphia and Erie Railroad Company, under which we have taken possession of that work for the teem of nine hundred and ninety-nine years. The completion of that road, under this contract, is now fully assured, and the advantages to be derived from it, both to the State, the citizens along the line of the road, and to this company, will fully vindicate the wisdom of the policy that led to its adoption.

The report of the General Superintendent will show that the cost of motive power, with the addition of six new locomotives, to supply the places of those unfit for regular service, has exceeded during the past year that of the year previous $131,916 04, which is less than is due to the increased tonnage of the road.

The cost of maintaining the road has also increased $228,513 33, which is attributed chiefly to the additional amount of new iron (6,493 tons) used during the last and previous year, in consequence of the length of time it had been in service and the large traffic of the year, which while it caused additional wear and tear to the railway, also interrupted the forces engaged in the repairs to a greater extent, thereby increasing the amount of labor in renewing and adjusting the track.

The amount of new iron used during the year was 14,863 tons, which is considerably in excess of the average number of tons that will be required to maintain the road for a series of years.

The cost of the additional guards to the bridges, etc., in consequence of the civil war has been $28,797 18.

The increase in the repairs of cars is wholly due to the increased tonnage of the line.

The large decrease (340,229 84) in the expenditures in conducting transportation is mainly the result of the commutation of the tonnage tax since the seventh day of March, 1861, and the lease of the Harrisburg and Lancaster Railway, under which, instead of tolls, (heretofore embraced in this account,) the Company is paid the interest on their debt of $700,000, at six per cent. and seven per cent. upon their share capital of $1,182,550.

In the General Expense account there is a saving of $13,808 41 compared with the previous year.

The extension of your road from West Philadelphia to the Delaware River is completed, and is now in successful operation. Its construction was not undertaken a day too soon, as the tonnage of the line deliverable in the city had become limited by the want of capacity of the city tracks, under the slow movement by horse power, to pass the traffic as fast as it reached here, thus detaining rolling stock that would otherwise have been profitably employed in relieving the pressure for transportation at Pittsburg. These tracks will now be relieved from the through freight passing over them, and the passenger travel also, as soon as the Company shall erect their new passenger station west of the Schuylkill. A proposition to lease the City Railroad on Market street, for a nominal sum, to transport the reduced business that will then pass over it, has been under consideration by the City Councils, but not as yet acted upon. Such a lease would involve the company in an annual loss in maintaining said road, which could only be justified by the importance of keeping the line in such repair as will not damage the Company's rolling stock as heretofore.

The earnings and expenses of the canals owned by the Company for the past year were as follows:

Earnings of the Eastern or Susquehanna Division		$136,698 28
Earnings of the Juniata Division		25,132 98
" " Western Divisions....		9,551 16
" " Miscellaneous sources		4,726 62
Total earnings.....		$176,109 04
Expenses of the Eastern or Susquehanna Division	$68,544 03	
Expenses of the Juniata Division	40,261 63	
Expenses of the Western Divisions (chiefly caused by freshets).....	39,066 53	
		147,872 59
Leaving net revenues.....		$28,236 45

The decrease in the revenues of the Canals, compared with those of the previous year, is $33,256 79, which is due to the paralysis that pervaded all business interests of the country, from the uncertainty that enveloped the future, until August. After that period the traffic revived, and during the autumn was quite equal to the boat capacity upon these improvements.

The Canal upon the upper Juniata has but very little business upon it, and has not been much improved since it was purchased by the Company. The freshets that occurred during the past season were quite destructive on this part of the work and upon the Divisions west of the Allegheny Mountains. The expenditure for repairs caused by these freshets amounted to $30,271, chiefly disbursed off the Western Divisions; otherwise the net receipts of the canals would have been equal to those of the previous season. The damages sustained from the freshets, however, are but partially mended. From a close inspection of the work, the Engineer is of the opinion that it will require, during the next three years, for the renewal of the mechanical structures, fully $80,000 to place the line in complete order, and capable of resisting freshets, after which but little work will be required upon it for many years. The repairs upon the Western Divisions are of a more temporary character, as it is presumed that the West Pennsylvania Railroad will in a short time be completed to the Allegheny river, when this portion of the Canal may be abandoned.

Instructions have been given to the Engineer Department to provide materials to complete the double track, during the ensuing summer, upon that portion of the line between the bridge over

the Susquehanna river and the aqueduct at Duncan's Island, across the Juniata river, 11½ miles' and between Mill Creek and Huntingdon, 5 miles, also from Nineveh, 9½ miles—in all 26 miles—and to prepare the grading for laying a double track in 1863, between McVeytown and the Juniata crossing below Newton Hamilton, during which year the double track between Huntingdon and Petersburg, 6½ miles, and between Nineveh and Florence, 4 miles, in all a distance of 10½ miles, should also be laid, which will complete the double track continuously from Mill Creek to Pittsburg. There are 10 miles of single track between Newport and the Juniata Aqueduct, at Duncan's Island, which when closed, will complete all the double track that it is important should be laid.

On the 28th of October last the Pittsburgh, Fort Wayne and Chicago Railroad was sold by the United States Marshal, at the city of Cleveland, to J. F. D. Lanier, S. J. Tilden, J. Edgar Thomson, Louis H. Meyer, and Samuel Hanna, Esqs., a committee appointed at a meeting of the creditors and shareholders of that Company. The road is now worked under the direction of this committee, but it will be transferred to the new corporation under the style of the Pittsburg, Fort Wayne and Chicago Railway Company, on or before the first of March next. In this new corporation the Pennsylvania Railroad Company holds over one million of dollars of its mortgage bonds, and $816,050 of its stock. The readjustment of the debts of the Company is substantially the same as proposed by the President of this Company while acting in the same capacity for the other company, but in consequence of the impossibility of securing a full acquiescence of all the interests to the plan, it became necessary to place the work under the auctioneer's hammer, which, after the expenditure of much labor, time and money, that might have been avoided, has secured the same results.

The reorganization of the debt of the Company upon a basis of entire equity to all the interests, seems to have acted like magic upon its securities; the first mortgages having been sold at ninety-five per centum, which a short time since could have been obtained at fifty per centum, and the second mortgages can now be sold for much more than they cost this company; they are, however, worth more than their present market value. In carrying out the measures that secured this favorable result, and saved the stock investment of this company in that road, the President met with the cordial and valuable assistance of the Chairman of the Finance Committee, and also of the Road Committee.

The Pittsburg, Fort Wayne and Chicago Railroad Company has, during the past year, done a large and profitable business, fully sustaining the policy which dictated its completion as an independent line to Chicago, and at the same time demonstrating its ability to meet the interest upon all its bonds, while the shareholders will ere long begin to receive regular dividends.

The completion of the Pittsburg and Steubenville Railroad is the only other Western line the construction of which it is very important for this company to secure. Arrangements can be made to carry the work through upon favorable terms, as soon as legislation is obtained.

At the Delaware terminus the company has process of erection a fire-proof elevator for the storage of grain, capable of holding 475,000 bushels. This improvement, in connection with a covered wharf extending from it, 80 feet in width by 515 feet in length, will afford facilities for the shipment of Western products, much needed in this city, which will, by the saving effected, cause largely increased shipments from this port to Europe and coastwise. This elevator is so constructed that its capacity can readily be doubled, while the cost of attendance will remain nearly the same.

The Philadelphia, Wilmington and Baltimore Railroad Company, the Philadelphia and Reading Railroad Company, and the Pennsylvania Railroad Company have organized the Junction Railroad Company, under the charter procured from the Legislature of 1860, and amended at the last session. The object of this line is to connect these three railways by a continuous line along the west bank of the Schuylkill river from the Reading Railroad, near Peters' Island bridge, to the Philadelphia, Wilmington and Baltimore Railroad, at Gray's Ferry, intersecting the Pennsylvania Railroad near the Wire bridge, at Fairmount, so that an interchange of freights between these lines may be effected without passing through the populous portions of the city.

The deficiency of our line in the proper accommodations for passengers at its Pittsburg and Philadelphia termini, referred to in our last report, has not been supplied. At this point the location of this station has been delayed that it might conform to the changes that time must evidently effect in the policy of the Camden and Amboy Railroad Company in relation to its entrance into this city. At Pittsburg, the recent action of the city Councils, and the movement of the lines terminating there, has enabled this company to decide upon the proper location of the station at that point, and its erection, we think, will be effected this year.

The Directors again feel much gratified in being able to acknowledge the very efficient service of the employees of the company during the past year. The circumstances attending the business of the year has taxed to its utmost the capacity and powers of endurance of the employees generally, who have cheerfully met the demands upon them.

By order of the Board,

J. Edgar Thomson, President.

Thomas A. Scott, Vice President.

Allegheny Valley Railroad.

The annual meeting of the stockholders of this company was held in Pittsburg on the 7th inst., at which the following gentlemen were elected directors for the ensuing year: James B. Murray, James Park, Jr., Geo. Black, N. Holmes, B. F. Jones and W. Reynolds. The annual report of the retiring president, R. F. Morley, was submitted. The earnings of the road for the fiscal year ending January 31, 1862, was as follows:

From passengers		$61,330 98
" freight		42,443 98
" mails, etc.		3,150 00
		$106,924 96

The expenses were:

Conducting transportation	$16,635 16	
Maintenance of way	17,160 81	
" cars	3,870 81	
" mot. power	8,676 26	
All other expenses	5,552 76	
		51,895 80
Net earnings		$55,029 16

The floating debt of the company is as follows:

Bills payable	$22,679 16
Book accounts, Dr.	4,587 37
July, 1861, unpaid	3,745 00
January, 1862, unpaid	13,300 00
Due employees, etc.	14,499 58
Total	$58,811 11

The comparative statement of the earnings and expenses for 1860 and 1861 is as follows:

	1860.	1861.
Passengers	$50,850 44	$60,694 10
Freight	38,103 28	42,443 98
Total	$92,103 72	$106,288 08
Expenses	49,180 78	51,895 80

The excess of gross earnings in 1861, over 1860, is $14,184 36. The excess of net earnings, for the same period, is $11,469 34. The expenses of operation were 48.53 per cent. of earnings.

The total earnings from the oil trade were $8,057 64. 12,604 bbls. crude oil were carried through; 2,762 bbls. way, South, and 4,627 bbls., way, North, and 20,351 bbls. refined oil to the city from way stations.

Philadelphia and Erie Railroad.

The annual meeting of the Stockholders of this Company was in Philadelphia on the 10th inst., at which the following report of the directors for the fiscal year, ending December 31, 1861, was presented:

Office of the Philadelphia and Erie Railroad Company.
Philadelphia, Feb. 10th, 1862.

In our last Annual Report it was stated that application had been made to the Legislature of Pennsylvania for the passage of an act authorizing the mortgage on our road for seven millions of dollars to be satisfied, and a new one for five millions of dollars to be executed; the bonds under which should have precedence over the debt due to the State.

In accordance with this application, an act was passed by the Legislature, and approved by the Governor on the 8th day of March, 1861, entitled "An Act to change the name of the Sunbury and Erie Railroad Company, and to facilitate the completion of a road from Sunbury to Erie."

By this act the corporate name of the Company was changed to "The Philadelphia and Erie Railroad Company," and the Company was authorized to issue five thousand bonds of one thousand dollars, or of two hundred pounds sterling each, bearing an interest of six per centum per annum, to be secured by a mortgage upon the whole line of the road, which should be the first lien upon the property described therein, except as to that part of the road which extends from Sunbury to Williamsport, upon which a mortgage for one million of dollars was, and still is, in existence.

The Company was also authorized to execute, forty bonds for one hundred thousand dollars, each payable in forty years from the date thereof, bearing interest at the rate of six per centum per annum, from and after the first day of January, 1872, the same to be secured by a mortgage to the Commonwealth of all the property of the Company, which mortgage should be subject to both the two above mentioned mortgages for five millions of dollars, and for one million of dollars, respectively; the said forty bonds to be delivered to the Commissioners of the Sinking Fund, to be held by them as collateral security for the payment of the five per cent. bonds for three millions five hundred thousand dollars, then in the sinking fund, the time for the payment of which was extended till the maturity of the bonds for four millions of dollars thus to be given as collateral security therefor.

On the surrender and cancellation of all the five per cent. bonds of the Company, made by authority of the act for the sale of the State canals, pproved the 21st day of April, 1858, except those above mentioned belonging to the State for three millions five hundred thousand dollars, it was made the duty of the Trustees of the mortgage for seven millions of dollars, forthwith to enter satisfaction of the record thereof.

The mortgage for five millions of dollars, and the bonds to be secured thereby, were duly executed, bearing date the 30th day of March last, and the mortgage for four millions of dollars to the Commonwealth, with the accompanying bonds, were executed on the first day of April last.

The passage of the act above recited, it was believed by the Company and by the Legislature, would secure the speedy completion of the road, through a sale of the bonds, for five millions of dollars, thus having precedence of the debt to the State; and, in any ordinary state of the money market, such bonds so secured would undoubtedly have commanded a ready sale at a fair price.

By the time, however, the preliminary arrange-

ments required by the act were completed, and the seven millions mortgage was satisfied, the country had become involved in the fearful struggle for its very existence, occasioned by the great rebellion still raging in one-third of the States of the Union, and taxing to the utmost the resources of the loyal States for its suppression. Under the great depression produced by this condition of the country, it was found impossible to negotiate a sale of these bonds at any price that would provide for the liabilities of the Company, and complete the unfinished portion of the road.

The only party disposed to entertain any feasible proposition that would accomplish these all-important objects, was the Pennsylvania Railroad Company; a company having, to a large extent, common shareholders with our own, and a like interest with us in developing the resources and trade of our State and its principal City. The proposal of aid from that company was connected with a proposition for a practically permanent lease to them of our whole line of road. After a very protracted negotiation, the terms of such a lease, and an accompanying contract, were finally agreed upon, as ratified by you at a special meeting held for that purpose on the 13th of November last; but from delays incident to the adjustment of many practical details, the same were not executed until the 6th of January of the present year.

By the conditions of this lease, the Pennsylvania Railroad Company have entered into possession of our entire road and its appurtenances, for a term of 999 years from the first day of the present year; and they are bound at all times during said term, to work, use, maintain and efficiently operate and keep the same in public use at their own cost and risk, with such locomotives and cars, to be furnished and owned by them, as shall be required by the business thereof, and to furnish all such facilities and perform all such acts and things as may be lawfully and properly required to facilitate the business of the road.

For these expenses, risks and services, the Pennsylvania Railroad Company are to retain seventy per centum of the gross receipts of the road, from all sources; the other thirty per centum thereof to belong to the Philadelphia and Erie Railroad Company, to be appropriated to the payment of its necessary expenses, and of the interest and sinking fund to become due under the several mortgages, and any surplus to form a dividend fund for the benefit of the stockholders.

By the provisions of the accompanying contract the Pennsylvania Railroad Company have agreed to purchase three millions eight hundred thousand dollars of our six per cent. mortgage bonds, at the rate of 85 per cent. of their par value, the whole of the proceeds thereof to be paid on the drafts of our company, as the work proceeds, under contracts to be approved by both parties, for the construction and completion of the railroad from Sunbury to the Harbor of Erie, with the necessary sidings, depots, station houses, machine shops and other buildings and improvements, and for such extensions thereof as the business of the road may require.

The remaining twelve hundred thousand dollars of the said bonds, the said Pennsylvania Railroad Company have agreed, by endorsements on said bonds, to purchase at par, as the interest and principal shall become due; the said bonds to be applied by our company towards the payment of its outstanding debts.

These twelve hundred thousand dollars of bonds, with the other assets of the company, do not afford sufficient means entirely to discharge these debts; but a large proportion of the creditors of the company have already consented to meet its necessities by accepting seventy per centum of the amount of their respective claims in the said guarantied bonds at par, and the other thirty per centum thereof in the stock of the company. It is confidently expected that the remaining demands of the same class will be settled on the same terms, so as to enable the company to discharge all its present liabilities, except the mortgage debts, and thus free its affairs from the embarrassments under which they have so long labored, and secure the speedy completion of our too long delayed enterprise.

Independently of the accomplishment of these most desirable objects, worthy in themselves of a great sacrifice, it is believed by intelligent parties, familiar with railroad management, that seventy per cent. of the gross receipts of the line is not an unreasonable proportion to be retained by the company which is to be at all the cost and risk of operating and maintaining the road and its appurtenances, and of providing and keeping up the rolling stock therefor.

The amount of interest to be paid annually by the company on its mortgage debt, after the completion of the road, will be $370,000, until the year 1872, when interest will commence on the mortgage to the State for $4,000,000.

The Board confidently believe that the gross earnings of our road, which is to connect Philadelphia with the most important harbor on Lake Erie, cannot be less than $1,250,000 per annum from the first year that it is put into efficient operation throughout its whole length, with a steady annual increase of such receipts. Thirty per cent. of that sum will pay the annual interest for which the company will then, and for ten years from this time, be liable. Whenever the gross receipts shall amount to $3,000,000 per annum, the proportion thereof belonging to this company will be sufficient not only to pay the interest on *all* the mortgages of the company, but also six per cent. on its capital stock.

In view of the large and increasing gross receipts of all the other through lines of East and West roads, and of the peculiar advantages which our line possesses for both through and local business, it cannot be reasonably doubted that in the course of a very few years our road must yield to its stockholders a fair return for their investment; a return which must increase from year to year for a long period, as the resources of the large region of our State, for which it will be the sole outlet, shall become more and more developed.

No extension of the two detached portions of the road have been made for the two past years, so that for the years 1860 and 1861, there have been the same number of miles in operation. The receipts for these two years, from the business of the road, and the expenses of operating the same are shown by the following table:

1860.	Receipts.	Expenses.	Net Inc'e
Eastern division...	$186,864	$115,397	$71,467
Western " ...	82,554	56,031	26,523
Total.....	$269,418	$171,428	$97,990
Eastern division...	$209 498	$118,409	$91,089
Westere " ...	140,932	74,327	66,605
Total	$350,430	$192,736	$157,694

This table exhibits an increase of net income for 1861, over the previous year, of more than 60 per cent.; the larger portion of which is due to the Western Division. This has been in a great measure owing to the enormous increase of the oil production of Northwestern Pennsylvania, the first dawnings of which were pointed out in our last annual report. The business arising from this new source is at present confined to the Western Division of the road, but as soon as the connection between the Eastern and Western Divisions shall be effected, will pass over nearly the whole length of the line, and of course add greatly to its revenues.

The remarkable increase of this fresh article of production and commerce, and for which our road is to be the most important outlet, is shown by the number of barrels of oil transported over it for the last three years:

In 1859 there were	325	barrels.
In 1860 "	22,119	"
In 1861 "	134,927	"

The financial condition of the company on the 31st of December last, as shown by the Treasurer's account, was as follows, viz:

RECEIPTS AND LIABILITIES.

Capital stock paid in		$4,523,389 14
Seven per cent. bonds issued		644,000 00
Bills payable.....		747,467 31
Preferred debt (scrip) outstanding .		511,200 00
Bonds issued to State, in payment for canals.....		4,000,000 00
Due contractors.....		551,959 73
		$10,978,016 18
To which add net income from road.		446,988 51
		$11,425,004 69

EXPENDITURES.

Road construction and superstructure.....		$7,226,989 93
Buildings, land and right of way...		403,508 21
Engineering.....		316,623 37
Equipment.....		280,661 57
Piers at Harbor of Erie.....		93,806 17
Discount on municipal and other bonds		884,962 58
Interest and commissions on loans..		369,148 03
Interest to stockholders		413,930 17
Interest on bonds, including interest to State, up to Jan. 1st, 1872....		630,785 84
Office expenses, salaries, printing and miscellaneous		253,540 42
		$10,873,956 29

ASSETS.

Cash	$1,080 86	
Bills receivable	8,854 50	
North Br. canal bonds .	323,000 00	
Wyoming canal bonds..	8,000 00	
Other bonds and stock.	67,000 00	
Due by companies.....	60,000 00	
Interest due.....	31,286 41	
In hands of agents.	51,826 53	
		551,048 40
		$11,425,004 69

Since the first of the present year the several items of the floating debt of the company have been much diminished, by payments and settlements, and they stand at the present date as follows, viz:

Bills payable	$367,674 69
Scrip outstanding	376,100 00
Due contractors, &c.....	250,414 00

A proposition has been recently made by Edward Miller & Co., and accepted by the Board, with the approval of the Pennsylvania Railroad Company, for the completion, on favorable terms, of the unfinished portion of the road, and the work will be prosecuted with the utmost vigor and despatch.

The details of the working of the road for the past year are shown in the intelligent and lucid report of Edward F. Gay, Esq., the Vice-President and General Superintendent, as herewith submitted.

Submitted by order of the Board,
WM. G. MOORHEAD, President.

The Albany Bridge Case.

It is known to our readers that the Passaic River Bridge Case has been for some time pending before the Supreme Court of the U. S. In 1858 Judge Grier decided that, on such a river as the Passaic, running entirely within a single state, the U. S. Courts had no power to interfere, and therefore the bridge could be built in accordance with the act of the Legislature. An appeal from this decision was taken to the Supreme Court, and on Monday, it was announced the Court was equally divided, and hence Judge Grier's decision stands.

The Newark *Advertiser*, commenting on this decision, says:

The Albany case is differently situated. In that case, Justice Nelson and his colleague in the Northern Circuit of New York, Judge Hall, differed in opinion; the former being in favor of interference and an injunction against the construction of a bridge, the latter opposed. The case was therefore certified to the Supreme Court for advisement. The supreme Court being divided,

no advice can be given, and therefore the bill for injunction will be dismissed in that case also.

Consequently in both cases, all legal obstacles to the construction of the bridges is removed.—*Albany Statesman.*

A Bill Against the Little Schuylkill Navigation Railroad and Coal Company.

ALLEGED FRAUD IN THE MANAGEMENT: UNEARNED DIVIDENDS ALLEGED TO HAVE BEEN PAID: AND UNAUTHORIZED PURCHASES OF LAND AND OF COMPANY'S STOCK ALLEGED TO HAVE BEEN MADE.

A bill in equity has been filed in the Supreme Court for the Eastern District of Pennsylvania against the President and Managers of the Little Schuylkill Navigation Railroad and Coal Company. Wm. Waln the Secretary of the company, Charles Henry Fisher, and many others.

The bill charges certain officers of the company in conjunction with other defendants, with using money, earned by the company, and which should have been applied to paying off a certain mortgage upon the stock of the corporation, for the payment of dividends; with raising money authorized to be raised by act of Legislature, and diverting it from the purposes for which alone they were authorized to raise it, to different purposes; and with having purchased stock and land from Charles Henry Fisher, who at the time was a director in the company, paying therefor more than it was worth, in violation of the rights of other stockholders.

We have before us a copy of the bill only, published in full, in the Philadelphia *Inquirer*, and we of course get but one side of the story. The other side will probably be forthcoming in process of time. The bill is quite lengthy and we can only publish the following synopsis:

The complainant James Milliken of the city of Philadelphia became the owner of certain shares of the company's stock in 1857, in iguorance of the transaction set forth in the bill; and is still such owner. The purposes for which the company was chartered were mining of coal, and the building of a canal, a slack water navigation, and a railroad for traffic. The company were authorized by its charter to hold 5,000 acres of land, and no more. In 1855, Fisher was elected one of the six managers, and he has continued to be elected a manager down to the present time. He was proprietor of a large amount of stock which he purchased at $45 per share, $5 less than the sum for which the company were authorized to issue it. In 1857, authority was given by the Legislature to raise a sum not exceeding $1,000,000 by mortgage of the corporate property and franchises.

No object to which the money was to be applied was mentioned in the statute, but the stockholders at the meeting convened August 1, 1857, to accept the Act of Assembly or supplement to the charter authorizing the loan, by the vote of acceptance authorized the Board of Managers to raise, by way of loan under the provisions of said act, such sum of money as might be necessary "for the extension of their railroad, and to supply such further depots, engines, cars and appliances as might be necessary for the increased business of the company, and for the payment of the obligations thereof falling due," and they further authorized a mortgage to be executed and bonds to be issued, not exceeding $1,000,000, as evidences of debt and to secure the loan.

In pursuance of the authority thus conferred by the act of Assembly, and the resolution of the stockholders, a mortgage was made by the corporation, bearing date on the 2d of September, 1857, whereby they mortgaged their corporate property and franchises, with certain exceptions therein specified, in trust, to secure the bonds to be issued for the money to be borrowed under the said authority.

The complainant then charges that in said mortgage it is inaccurately stated that the loan was authorized to be made for "other necessary purposes;" whereas the purposes for which it was authorized were specifically and particularly mentioned in the resolution of the stockholders authorizing the same, and were such as is stated above. Up to the time of the making of this mortgage, the Board of Managers of the company had been in the habit of presenting statements to the stockholders annually, showing the pecuniary condition of the company. In the statement made in January, 1857, it was set forth that the profits of the business for the preceding year had amounted to $217,225 70, and a dividend was declared of $109,456 20. And in the month of July, 1857, another dividend was declared of $82,092 15. These dividends were paid, except perhaps a small sum not called for.

These dividends, together with other dividends paid during previous years, as well whilst said Fisher was a manager as before he was elected, were paid to the stockholders in violation of an express covenant on the part of the company, in that about the year 1843, the corporation had obtained a loan on the mortgage of its property to the extent of $500,000, which loan was to become payable in 1860. In the mortgage there was an express stipulation that there should be semi-annually applied to the redemption of this particular loan, or to a sinking fund for the security thereof at maturity, the sum of $5,000, and that no dividends should be declared until this sum was entirely paid.

For many years before the said Fisher became a manager and stockholder, this was not done, or was but partially done. So that in November, 1858, there was a deficiency in applying the covenanted amount of these payments to the extent of $81,273 19, or thereabouts. This deficiency, or nearly all of it, existed when said Fisher was elected a manager, and the books of the company showed this to be the fact; and the duty to make the payment was set forth in the semi-annual appropriations, and in the accounts forming part of the said annual statements to the stockholders, and was well known to the said Fisher while he was a manager, and he also well knew that the payment was not in fact made.

With the knowledge of these facts, he continued while manager to assent to the making of dividends, and received them on his stock, thereby diminishing the ultimate resources of the Company, and keeping up the market value of the stock held by him.

Some time in the year 1855, at which time the corporation owned all the land they were entitled to hold by their charter, the said Chas. H. Fisher purchased from one Francis N. Buck, a track adjoining the lands of the corporation, containing, or supposed to contain, eight hundred acres of land and a large quantity of other land of little value, saving as furnishing a right of way to the former, or as being convenient to the use of the same.

The price agreed to be paid for this property was $84,000, or thereabouts, with interest from June, 1855, and upon a settlement for the same between said Fisher and Buck, a conveyance was made to said Fisher, by said Buck and wife for the said property by deed dated June 4th, 1855.

The complainant sets forth that he has since ascertained that there was a secret verbal contract between Fisher and the managers that the purchase from Buck should be made for the benefit of the corporation.

In September of the year 1857, when the community was suffering under extraordinary financial embarrassment, and when the said corporation was in great pecuniary distress, and its trade much diminished, and its stock depreciated, the said Fisher being a creditor of the Company to the extent of more than $181,000, a stockholder to the extent of over 7,000 shares, and the owner of the adjoining land just mentioned, he, the said Fisher, being then one of the managers of the Company, made an alleged contract with the managers, by which reciting that the said land had been purchased and paid for by him for the uses of the corporation, it was agreed that the Company should have the right to become the owners of the same on the payment of the amount of the price originally paid by said Fisher, at any time after Sept. 25, 1858, with interest from Sept. 25, 1857, at his option as to time; and upon payment so made to receive a conveyance thereof. The corporation on their part agreed to become liable on a bill of exchange for £20,000, drawn by said Fisher on Morrison, Dillon & Co., in London, on which there has been since a partial payment made of $30,311 11, and the balance still remains unpaid and is held as a claim against the corporation.

At the same time, and as a part of the same contract, it was agreed that said Fisher should surrender to the Corporation 7,000 shares of its capital stock, and the evidences of debt due by it to him, and should pay it a sum of $67,510 00, and in consideration of these things should receive from the corporation $600,000 of the bonds secured by the mortgage of Sept. 2, 1857, above mentioned which then remained unissued in the hands of the Company.

The complainant charges that the transaction was one not obligatory on the corporation or its stockholders, but voidable by them, inasmuch as the said Fisher, being a manager, could not lawfully so contract with the corporation.

The result of the transaction was in short thus:—In consideration of an indebtedness presently payable, and of $67,510 in money, making in all $250,000, the property of the corporation was mortgaged to secure $600,000. For until this time the bonds had never been issued and consequently to that extent constituted no charge or debt; while Fisher, as creditor, was permitted to withdraw from the risk of the business $350,000 of the capital which he held as a stockholder, and thus convert or turn it into a secured debt, for the balance of the amount of the mortgage loan received by him, the debts due by the corporation thus enormously increased without value received, and the deficiency in the sinking fund above mentioned, were thrown upon the remaining stockholders whose property continued to form the capital stock; and the capital authorized by law, and subscribed and paid to be applied to the joint undertaking, was illegally withdrawn from it; and also leaving to them (the remaining stockholders) to make good from their profits, the deficiency which amounted to the sum of $81,273 19, unpaid to the sinking fund for the benefit of the first mortgage bondholders as herein already recited and set forth.

The bill demands that the defendants may be compelled to respond to certain questions set forth in the bill, and prays that the court shall declare "that the exchange or transfer to Charles Henry Fisher, of the $600,000 of the bonds of the corporation was in part, and to what extent, or in the whole illegal and void, and that the holders thereof be compelled to surrender the same, and take back the stock and other evidences of debt surrendered in lieu thereof, and the corporation be compelled to do such things as in equity and justice ought to be done in such case, and that it be declared that the debt claimed against the Company by reason of the transfer of the said lands to them by the said Charles H. Fisher, may be declared inoperative against the general assets of the Corporation, and not be paid thereby, but only out of the said lands themselves, and that the corporation be directed to transfer said lands to the holder of the securities for said purchase money, and the holders thereof to surrender the said securities, and that the persons who have united in paying, or receiving any part of said purchase money, be required to restore the same, and in case any of the bonds or other evidences of debt mentioned in the bill, and acquired under the circumstances therein complained of have become vested in persons entitled to hold and retain the same discharged of the equities set forth on the bill that all persons who

have united or participated in the illegal acts and doings whereby the same passed from the corporation to such holders and owners, may be compelled to make good all loss and injury sustained in consequence thereof by the corporation, and that the said S. & W. Welsh, and the other defendants, holders of said bonds and evidences of debt, be restrained from transferring or parting with the same or any of them, and especially from permitting the same to go out of the jurisdiction of this honorable court, and that the Corporation be restrained from paying interest on the same, and the holders thereof, defendants herein, from sueing, or proceeding against the Company or its property upon the same, and that such further and other relief may be granted as the Court may seem meet.

Finances of California.

The finances of California are in a satisfactory condition. According to "Coleman's Circular," besides the payment of interest upon funded indebtedness, nearly $100,000 of the principal has been retired by appropriations from the Sinking Fund during the past year. The following is a statement of the operations of the State Treasury for the month of December, 1861, and shows its condition at the close of the year.

Balance on hand November 30, 1861.		$486,421 75
Received from all sources for the month of December		255,389 24
Total		$741,810 99
DISBURSED.		
Redeemed warrants as follows:		
General fund	$194,727 62	
Swamp land fund	6,627 12	
School fund	672 02	
Library fund	537 40	
		202,564 16
Balance on hand December 31, 1861.		$539,246 83
To the credit of the following funds, viz:		
General fund		$57,789 08
School fund		31,945 55
Hospital fund		4,815 28
Military fund		863 29
Library fund		2,354 38
Interest and sinking fund, 1857		185,136 66
" " " " 1860		3,631 78
Swamp land fund		233,823 74
State school fund		18,787 98
Estates of deceased persons		89 09
Total		$539,246 83

The financial affairs of the city and county of San Francisco continue to exhibit a healthful progress. The amount of the assessment roll for the current fiscal year is $41,845,119, against $35,809,639 for the year previous, and the rate of taxation is 2.87 per $100, against 2.85, a scarcely perceptible increase. The apportionment is as follows:

	Cents.
For State purposes	62
For bonded debts	100
For municipal purposes	75
For street lights	15
For school fund	35
	$2 87

Total bonded debt, $3,134,800—viz:

City Bonds, 1851, due 1871—10 per cent.—$1,354,300; sinking fund, $50,000.

School Bonds, 1854, due 1866—7 per cent.—$33,000; sinking fund, $5,000.

Fire Bonds, 1854, due 1866—10 per cent.—$178,500; sinking fund, $16,666.

City Bonds, 1855, due 1875—6 per ct.—$329,000.

City and County Bonds, 1858, due 1888—6 per cent.—$1,134,500.

School Bonds, 1860, due 1870—10 per cent.—$95,500; sinking fund, $7,500.

There has accumulated at the credit of the various sinking funds in the Treasury, and in the hands of the Commissioners, of the debt of 1851, about $425,000, which is either safely loaned on security of City Bonds, or invested by the said Commissioners, leaving $2,710,000 to be provided for in future years. The sinking funds for the debt of 1855 and 1858 will commence in 1865 and 1867 respectively. $92,000 in cash stands at the credit of the Corporation Debt Fund for the payment of the annual interest, of which only $45,000 is yet to fall due and be paid during the fiscal year.

Postage Earnings of the Steamship Lines.

The following official statement shows the postage earnings of the different trans-Atlantic steamship lines conveying United States mails during the year ended 30th June, 1861:

The New York and Havre Steamship Company, 13 round trips between New York, Southampton and Havre, at sea and U. S. inland postage	$87,104 12
Vanderbilt's European Line, 5 outward and 6 inward trips between New York, Southampton and Havre, at sea and U. S. inland postage	36,495 70
The North Atlantic Steamship Company, 4 outward and 5 inward trips between New York, Southampton and Havre, at sea and U. S. inland postage	33,574 27
The Montreal Ocean Steamship Company (Canadian mail packets), 52 outward and 51 inward trips between Portland and Liverpool, Quebec and Liverpool, at the sea postage only	100,676 48
The Liverpool and New York and Philadelphia Steamship Company (British steamers), 15 outward and 17 inward trips between New York, Queenstown, and Liverpool, at the sea postage only	75,143 38
The North German Lloyd's line of Bremen steamers, 12 round trips between New York and Southampton, at the sea postage only	41,540 26
The Hamburg American Packet Co. (Hamburg mail packets), 6 outward and 4 inward trips between New York and Southampton at the sea postages only	18,353 32
Total	$392,887 63

St. Louis, Alton and Chicago Railroad.

From the report of the Receiver of this road for the year ending December 31, 1861, we learn that the gross earnings during that time were $1,098,464 89, from which deduct for operating and repairs $646,372 27, leaving total net earnings $452,092 62, showing the cost of operating and maintaining the repairs of the road and its rolling stock to average 58 84-100 per cent. on its receipts for the year 1861.

The receipts of the road from the 5th of December, 1859, to the 31st of December, 1860, amounted to $994,559 40—a period of five days less than 13 months. During the same time the expenses of its operation and maintaining its ordinary repairs and rolling stock amounted to $768,783 20, or 77 52-100 per cent of its receipts—being an excess of 18 68-100 per cent. over the average expenses of 1862.

If the liabilities of all classes outstanding are fixed at $580,000—and there is $50,000 of assets on hand available in reducing them—about $530,000 will have to be met by the future profits of the road, or liquidated by arrangements between the trustees and the creditors, before redeeming the road from the jurisdiction of the United States Court.

Illinois Central Railroad.

At a meeting of the Board of Directors of the Illinois Central Railroad Company, held on 10th February, it was resolved to call another instalment of $5 per share, making 90 per cent. paid up. The resolutions are:

Resolved, That an assessment of $5 per share upon the scrip shares of the capital stock of the Company be and the same is hereby called, payable on the 10th day of March, 1862; and that the same be payable on the stock registered in the City of New York, at the office of the Company in that city; and on the stock registered in London at the office of Messrs. Robert Benson & Co., London; and that parties desiring to pay their assessment in London may pay the same at the rate of 4s. 2d. on the dollar.

Resolved, That the transfer books be closed on the afternoon of the 1st of March next, and reopened on the 10th day of the same month; and that no transfer be permitted on or after that day of shares upon which the foregoing assessment shall not have been paid.

The originator of the scheme, Mr. Robert Schuyler, did not anticipate that more than 5 per cent. would be called; the remainder of the cost of the road was to come from a mortgage on and sales of the lands donated by Congress. But for the rebellion, which cut off the southern business of this road, we have no doubt the traffic of 1861 would have yielded a small dividend on the stock. Since last Spring, however, Cairo has been closed as an outlet for produce and merchandise, and the road has been practically in the hands of the Government, for whom an immense amount of service has been done, for which no compensation has been received. The managers feel confident that sooner or later the Government will pay a fair price for this service, notwithstanding the charter requires the company to transport Government troops, stores, etc., without charge. They assume that that stipulation was never intended to apply to such an exceptional state of things as we have at present, when almost the whole road is used by Government, but only to ordinary transportation; and they argue with some force that they have fully compensated the Government for the land grant, by enabling it to sell the alternate sections of land at $2 50 per acre, which, but for the building of this road, could not much of it have been sold at 50c. per acre.

Debt of Pennsylvania.

The annexed is an official statement of the debt of the State of Pennsylvania:

Amount overdue		$20,101,153 33
Amount re-imbursable in 1862		1,914,198 05
" " 1863		181,200 00
" " 1864		2,925,995 03
" " 1865		1,562,435 76
" " 1868		2,302,773 75
" " 1870		1,773,638 65
" " 1877		4,960,000 00
" " 1878		428,000 00
" " 1879		400,000 00
" " 1882		850,000 00
Amount bank charter loans		365,105 10
Amount relief notes in circulation		98,771 00
		$37,863,270 60
Military loan, per act of April 12, 1861, (temporary), balance unredeemed	$100,000 00	
Military loan, per act of May 15, 1861, reimbursable August 1871	2,612,150 00	
		2,712,150 00
Total		$40,575,420 60

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	538,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	70
" "	700,000	6	1880	68
" "	1,128,500	6	1875	71
" "	1,000,000	6	1867	81
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. U. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	400,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camboden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	104½
2d Mortgage	600,000	7	1875	100
Central Ohio:				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	43
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	98
Consolidated 2d Mort. (S. F.)	813,000	8	1890	98
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	99
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	87
1st Mortgage	3,600,000	7	------	42
2d Mortgage	2,000,000	7	------	12
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	86
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	600,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	43
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296 000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	83½
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connecticut and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	161,300	6	------	----
2d Mortgage	109,500	6	------	----
Dayton and Michigan (1 Ap. '60)				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	101
1st Mortgage (E. Extension)	1,500,000	---	1875	101
2d Mortgage	2,600,000	---	1881	93
Income (due 1862, '65 and '67	265,416	---	var.	86
Detriot and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	445,000	6	1874	100
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tenness.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	'62-'63	100
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	103
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	99
***Great Western, Ill:**				
1st Mortgage (W. Div. 100 m.)	$1,041.000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	30½
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1859	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	106
2d Mortgage	2,000,000	7	1860	84
3d Mortgage	1,840,000	7	1875	86
Convertible	1,002,000	7	1867	70
Illinois Central:				
Optional Right Scrip	38,000	7	1863	64
Construction	12,885,000	7	1875	92½
Construction	4,115,000	6	1875	92½
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	80
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60)				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Leigh Valley:				
1st Mortgage	1,500,000	6	------	90½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	18½
2d Land Grant (Western Div.)	353,000	†	------	18½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	83
Long Island:				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174.000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State (Tenn.), 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	100
1st Mortgage (unconvertible)	250,000	8	1860	98
1st Mortgage (convert.) Dollar	2,598,000	8	1869	100
1st Mortgage (S. F.), convertible	4,153,000	8	1882	98
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	89½
Northern Indiana, 1st	985,000	7	1861	87½
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	84
Detroit and Toledo	611,000	7	1876	78
1st General Mortgage (S. F.)	2,850,000	7	1885	85½
2d General Mortgage	2,465,000	7	1877	70
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	90
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4 '8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	90½
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100½
Stock Subscription	785,000	6	1883	96½
Premium Consolidated Stock	7,745,000	6	1852	96½
Real Estate	221,000	6	1883	96½
New Convertible	3,000,000	7	1864	105
New York and Erie:				
1st Mortgage	3,000,000	7	1867	106
2d Mortgage	4,000,000	7	1864	104½
3d Mortgage (convertible)	6,000,000	7	1883	95
4th Mortgage (convertible)	3,729,000	7	1880	82½
5th Mortgage	1,277,000	7	1883	78
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	56
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	100
2d Mortgage	1,000,000	7	1864	94½
3d Mortgage	862,300	7	1867	74
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	61
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	63½
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	54
Chattel Mortgage	350,000	10	------	70
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	93½
2d Mortgage	2,319,000	6	1875	84
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	78½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	92
Mortgage	3,103,600	6	1870	74
Mortgage (convertible)	3,586,500	6	1886	73½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	73½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and L.)	1,000,000	7	1872	----
2d Mortgage (O. and L.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,084,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,000	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	20
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,060	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie:				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	90
2d Mortgage (convertible)	2,000,000	7†	'68–'70	29½
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	75
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	46
3d M. (L. Er., Wab. and St. Louis)	1,347,600	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	10½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	55
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	70
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (–) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	------	101,102	37,866	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.5	------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,006	777,777	240,485	2,176,023	109.6	------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	----	*Mobile and Girard*	1,500,000	*	—	------	------	------	------	57.0	236,791	76,773	21,006	—	----
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	------	------	600,431	------	------	------	------	—	----
1 May, '61	469.8	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	------	------	------	------	------	------	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	----	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	------	505,156	260,269	6	----
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	------	------	------	------	------	------	------	------	------	------	------	—	----
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	------	------	------	------	------	------	------	------	------	------	------	—	----
30 Nov. '58	38.5	—	----	107.5	---	---	----	Memphis and Little Rock	555,877	*	—	351,524	446,000	10,725	811,949	------	------	------	------	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,856	22.5	------	230,251	104,594	—	----
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	------	23.8	45,543	77,928	34,866	16	----
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,147	149,477	—	----
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	324,491	712,876	354,136	14	134½
31 Dec. '60	74.0	—	----	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,035	—	----
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	----
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,588	750,000	156,429	1,644,967	62.0	127,390	135,072	------	—	----
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	----
31 Dec. '60	66.0	—	5.2	—	7	7	111	New London Northern	1,399,409	174,159	—	510,900	1,052,100	—	1,573,568	66.0	148,820	130,295	------	—	----
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	1,717,523	117.4	579,659	925,075	325,575	—	----
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	------	66.0	------	358,362	159,005	¾	40
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	------	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '59	16.2	—	----	—	---	---	----	Newcastle and Frenchtown	723,551	------	—	744,520	------	4,641	749,171	5.0	------	21,195	------	6	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	----	*Florida*	------	------	------	------	------	------	------	------	------	------	------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	195,000	75,894	619,112	32.0	------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	----	---	---	----	*Flo., Atlantic and Gulf Central*	------	------	------	------	------	------	------	------	------	------	------	—	----
-- -- '62	100.0	3.9	10.0	158.5	---	---	----	*Pensacola and Georgia*	------	------	------	------	------	------	------	29.4	------	------	------	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,285	86.7	------	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	----	Atlantic and Gulf—M. Trunk	------	------	------	------	------	------	------	30.6	------	------	------	—	----
31 Dec. '60	53.0	—	----	—	---	---	----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	------	53.0	------	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	----	Brunswick and Florida	755,000	*	—	151,887	------	------	------	31.0	------	------	------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	------	------	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	------	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	------	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	------	------	------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	------	------	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	------	138.0	------	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '60	220.0	—	----	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	------	—	8,500,000	4,500,000	------	10,000,000	220.0	845,981	994,569	225.786	13m	----
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	------	10,195,257	168.0	------	1,514,478	242,564	—	62
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,866	188,095	2,050,065	45.0	14 mo.	245,252	135,284	—	----
1 Apr. '60	194.0	—	----	—	---	---	----	Chicago and Northwestern	9,344,863	------	—	2,000,000	7,369,024	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	----
30 Jun. '60	181.8	—	----	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	------	7,473,049	228.4	------	1,093,934	399,567	3½	55
10 Nov. '58	33.2	—	----	—	---	---	----	Fox River Valley	580,000	*	—	------	580,000	------	------	84.0	------	------	------	—	----
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,386	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,900	—	10,469,355	261.3	792,029	1,462,752	652,266	—	66½
31 May, '61	175.0	—	----	—	---	---	----	Great Western	5,022,926	*	—	1,600,000	2 391,000	------	------	175.0	------	485,943	181,529	—	----
31 Dec. '60	454.8	252.5	----	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	------	33,221,720	708.3	------	2,721,591	850,630	—	57
-- -- --	—	—	—	81.5	—	—	—	Illinois River	------	------	------	------	------	------	------	------	------	------	------	—	----
-- -- --	148.0	—	----	—	---	---	----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	------	------	148.0	------	------	------	—	----
-- -- --	46.6	—	----	—	---	---	----	Peoria and Bureau Valley	------	------	------	------	600,000	------	------	oper.	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	------	------	------	------	------	------	------	------	------	------	------	—	----
-- -- '58	186.0	—	----	—	---	---	----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	------	------	186.0	------	------	------	—	----
31 Dec. '58	100.0	—	----	—	---	---	----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	------	2,000,000	100.0	oper. by	Bur. &	Quincy	—	----
-- -- --	1.0	—	----	—	---	---	----	Rock Island Bridge	------	------	------	------	------	------	------	oper	by Chic.	& R. Is.	------	—	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	------	823,767	------	—	----
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	----	Cincinnati and Chicago	2,080,433	*	—	1,106,879	1,006,128	------	------	108.0	------	------	------	—	----
-- -- --	29.0	—	----	73.0	---	---	----	Cincinnati, Peru and Chicago	------	------	------	------	------	------	------	29.0	------	------	------	—	----
31 Aug. '61	109.0	—	----	—	---	---	----	Evansville and Crawfordsville	2,233,413	*	—	986,061	1,219,100	51,772	2,283,748	109.0	------	249,867	119,342	—	----
31 Dec. '60	72.4	—	----	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,0 0	1,178,000	40,550	2,108,011	109.0	384,122	400,397	133,009	—	58
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,367,284	140,689	3,458,108	110.0	------	448,858	230,834	9	42
31 Dec. '60	84.0	—	----	—	---	---	----	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37,219	2,031,942	84.0	------	277,952	119,745	—	----
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	----
-- -- '59	64.0	—	----	—	---	---	----	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	------	2,000,000	64.0	------	------	------	—	----
31 Dec. '60	86.0	49.0	----	—	23	---	----	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,086	—	----
-- -- '58	288.0	—	----	—	---	---	----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	------	645,827	371,402	—	----
-- -- '58	74.0	—	----	—	---	---	----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	------	------	------	—	----
30 Nov. '60	73.0	—	----	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73 0	------	404,599	232,778	10	----
								IOWA.													
1 Jan. '58	75.5	—	----	201.5	---	---	----	*Burlington and Missouri*	1,514,257	*	—	752,735	665,000	92,663	1,542,768	50.0	------	------	------	—	----
31 Dec. '59	86.0	—	----	—	---	---	----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,972	860,000	369,084	------	86.0	7 mo's	85,239	46,771	—	----
31 May, '58	50.1	—	----	209.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	985,000	441,787	2,267,313	50.1	------	------	------	—	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	------	------	------	245,000	755,000	------	------	------	------	------	------	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	------	------	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	---	---	----	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	------	------	------	—	----
-- -- '59	55.0	52.6	----	312.0	---	---	----	Mississippi and Missouri	4,198,000	*	—	------	------	------	------	107.6	------	------	------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	------	426,406	227,534	—	85
30 Jun. '57	20.0	—	----	113.0	---	---	----	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	------	20.0	------	------	------	—	----
-- -- '58	13.0	—	----	22.0	---	---	----	Lexington and Danville	765,500	------	—	694,444	71,000	------	------	13.0	oper. by	Cov. &	Lex.	—	----
30 Jun. '61	29.0	—	----	—	}	}	}	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	------	735,312	29.0	------	108,944	43,267	—	80
30 Jun. '61	65.1	—	----	—	13	10	230	Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,619	------	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269.0	618,803	716,478	371,123	—	----
-- -- '59	18.8	—	----	70.2	---	---	----	Maysville and Lexington	------	------	------	------	------	------	------	18.8	oper. by	Cov. &	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	---	---	----	Clinton and Port Hudson	750,666	*	—	------	------	------	------	22 0	------	------	------	—	----
-- -- --	27.0	—	----	—	---	---	----	Mexican Gulf	662,911	*	—	------	------	------	------	27.0	------	------	------	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,318	566,000	389,297	5,855,320	80.0	180,204	481,922	223,649	—	----
1 Mar. '61	206.0	—	----	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	------	2,665,000	1,150,717	------	206.0	------	1,282,624	555 434	—	----
31 Aug. '60	58.7	—	----	135.3	---	---	----	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,016	248,960	108,436	1,710,819	53.7	------	------	------	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,333	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	128,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,908	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,618,473	104,019	78,014	557,779	1,105,400	95,966	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	101
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*		169,200	556,600	—	—	37.0	.....	55,403	28,404	—	—
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	—	—	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	49
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,653,616	855,889	214,998	2,280,000	5,890,300	637,926	9,041,851	218.0	.....	1,018,103	283,627	—	17
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*		1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	96½
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	107½
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	111½
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	459,284	8	113½
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	81½
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960,000	—	5,045,630	120.7	456,825	684,685	327,590	4	58½
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	537,451	632,865	272,299	6	98
30 Nov. '60	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,837	6	97
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	—
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,168	ope	r. by B.	and L'll	12,550	6	—
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	110
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	73½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	598,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	—
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,513	111,691	.....	8.4	24,428	15,891	—	—	6
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	105½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	—
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	103
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by R.	and L'll	17,508	1	—
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usatonic.	31,409	7	—
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	100½
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	40½
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	11
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933,398	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,352	888,254	—	117½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	976	1,403,499	45.7	180,153	229,332	102,604	6	54½
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G		r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,360	188.0	.....	365,038	144,270	—	—
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 May, '61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	51½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	589.0	1,592,377	2,075,459	1,086,629	—	21½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	534,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	.....	.....	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	—
31 Aug. '60	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	30
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	—
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	—	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,337,911	90.1	343,827	235,291	59,438	—	—
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	—
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,582	459,659	128,366	8	64½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,608	1,528	—	—
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mass.	—	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	—
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	363,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	102½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	695,587	383,400	303,517	1,282,504	52.7	.....	69,774	21,156	—	—
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	50
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,612,416	24.7	49,000	63,874	19,897	—	—
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,840,805	*	6,000,000	5,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	783,950	12	112½
31 Dec. '60	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,829,478	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	—
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	770,396	10	122
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	—
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	283,495	109,111	8	—
31 Dec. '61	33.8	—	.....	—	.....	.....	.....	New Jersey	3,809,089	400,378	1,249,621	4,397820	688,000	—	5,628,981	33.8	—	992,767	579,981	10	115
31 Dec. '60	21.3	—	.....	2	6	17		Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	—
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,568	112,441	6½	70
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	230,278	—	—	216,794	—	56,532	—	—	—	15,344	3,868	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c	p. c.
								NEW YORK.													
30 Sep. '60				140.0				Albany and Susquehanna	548,221			507,957		46,139	554,096						
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	oper. by Rens. & Sarat.				—	.....
30 Sep. '60	38.3	—	44.0	—				Albany and West Stockbridge	2,389,559			1,000,000	1,389,559	.....	2,389,559	oper. by Western.		.....	.....	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	.....
30 Sep. '60	14.8	—	1.6	—				Blossburg and Corning	496,661		—	250,000	220,000	.....	470,000	14.8	22,712	34,310	19,886	—	.....
30 Sep. '60	14.5	—	7.0	—		28	—	Brooklyn Central and Jamaica	548,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	.....
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	.....	130,000	1,130,000	24.7	2,904,887	520,555	110,896	8	.....
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176.0	485,412	593,845	187,704	—	.....
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	121
30 Sep. '60	34.6	—	38.1	—				Cayuga and Susquehanna	719,050		—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	.....
30 Sep. '60	17.4	—	2.1	—				Chemung	400,000		—	380,000	70,000	.....	450,000	oper. by Erie.			24,000	6	.....
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000		—	500,000	.....	.....	500,000	oper. by Erie.			30,000	6	.....
30 Sep. '60	17.3	—	3.0	—				Hudson and Boston (West'rn)	175,000		—	175,000	.....	.....	175,000	17.3	46,981	.....	.....	6	.....
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	.....	150.0	967,065	2,047,145	778,121	—	3½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	9
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	.....	7,309,042	2,601,063	6	81
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	34½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	.....	.....	152.9	.....	1,142,851	433,716	—	12½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	.....
30 Sep. '61	99.0	—	.....	—				Niagara Bridge and Canand.	1,000,000	.....	—	1,000,000	.....	.....	1,000,000	oper. by Central.			60,000	6	.....
30 Sep. '60	118.0	5.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	.....	—	1,500,000	3,077,000	.....	4,577,000	121.8	395,128	458,912	158,080	—	.....
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	.....	35.9	69,759	119,666	64,753	8	.....
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	.....	75.4	79,240	80,611	37,436	—	.....
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	.....	59.2	119,325	269,353	131,525	6	.....
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	664,021	.....	—	557,560	150,000	19,980	.....	oper. by B., N. Y. & E.		22,047	.....	—	.....
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sackett's Harbor, Rome & N.Y.	70,468	1,050	—	10,305	.....	61,213	71,518	18.0	3,365	634	54	—	.....
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	.....	—	300,000	83,000	.....	.....	oper. by Rens. & Sar.		.....	.....	5	.....
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	.....	47.3	114,731	175,604	60,113	—	.....
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	.....	13.0	.....	15,720	11,800	—	.....
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	.....	81.0	191,579	227,488	139,817	—	.....
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	.....	112.0	280,643	312,066	160,237	—	.....
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,885	36,073	—	274,400	.....	.....	.....	oper. by Hud's River.		.....	.....	6	.....
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	.....	—	30,000	680,000	.....	.....	oper. by other Co's.		.....	.....	—	.....
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	.....	—	54,500	4,500	14,500	.....	.....		.....	.....	—	.....
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	.....	96.7	272,235	351,167	178,067	10	25
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,787	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	.....	70,860	364,072	.....	.....	.....	.....	—	.....
								OHIO.													
— — '58	.....	.....	.....	.....	.....	.....	.....	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	.....
31 Dec. '60	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	.....	314,091	102,765	—	.....
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,128,458	6,810,432	141.0	.....	699,716	230,551	—	.....
31 Mar. '61	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	.....	3,708,392	198.3	382,987	644,229	282,700	7	63
31 Dec. '60	30.0	—	.....	69.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	25
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '60	135.4	5.8	.....	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	107½
31 Dec. '60	67.0	—	.....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	804,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	.....	.....	96.6	402,935	1,063,406	633,647	15	125
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	663,321	9,661,102	203.5	646,413	772,093	332,093	4	16½
31 May '61	109.2	79.4	.....	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	.....	919,971	493,956	—	43
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,678	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	.....	.....	.....	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	oper. w. Lit. Miami.			170,795	8	74
31 Mar. '61	144.0	—	7.9	—	.....	.....	.....	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	.....	375,002	212,107	—	.....
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	.....	36.6	.....	62,025	3,565	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	.....
1 Nov. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	102,180	52,408	—	.....
— — '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	.....
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	.....
30 Nov. '61	83.5	—	37.8	—	39	32	602	Little Miami	4,004,4 3	*	—	2,981,270	1,407,000	.....	.....	138.0	.....	1,330,051	529,981	8	36
31 Dec. '58	173.8	21.6	.....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	18,202,262	195.4	556,732	374,198	45,452	—	.....
30 Apr. '61	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	896,818	169,943	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '61	153.9	52.0	.....	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	.....
31 Dec. '60	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	.....	285,934	84,167	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	.....	—	193,000	150,000	3,500	346,500	oper. by C., C. & C.		.....	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
31 Aug. '60	243.0	—	.....	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,600	5,843,650	458,265	8,498,947	250.0	.....	861,722	373,772	—	.....
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	62,624	.....	45.0	61,634	94,342	45,161	—	.....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	57
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	.....	.....	146.0	.....	.....	.....	—	54
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	.....	1,308,919	52.5	181,087	249,778	159,531	8	.....
31 Dec. '60	110.8	2.8	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	.....	2,191,336	1,316,688	6	102
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	.....
30 Sep. '59	18.6	—	4.0	—	.....	.....	.....	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	oper. by Buf. & S. L.		.....	.....	10	.....
31 Aug. '60	36.9	18.6	21.9	—	.....	.....	.....	Harrisburg and Lancaster	.....	.....	.....	1,087,100	651,000	.....	1,883,343	55.5	.....	436,237	158,334	6	51
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,287	—	.....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	.....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	.....
30 Nov. '60	45.7	—	22.3	20.2	15	6	.....	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	.....	.....	45.7	183,500	679,908	342,039	6	49½
30 Nov. '59	28.0	5.0	13.5	.....	9	.....	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	oper. by C., W. & E.		.....	.....	—	19
31 Dec. '60	20.0	—	4.0	—	.....	.....	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,950	3,413,871	303 927	9,803,932	.....	.....	783,318	670,227	6	48½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	48½
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	896,927	—	3,155,875	2,940,473	774,323	6,471,462	65.7	5 mos.	176,047	91,399	—	5
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474 545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,761	2,296,402	—	88
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	.....
30 Sep. '59	17.0	7.0	.....	16	.....	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	286,657	157,194	—	44½
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150	.....	24,352,896	151.4	.....	3,312,546	1,625,985	.....	20½
31 Dec. '59	28.0	—	.....	—	—	—	—	Philadelphia and Trenton	1,000,000	.....	—	1,000,000	.....	.....	1,000,000	28.0	oper. by Cam. & Amboy	.....	.....	—	125
31 Oct. '60	98.0	6.0	.....	—	30	93	521	Phila., Wilmington and Balt.	7,200,000	*	—	5,000,000	2,200,000	.....	.....	206.5	49,677	1,285,597	471,713	8½	42

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1.755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	—
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791 166	18,487,835	467.5	1,948,501	2,335,353	761,564	—	4
30 Sep. '59	31.0	—	—	11.0	—	—	—	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	—	—	—	—	—	—	—	—
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	—	1,355,700	54.0	—	—	—	—	—
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	—	—	573,616	24.5	—	34,501	29,604	3½	—
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	—	—	96,227	54,582	—	—
31 Dec. '59	148.0	—	20.0	140.0	—	—	—	Sunbury (Phila.) and Erie	6,398,712	107,262	—	4,500,920	4,369,070	861,271	10,1e9,869	148.0	—	114,126	61,848	—	—
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	—	—	29.6	—	83,072	47,007	6	—
30 Sep. '59	28.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	28.4	—	125,597	4,502	—	—
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	298,895	—	78.0	199,878	238,420	860,339	—	4½
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	—	—	62.0	240,449	331,522	106,782	5	55
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	—	13.6	23,514	23,005	1,278	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	—
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	—
— —	'58	40.3	—	.....	—	—	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	—	49.3	—	—	—	—	—
1 Jan.	'59	143.2	21.3	.....	—	—	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	—	341,190	125,871	—	—
31 Aug.	'58	22.5	—	.....	—	—	.....	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	—	—	—	5	—
31 July	'58	32.0	—	.....	—	—	.....	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	—	27,568	8,527	—	—
28 Feb.	'59	102.0	—	.....	—	—	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec.	'60	136.0	106.0	.....	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	—
31 July	'58	25.1	—	.....	41.9	—	—	.....	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	—
								TENNESSEE.													
30 Sep.	'60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859.	.....	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	—
1859.	.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859.	.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	3 149,167	—	—
1860.	.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,096	873,597	—	—
1859.	.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859.	.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859.	.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	—	59.4	69,870	177,256	60,029	—	—
1859.	.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	—
1859.	.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—	—
30 Nov.	'60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,384	6	—
1859.	.....	.....	—	.....	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860.	.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	860,000	204,544	—	45.8	57,950	127,953	87,243	—	—
1859.	.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— —	'58	32.0	—	.....	158.0	—	—	.....	Buffalo Bayou, Braz. & Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— —	'58	56.0	—	.....	184.0	—	—	.....	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— —	'60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275 000	240,000	171,560	—	50.0	31,300	32,670	—	—	—
1 May	'60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,282,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—
— —	'59	25.0	—	.....	110.0	—	—	.....	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
— —	'59	28.0	—	.....	756.0	—	—	.....	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	—
								VERMONT.													
31 May,	'61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	—	90.7	118,219	183,750	92,683	—	80
31 Aug.	'60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,388	113,318	—	—
31 Aug.	'60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	—	—	—	62.0	142,839	150,318	30.288	—	—
31 Aug.	'60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	—
31 Aug.	'60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	.....	—	105
31 Aug.	'60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	—	23.7	47,950	45,930	8,522	—	—
31 Aug.	'60	54.0	10.5	.....	—	—	—	.....	Western Vermont	1,083,500	*	—	332,000	700,000	—	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	—
								VIRGINIA.													
31 Aug.	'59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	83,131	1,534,194	—	—	—	—	—	—
30 Sep.	'59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	—
30 Sep.	'59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep.	'59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	488,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	—
30 Sep.	'60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep.	'59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201.344	—	—
30 Sep.	'59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	—
30 Sep.	'60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep.	'59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep.	'59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,054	163,753	79,585	6	60
30 Sep.	'59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan.	'60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep.	'60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun.	'60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,991,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep.	'59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	—	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec.	'59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	—	55.0	—	—	—	—	—
31 Dec.	'61	199.9	—	19.9	—	—	—	.....	*Milwaukee and Minnesota*	7,400,000	*	—	7,400,000	—	—	—	199.9	—	756,476	329,580	—	—
31 Dec.	'58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— —	'57	42.0	—	.....	27.8	—	—	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,066	—	—	—
31 Dec.	'60	191.9	42.5	28.3	—	—	—	.....	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	—	883,186	439,943	—	20
— —	'57	50.0	—	.....	85.0	—	—	.....	Milw., Watertown & Baraboo	514,238	—	—	346,861	132,000	—	—	50.0	—	121,401	—	—	—
10 May,	'61	104.0	—	.....	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	—
— —	'58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	—	—	—
								CANADA.													
31 July	'61	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,300	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	—
— —	'59	81.0	—	.....	—	16	17	214	Montreal and Champlain	—	—	—	—	—	—	—	81.0	166,245	—	—	—	11
— —	'59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—	48.0	—	—	—	—	12
30 Sep.	'58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,964,261	761.0	2,049,997	1,069,219	4,000	6	38
— —	'59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	—	—	357.0	1,360,900	—	—	3	—
— —	'59	24.0	—	.....	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	—	24.0	37,081	—	—	—	—
— —	'59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	254,530	—	—	—	—
— —	'59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—	54.0	89,222	—	—	—	—
— —	'59	25.0	—	.....	—	4	—	57	Welland	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								NEW BRUNSWICK.													
1 Oct.	'60	108.0	0.9	12.0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	—	—	4,451,012	103 0	193,683	116,225	41,985	—	—
0 July,	'61	60.0	—	.....	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,390,000	13,100	136,000	1,709,232	60.0	—	132,555	36,670	—	—
								NOVA SCOTIA.													
— —	'59	61.5	—	.....	60.1	—	—	—	Nova Scotia	—	—	—	—	—	—	—	61.5	—	—	—	—	—
								NEW GRANADA.													
1 Dec.	'61	48.7	—	—	—	—	—	—	Panama	8,000,000	*	620,804	6,000,000	2,400,000	—	9,603,530	48.7	—	1,539,859	1,110,652	12	113½

New York Stock Exchange.

Highest Sale Prices for the week ending Feb. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12.
FEDERAL STOCKS:—						
U. S. 5s, 1871	79½	79½	----	80	----	
U. S. 5s, 1874	78½	79	79½	79	----	----
U. S. 5s, 1865	86½	----	----	----	----	----
U. S. 6s, 1881, reg.	90	----	89	90	90	
U. S. 6s, 1881, cou.	90	----	90½	90½	90	----
U. S. 6s, 1862	----	----	----	----	----	----
U. S. 6s, 1867	----	----	----	90	----	----
U. S. 6s, 1868	----	----	----	90	90	----
STATE STOCKS:—						
California 7s	81½	----	----	81½	81½	
Georgia 7s	----	----	----	----	----	----
Illinois Coupon bonds	79½	80	80	80½	80½	----
" Canal bonds	----	----	----	79	----	----
Indiana 5s	75	75	----	----	----	----
Kentucky 6s	----	75	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	80½	80½	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	40½	42	42	41½	41½	42½
Do. iss. to H.& St.J.R.	----	----	----	----	----	49
New York 6s, 1866	----	----	----	----	----	----
North Carolina 6s	62½	----	64	----	63	----
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	96	----	----	96½	----	----
Tennessee 6s, 1890	43	44	44	44½	44½	45
Virginia 6s	52½	----	53	----	----	53
RAILROAD SHARES:—						
Buffalo & State Line	----	121	121	----	----	
Chicago, Burl. and Q.	61½	61½	61½	61	62	
Chicago and Rock Isl.	53½	53½	52½	53	53	
Clev., Col. and Cin.	106	----	106	----	----	107½
Clev. and Pittsburg	16½	16½	----	16½	----	----
Clev. and Toledo	41½	42½	42½	42	42½	43
Del., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	66½	66	66½	----	66½	
Hudson River	39½	39	38½	38½	----	
Illinois Central (scrip)	58	57½	57	56½	57	
Michigan Central	49½	50½	49½	50½	51½	
M. S. and N. I. guar'd,	41½	41½	41½	41½	41½	41½
M. S. and N. I.	21½	22	21½	21½	21½	21½
Mil. and P. du Chien	----	----	20	----	19½	20
M. and P. du C. 1st pref.	----	----	74	----	----	----
M. and P. du C. 2d pref.	----	----	----	----	----	----
New Jersey	----	----	----	----	----	----
New Jersey Central	----	122	----	----	----	----
New York Central	82½	83½	80½x	80½	80½	81
Erie	33½	35	34½	34½	34½	34½
Erie pref.	55½	57½	56½	56½	57½	57½
Erie Assessment Scrip	----	----	----	----	----	----
N. York and Harlem	12½	12½	12½	----	----	12½
N. Y. and H. "pref."	29	30	30	29½	30	30½
Panama	113½	113½	114	113½	113½	113½
Phila. and Reading	40½	41½	40½	41	40½	41½
RAILROAD BONDS:—						
Buff., N.Y. & Erie 1 M.	76½	----	----	----	----	----
Chic. and N. W. 1st M.	----	41	----	41½	----	42
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
Cl. & Tol. S.F. 7 p.c. '85	----	84	84	----	83	83½
Chi., Bur. and Q. 8 p.c. 99	----	----	----	98	----	98
Chi. and R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	----	----
Gal. and Ch. 1 M. 8 p.c. '63	----	----	----	----	100	----
" 2M. 8 p.c. '75	----	----	----	----	99	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	----
Hudson R. 1 M. 7 p.c. '69	105	106	105½	----	106	----
" 2 M. 7 p.c. '60	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	86	86
" sink. fund.	----	102	----	----	102	102
Illinois Centr. 7 p.c. '75	92	92½	92	92½	92½	92½
" " 6 p.c. '75	92	92½	92	92½	92½	92½
L. Erie & Wab. 1 M.	75	----	75	----	75	----
" " 2 M.	----	43½	----	44	44	44
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. and P. du C. 1st M.	----	----	----	----	----	----
Mich. Cen. S.F. 8 p.c. '82	97	97½	----	----	----	98
" conv. 8 p.c. '69	----	----	100	99½	----	100
Mich. Southern 1st M.	----	89½	89	----	----	89½
" " 2d M. Ass.	----	----	----	----	----	----
" " 2d M.	----	70	70	----	----	----
" " S. F.	85	85	85	87	85½	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N.Y.C. 6p.c. certif. '83.	95	95	----	----	96	96½
" 1 M. 7 p.c. '64	102½	----	----	103	103	----
" bonds 1876	----	----	----	----	105	----
N.Y.& E. 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '83	93	93	95	----	----	95
" 4 M. 7 p.c. '80	----	82	----	----	82½	----
" 5 M. 7 p.c. '83	----	----	----	----	----	----
" conv. 7 p.c. '62	----	----	----	----	----	----
" " 7 p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N.Y. & H. 1 M. 7 p.c. '78	100½	----	100½	100	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. and Hud. Canal	----	----	94	----	94½	94
Penn'a Coal Co.	88½	89	89	----	----	----
Pacific Mail S. S. Co.	99	99½	99	99	99½	99½

The following are the closing prices in the London Market on the 30th January:

United States 5s, 1874	66	to	68
Virginia 6s	46	"	48
Erie shares, ex assessment scrip	28½	"	29½
Erie shares, 7 per cent. preference	48	"	49
Erie shares, assessment scrip	1½	"	2
Illinois Central 6s, 1875 x. c.	74	"	76
Illinois Central 7s, 1875	77	"	79
Illinois Central $100 shares, $80 paid, dis.	44	"	43
Illinois Central, all paid	52	"	54
Michigan Central 8s, Convertible, 1869	79	"	81
Michigan Central Sinking Fund 8s, 1882 . x.c.	80	"	82
Michigan South. and North. Indiana 7s, 1885.	--	"	--
New York Central 6s, 1883	76	"	78
New York Central 7s, 1864	84	"	86
New York Central 7s, 1876	85	"	86
New York Central 7s, 1876	84	"	86
New York Central $100 shares	69	"	71
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 x.c.	85	"	90
New York and Erie, 3d mort., '83, assented "	76	"	77
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	97	"	100
Panama, 2d mortgage 7s, 1872 x.c.	97	"	100
Pennsylvania Central 6s	80	"	82
Pennsylvania Central 2d mortgage	83	"	85
Pennsylvania Central $50 shares	28	"	32
Philadelphia and Reading $50 shares	14	"	18

American Railroad Journal.

Saturday, February 15, 1862.

Share and Money Market.

Since our last notice the prices on railway shares have fluctuated from 1½ to 2 per cent; the largest figures being made on Wednesday, 12th inst. on the good news from Roanoke Island of the success of the Union forces. On Thursday there was a reaction of ½ per cent from the extreme prices, the market exhibiting some stiffness. There it a free inquiry for nearly all the Railway mortgage bonds, and prices at the Stock Board and also by private sale are 2 and 2½ per cent higher than last week. Holders are generally firm as this class of security is rather the favorite investment while money is so cheap, as at present in the open market for mercantile bills. U. S. Stocks vary but slightly, operations being held in some suspense for the action of Congress on the Loan and Tax measures. Money is taken on temporary loan at the Sub Treasury at 5 per cent per annum, and the rates to Stock and Bill Brokers are from 5 to 7 per cent owing to the depreciation of security. Gold has advanced to 104⅜ per cent and Exchange to 115 *a* 115½ per cent.

The New York Central Railroad has declared the usual semi-annual dividend of three per cent., payable on the 20th inst., on the stock registered here, and on the 20th of March on that registered in London. Stockholders in this city will receive their dividends at the banking house of Messrs. Duncan, Sherman & Co.; in Boston of Messrs. J. E. Thayer & Brother; in Albany, at the Albany City Bank; and in London, at the Union Bank of London.

The Pennsylvania Coal Company has declared a dividend of 3½ per cent., payable 15th of Feb'y.

The Pacific Mail Steamship Company have declared their quarterly dividend of 5 per cent. to be paid to the shareholders on the 20th inst.

The Naugatuck Railroad Company have declared a dividend of five per cent., payable on the 15th inst.

The Cleveland, Painesville and Ashtabula Railroad Company will redeem its second mortgage bonds, which fall due Oct. 1, 1862, to the amount of $50,000 upon presentation at the Ocean Bank, New York.

An election was held in Brown County, Wisconsin, on the 30th ult., to aid the Chicago and Northwestern Railroad Company to extend their line from Appleton to Green Bay, by issuing to the Company $50,000 in county bonds, in exchange for a like amount of the stock of the Company. In case the proposition is accepted by the people of the county, the Company pledges itself to commence the work of extension by the 1st of May next, and to complete the same on or before the 1st day of December, 1862.

The New Haven and New London Railroad has been placed in the hands of trustees, for the benefit of bondholders, by order of the Superior Court. Henry Hotchkiss, of New Haven, and Charles Buckingham, of New York, are the trustees, and they are to take possession on the 1st of March, unless satisfactory arrangements can be made.

The Circuit Court for the County of Milwaukee has ordered an election for Directors of the Milwaukee and Minnesota Railroad (La Crosse and Milwaukee), on the second Monday in March.

☞ We invite attention to the advertisement of Messrs. LIVERMORE, CLEWS & Co., in another column. Having been long established, with abundant means, and an extensive business, they are enabled to offer inducements equal, if not superior, to others in the same line. Gold, Treasury Notes, and all first class securities bought and sold.

☞ Messrs. BOGERT, BOURNE & AUTIN, in the capacity of Printers, Engravers, Binders and General Stationers, are prepared to supply account books and papers of every variety: pens, inks, pencils, etc. Materials for artists, architects, draftsmen and engineers. Engraving on steel, copper, stone and wood. Lithographing and letter press printing. See *advertisement*.

Boston and Worcester Railroad.

We have received the report of this company for the fiscal year ending November 30, 1861, which was presented at the annual meeting of the stockholders held in Boston on the 5th inst. The income for the year was as follows:

From passengers	$472,729 41
" freight	414,683 98
" rents	15,597 70
" mails	161,838 12
" interest	9,083 58
	$928,932 79

And the expenses were:

Maintenance of way	$73,157 35	
" mot. power,	35,903 74	
" cars	30,393 67	
" b'ld'gs, etc.	13,198 69	
Fuel	58,573 24	
Oil and waste	7,885 70	
Passenger expenses	68,455 53	
Freight "	101,610 71	
Taxes and insurance	12,013 70	
Renewals of iron	31,146 85	
Gratuities and damages	1,572 33	
Rent of Agricultural Br.	11,895 10	
Salaries of officers, etc.	27,387 30	
Reduc'g curve at Brighton	3,273 69	
Western R. R. subsidy	12,000 00	
Credited to depreciation	31,870 80	
		520,338 40
Net income		$408,594 39
Deduct dividends—8 per cent.		360,000 00
Surplus from income undivided		$44,594 39

The total expenses for working the road were $473,193 91, or 50.9 per cent. of earnings.

The earnings have been $116,750 22, and the expenses $86,060 48 less than the preceding year—making the decrease in net income $30,689 74. The company has no funded debt. The floating debt is stated at $126,104 02, an increase of $78,519 55, and consists of—note payable, $9,000; balance to other roads, etc., $111,686 02; unclaimed dividends, $5,418.

As recommended in the last annual report, the construction account has been reduced $238,441 70, and the number of shares fixed at 45,000. The excess has been taken from reserved income, applying the reduction to the branches. This account, as revised, now stands as follows:

Main road	$3,708,911 05
Branches	353,672 63
Equipment	437,416 32
	$4,500,000 00

The amount of assets or property held by the company, in addition to the cost of the road, is $643,179 74; and the reserved income, exclusive of Grand Junction bonds, (which are of uncertain value) is $305,204 92.

The road-bed and rolling stock are in good condition. The company have put down during the year 807 tons of new iron; also 450 tons, repaired at the company's shop at Framingham; 30,146 chestnut sleepers have been used, and the company have on hand for repairs, etc., 50 tons new rails, 1,200 tons second hand rails, 42,665 lbs. new castings, 22,500 lbs. spike, 45,843 sleepers, 6,597 cords of wood, and 3,262 tons of coal.

The number of miles run by passenger trains has been 346,345; by freight trains, 173,265; by other trains, 9,341—total miles run, 528,951. The number of passengers carried in the cars has been 1,476,394; do., carried one mile, 23,239,178; do., carried one mile to and from other roads, 7,659,848. The number of tons of merchandise carried in the cars was 345,174; do., carried one mile, 13,403,609; do., carried one mile to and from other roads, 10,803,808. The estimated weight in tons of passenger cars, not including passengers, hauled one mile was 14,856,780. Do., freight trains, not including freight, 19,443,326.

The following statement will show the cost per mile run for fuel:

Wood—	1860.	1861.
Freight trains	21.72	17.08
Passenger "	13.50	12.28
Mixed "	14.18	12.08
Average	15.81	12.86
Coal—		
Freight trains	13.88	12.00
Passenger "	8.31	7.48
Average	10.67	9.81
Total average	13.37	11.07
Total miles run	525,954	528,951

The mileage has been increased 2,997 miles over last year. The saving in cost of fuel has been $16,379 76, or 21.8 per cent.

The equipment of the road consists of 30 locomotives; 49 eight and 1 four wheel passenger cars, and 44-236ths of the 18 eight wheel passenger cars running between Boston and New York; 9 baggage cars, also 44-236ths of 7 New York Line; 275 eight wheel and 13 four wheel merchandise cars; and 55 four wheel gravel cars.

The following is a statement of the financial condition of the Company November 30, 1861:

Construction	$4,500,000 00	
Fuel and materials for repairs	144,925 19	
Grand Junction bonds	100,000 00	
Balances due from other roads and individuals	79,273 16	
Land not in construction account	92,831 05	
Notes receivable	34,769 32	
Bills receivable for uncollected freight	156,129 61	
Notes on collaterals	115,071 92	
Cash	20,179 49	
		$5,243,179 74
Assessments for capital	$4,500,000 00	
Notes payable	9,000 00	
Balances due to other roads and individuals	111,686 02	
Unclaimed dividends	5,418 00	
Depreciation of engines, cars and buildings	31,870 80	
Reserved income	405,204 92	
Dividend payable Jan. 1, 1862	180,000 00	
		$5,243,179 74

President—GINERY TWICHELL.
Superintendent—E. B. PHILLIPS.
Treasurer—HORACE WILLIAMS.

Income, Expenses, Dividends and when paid, also Construction Account yearly since the opening of the road in 1834.

Year.	Gross Receipts from all sources.	Expenses, not including interest.	Amount paid in dividends.	Rate per cent.	Construction account.
1834-5.	$161,807	$85,533	$25,000	2	$1,250,000
1836..	183,189	103,675	50,000	4	1,250,000
1837..	209,261	119,062	120,000	8	1,577,546
1838..	212,325	93,493	102,000	6	1,700,000
1839..	231,807	126,385	110,500	6½	1,700,000
1840..	267,547	140,441	105,000	6	1,799,256
1841..	310,808	162,999	114,000	6	1,994,982
1842..	349,207	168,510	184,000	8	2,374,548
1843..	383,367	206,641	162,000	6	2,764,396
1844..	428,437	233,274	182,500	6½	2,386,169
1845..	487,456	249,730	182,000	8	2,914,078
1846..	554,712	283,876	186,000	8	2,914,078
1847..	722,170	381,986	315,000	9	3,485,232
1848..	716,284	381,917	332,000	9½	4,113,610
1849..	703,361	405,551	303,000	7	4,650,393
1850..	757,947	377,041	270,000	6	4,908,332
1851..	743,923	393,687	315,000	7	4,882,648
1852..	758,819	409,740	315,000	7	4,862,748
1853..	887,220	455,528	315,000	7	4,845,967
1854..	952,895	594,529	315,000	7	4,850,755
1855..	1,008,005	603,543	270,000	6	4,856,371
1856..	1,108,782	671,720	292,500	6½	4,865,489
1857..	1,019,149	612,686	315,000	7	4,855,411
1858..	928,224	570,929	270,000	6	4,843,779
1859..	1,067,071	565,435	270,000	6	4,689,098
1860..	1,045,683	606,399	360,000	8	4,728,580
1861..	928,933	520,338	360,000	8	4,788,442

The Grain Business of Great Britain.

The average wants of the United Kingdom of Great Britain and Ireland are 25,500,000 quarters of wheat, 22,500,000 quarters being required for food and manufacturing purposes, and 3,000,000 quarters for seed; the production in years of plenty is 20,500,000 quarters, and the importation 5,000,000 quarters. In consequence of the extraordinary late harvest of 1860, and the bad weather which followed, only three-fourths of the customary quantity of seed was committed to the ground in the Autumn of that year and the Spring of 1861, t is estimated that over an eight of that which was sown did not germinate; that about one million quarters were "shed," and lost in the fields by becoming over-ripe; that there has been taken for seed 750,000 quarters above the usual average this season, in consequence of the fine autumn, all the unoccupied land of last year being now devoted to wheat, in addition to the usual rotation of crops; and that the exports to France sum up 1,000,000 quarters. Reducing this statement to a tabular form, it will be seen that there is only half a crop left for a year's consumption, or 10,250,000 quarters, making our necessities for foreign grain 15,250,000 quarters from harvest, a very small portion of which quantity has reached or is expected to arrive at our ports; and if there is not some alacrity in the corn trade we shall soon have prices as high as they have been at any time since the beginning of this century.

The small farmers are mostly out of stock, and the large agriculturists have very scanty supplies. The miserable yield of 1860 involved the producers in debt, and they, therefore, parted with the greater portion of the crop of 1861 the first four months, leaving very little in granary to send to market during the remaining eight months of the consuming year. As to the quality of the wheat crop of 1861, it is, no doubt, very fine in England; it is, however, very indifferent in Scotland and Wales and very inferior in Ireland. On the whole, it may come up to an average per bushel in flour-making properties.

	Qrs.
The regular crop of Great Britain & Ireland, is	20,500,000
Short planted for last crop, one-fourth, or	5,000,000
Short yield of that sown	2,500,000
Quantity "shed" from being over-ripe	1,000,000
Extra quantity taken for seed for crop of 1862	750,000
Exported to France from August to Dec. 31, 1861	1,000,000
	10,250,000
Deficiency	10,250,000
To which add the usual importation	5,000,000
Making our requirements	15,250,000

These figures, large as they may appear, do not include the five weeks earlier consumption or "run" on the crop of 1861, to patch out that of 1860, which may be computed at 2,000,000 quarters—in other words, the remarkably early crop of 1861 has to supply a year of over thirteen months; and that, with all the economy that can be practised, the importations of foreign grain into England will have to be greater than ever to carry us through until next harvest, be it ever so premature.—*London Economist, Jan.* 13.

New York Central Railroad.

This road measured by the extent of its traffic and earnings, is the first work of the kind in the United States. Its main line extends from Albany to Buffalo, a distance of 197.75 miles. It has 258.13 miles of side or parallel branch lines as follows:

	Miles.
Troy to Schenectady	21.00
Syracuse to Rochester, via Auburn	104.00
Batavia to Attica	11.00
Rochester to Suspension Bridge	74.75
Lockport Junction to Tonawanda	12.25
Rochester Junction to Charlotte	6.88
Buffalo to Lewiston	28.25
Total branch lines owned by the Co.	458.13
Second track on main line and branches	248.53
Add main line as above	297.75
Sidings, turn outs and switches	126.25
	925.66
Niagara Bridge and Canandaigua Railroad (leased)	98.46
Branch line to Elevator at Tonawanda	1.63
Sidings, turn outs and switches	3.42
	1,029.17

The New York Central Railroad Company was organized under a law of the State of New York,

passed April 2, 1853, whereby certain railroad companies were authorized to consolidate themselves into one company, to be called the New York Central Railroad Company—viz: the Albany and Schenectady; Schenectady and Troy; Utica and Schenectady; Syracuse and Utica; Syracuse and Utica Direct; Rochester and Syracuse; Buffalo and Lockport; Mohawk Valley; Rochester, Lockport and Niagara Falls, and Buffalo and Rochester. The articles of agreement required by the act of incorporation were entered into 17th of May, 1853. The first Board of Directors was chosen, and the company fully organized on the 6th of July, 1853. In addition to the roads named, the new company acquired, by consolidation, the line from Rochester to Charlotte, 7 miles. in 1853; the line from Buffalo to Lewiston, 28 miles, in 1855; and, by lease, in perpetuity, on the payment, annually, of $60,000, of the Canandaigua and Niagara Bridge Railroad, 91 miles, in July, 1858.

The share capital of the consolidated companies was as follows:

Albany and Schenectady	$1,535,800
Schenectady and Troy	650,000
Utica and Schenectady	4,500,000
Mohawk Valley	1,575,000
Syracuse and Utica	2,700,000
Syracuse and Utica Direct	600,000
Rochester to Syracuse	5,606,700
Rochester, Lockport and Niagara Falls	2,016,100
Buffalo and Rochester	3,000,000
Buffalo and Lockport	625,000
Total	$22,858,600

This amount has been increased to $24,000,000 by the conversion of bonds of old companies to the amount of $208,000; by the share capital of the Buffalo rnd Niagara Falls Railroad Company, $565,000; by the share capital of the Lewiston Railroad Company, $217,000, and by the share capital of the Rochester and Lake Ontario Railroad Company, $150,000.

Of the funded debt of the company, the certificates, as they are termed, were issued for the estimated value of the shares of the several companies above *par*. The original amount of this was $8,894,500. The following is a statement of the estimated value of the shares and the amount of certificates issued to the shareholders in the several companies.

	Stock & convertible bonds outstanding.	Est. value above par. per ct.	Amount for which certif. were issued.
Alb. & Schenectady	$1,621,800	17	$275,706
Utica & Schen'dy	4,500,000	55	2,475,000
Mohawk Valley	1,575,000	55	866,250
Syracuse & Utica	2,700,000	50	1,350,000
Syr. & Utica direct	600,000	50	300,000
Rochester & Syr.	5,608,700	30	1,682,610
Roch., Lock. & N. F.	2,155,100	25	538,684
Buffalo to Lockport.	675,000	25	168,750
Buffalo to Rochester.	3,000,000	40	1,200,000
Roch. & L. Ontario	150,000	25	37,500
Sch. and Troy	650,000	..	.....
Total	$23,285,600		$8,894,500

These certificates are six per cent. bonds, dated August 1, 1853, and payable 1st of May, 1853, with interest, at the rate of 6 per cent. The amount outstanding at the last report of the company was $7,552,000; $1,342,500 having been retired by the operations of a sinking fund, equal to one and a quarter per cent. annually on the amount issued.

The other indebtedness of the company is the $3,000,000 7 per cent. loan, contracted in 1854, and payable in 1864, and debts of the old companies not yet matured, and bonds issued in the place of those retired. The company has created no mortgage on its road.

The following comparative statement will show the amount of the funded debt, and capital stock of the company as they were on the 30th of September, 1853, 1854, 1855, 1856, 1857, 1858, 1859 1860 and 1861:

	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.
Debt certificates less amount of sinking fund	$8,894,500	$8,769,900	$8,581,600	$8,422,600	$8,280,600	$8,100,000	$7,925,000	$7,745,000	$7,552,000
Seven per cent loan		360,691	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
Debts of the former companies outstanding	1,861,823	1,368,000	1,214,259	1,052,963	880,753	657,682	637,737	550,372	263,564
Bonds for funding the debts of the former companies				331,000	899,000	1,256,000	1,225,000	1,308,000	1,553,000
Bonds for railroad stocks, 1883	817,000	817,000	817,000	812,000	807,000	785,000	770,000	680,000	680,000
" real estate, 1883	218,000	218,000	280,000	221,000	204,000	200,000	195,000	175,000	166,000
" to Buffalo & N. F. R. R.	110,800	110,800	110,800	103,100	93,500	93,000	90,000	86,000	82,500
" of "	55,000	55,000	55,000	55,000	55,000	46,000	45,000	86,000	24,000
Bond to Telegraph Company	208,109	208,109	10,000	10,060	10,000	10,000	10,000		
Bonds and mortgages			199,383	286,234	265,657	254,952	254,084	253,151	301,951
Convertible bonds, 1876							182,000	500,000	990,000
Debts of former companies, paid and again funded		493,823	648,216	508,853	656,063	2,133			
Total funded debt	$11,573,823	$12,421,313	$14,866,258	$14,802,750	$14,631,573	$14,404,767	$14,883,771	$14,382,523	$14,618,005
Capital stock	23,085,600	23,067,415	24,136,600	24,136,660	24,136,660	24,182,400	24,000,000	24,000,000	24,000,000
Total amount	$34,658,823	$35,488,728	$39,002,858	$38,939,410	$38,768,233	$38,587,167	$38,883,771	$38,382,523	$38,618,005

	Cost of Road and Equipment.	Gross Earnings.	Operating Expenses.	Net Earnings.	Dividend.	Per cent.
1854	$25,907,374	$6,992,009	$3,485,736	$3,506,272	$2,114,953	9
1855	27,360,731	6,568,581	3,401,455	3,162,126	1,916,483	8
1856	29,786,372	7,707,348	4,097,867	8,609,481	1,919,564	8
1857	30,515,815	8,027,251	4,453,515	3,578,736	1,919,564	8
1858	30,732,517	6,528,412	3,487,292	3,041,120	1,919,564	8
1859	30,840,713	6,200,166	3,349,429	2,851,737	1,679,782	7
1860	31,106,095	6,957,241	4,278,840	2,678,901	1,440,000	6
1861	31,521,226	7,309,042	4,647,979	2,661,063	1,440,000	6
	$237,778,842	$56,286,050	$31,202,113	$25,083,937	$14,348,910	60

Cost, earnings, expenses, etc., yearly, for eight years, commencing with 1854 and ending with 1861:—

La Cross and Milwaukee Railroad.

Judge Miller, of the United States District Court of Milwaukee, has decided in the La Crosse and Milwaukee Railroad suit that the eastern division or Palmer mortgage of $877,500 is a first lien on the eastern division of ninety-five miles from Milwaukee to Portage, and includes the franchise and machinery and equipments of the whole road. That next in order of priority of lien is the land grant mortgage on the western division, one hundred and five miles from Portage to La Crosse; and second to the Palmer mortgage on the franchise, equipments, machinery, &c.; the bonds No. 1 a 1,961 at par and interest; No. 1,992 a 3,950 of the $1,000 bonds, and No. 1 a 100 of the $500 at 40 cents and interest. That after the above two mortgages the second mortgage, eastern division, is a next lien on the ninety-five miles eastern division, and a third lien on the franchises, equipments, rolling stock, &c. He leaves Chamberlain's claims undecided, and gives A. Fleming, Esq., until February 1, 1862, to file a cross bill to attack Chamberlain and others. The Court rejects P. R. Dow's, (agent of the second mortgage, eastern division), claims for services and charges, thus requiring him to pay over the amount collected by him while in possession of the road to the second mortgage bondholders, as interest withheld by him from them. There being nothing due on the Palmer mortgage, the effect of this decision is to give the franchise, rolling stock, equipments, &c., to the land grant bondholders, so that they now have as security for their payment 105 miles of railroad, all the franchise, all the rolling stock, equipments, &c., and all the lands donated to aid in building the road.

Illinois Southern Railroad.

We learn from Mr. John Stanton, one of the contractors, that work on the Indiana side has been abandoned, and operations have been commenced at Lawrenceville with a force of seventy-five or eighty men. It is also stated that arrangements are completed by which the road will at once be graded to Grayville, and Mr. D. N. Stanton, another of the contractors, writes to a citizen of Mount Carmel that the iron is about ready for shipment. There is scarcely a railroad in this western country which is of more vital importance to the section which it is intended to benefit than this road to Southern Illinois. Now that locality is comparatively shut out from the world for a portion of the year. With this road, the

country would at once be opened up, and a home market provided.—*Mount Carmel Register.*

Railroad Earnings--Monthly.

The January earnings of the Chicago, Burlington and Quincy Railroad were as follows:

	1861.	1862.
Freight	$81,454 12	$89,158 05
Passengers	20,637 14	18,476 10
Mails	1,862 78	1,838 34
Total	$103,954 04	$109,472 49

Between Chicago and Burlington—210 miles:

	1861.	1862.
Freight	$93,059 11	$100,297 20
Passengers	25,454 66	21,736 59
Mails and miscellan's.	2,229 11	2,101 34
Total	$120,472 87	$133,225 13

Between Quincy and Galesburg—100 miles:

	1861.	1862.
Freight	$17,879 13	$12,853 80
Passengers	7,446 23	5,540 11
Mails and miscellan's.	2,940 25	840 33
Total	$28,265 61	$19,234 24
	1861.	1862.
Aggregate, 310 miles.	$149,068 49	$152,459 37

The receipts of the Chicago and Northwestern Railroad for January were:

	1862.	1861.
Passengers	$18,199 28	$13,656 02
Freight	25,857 53	32,360 58
Express	807 03	731 25
Mail	1,695 83	1,416 66
Miscellaneous	50 00	160 68
Total	$46,609 67	$48,325 19

The statement of the Illinois Central Railroad for January is as follows:

Land Department.

Acres Construction Lands sold	3,529.61 for	$11,564 74
Acres Interest Fund L'ds sold	240.00 "	2,680 00
Acres Free Lands sold	1,930.03 "	25,075 95
Total sales during the month	5,699.64 for	$69,320 69
To which add Town Lot sales		408 00
Total of all		$69,728 69
Acres land sold since Jan'y 1, 1862	5,699.64 for	$69,728 69
Acres sold prev'sly (net sales)	1,236,450.18 for	16,096,215 34
Total	1,242,149.82 for	16,165,944 03
Construction bonds canceled previous to December 31		$2,086,500 00
Cash collected in January		12,637 31
205,000 bushels corn received in hand.		
Net collections to Dec. 31, 1861		4,129,675 98

Traffic Department.

Receipts from Passengers	$51,366 55
" Freight	106,933 45
" Mails	6,358 34
" Other sources	7,528 61
Total receipts for January, 1862	$172,186 95
Do. do. 1861	319,634 28

Original land grant, 2,595,000 acres; railway, 706 miles of main track, and 97 miles of sidings, 113 engines, 2,456 cars. Funded debt, $15,235,500.

The earnings of the Michigan Central Railroad for January, 1862, were $230,159 03
Do., 1861 142,333 70
Increase $87,825 33

The earnings of the Cleveland and Toledo Railroad in January, 1862, were $106,684
Do., 1861 84,996
Increase $21,688

The earnings of the Toledo and Wabash Railroad for January were:

	1861.	1860.
Passengers	$15,574 25	$12,107 16
Freight	42,765 08	70,127 65
Total	$58,339 33	$82,234 81
Increase		$23,895 48

The earnings of the St. Louis, Alton and Chicago Railroad for January, 1862, were $67,609 79
1861 81,531 47
Decrease $13,921 68

The receipts of the New York and Harlem Railroad for January, 1861, were $103,494 63
January, 1862 100,922 75
Decrease $2,571 88

The express passenger trains to Albany that were running last year are not now running.

The earnings of the Milwaukee and Prairie du Chien Railroad, for January, 1862, were:

For passengers	$15,126 35
For freight	64,478 03
For mails and rents	4,299 17
Total	$83,903 55
Corresponding month, 1861	54,245 81
Increase	$29,657 74

Railroad Earnings--Weekly.

The receipts of the Grand Trunk Railway of Canada for the week ending Feb. 1, 1862, were:

9,572 passengers	$17,212 97
Mails and sundries	3,680 28
12,491 tons of freight and live stock	58,172 15
Total	$79,065 40
Corresponding week, 1861	48,353 69
Increase	$30,711 71

The earnings of the Galena and Chicago Railroad the 1st week in Feb., 1862, were $27,128
Do., 1861 19,509
Increase $7,619

The earnings of the Cleveland and Toledo Railroad for the 1st week in Feb., 1862, were $24,620
Do., 1861 18,054
Increase $6,566

The Chicago and Rock Island Railroad earned the 1st week in February, 1862 $28,452
Do., 1861 19,175
Increase $9,277

Bald Eagle Valley Railroad.

This road, hitherto known as the Tyrone and Lock Haven Railroad, now bears the name of the Valley of Bald Eagle, which lies at the very foot and base of the Alleghany Mountain, and which is celebrated for its deposits of iron ores, its productive acres, and its proximity to coal and lumber. The route of the road is through this valley, bounded on the west by the towering Allegheny, and on the east by the Bald Eagle ridge. From Lock Haven on the West Branch river to Tyrone on the Juniata river, the rail distance is 55 miles. From the Junction of the Bald Eagle, with the Tyrone and Clerfield Railroad, three miles from Tyrone, to Lock Haven, fifty-two miles, the Bald Eagle Valley Railroad is under contract and will be urged forward to completion.

Wood, Morrell & Co., lessees of the Cambria Iron Works, have the contract for the rails, a considerable portion of which are already rolled, at those wide famed works. Next spring, track laying will be commenced, when the iron will be laid to Milesburg, 27 miles from the south end of the road, the graduation in that distance being more than two-thirds done at this time, leaving but 25 miles of railroad to grade between Milesburg and Lock Haven, through an open valley.

Philip M. Price, Esq., is President of the Bald Eagle Valley Railroad, and George W. Leufer, Esq., Chief Engineer. This road, in addition to the local resources of the region which it will traverse and drain, derives a general importance and significance from the fact that it will connect the Pennsylvania Railroad, and the Philadelphia and Erie Railroad, in the centre of the State, and will accommodate the travel, and traffic to be interchanged between those two great trunk routes. —*Philadelphia Railroad Register.*

Little Miami and Columbus and Xenia R. R.

The business of this road for the year ending November 30, 1861, was as follows:

Passenger earnings		$566,236 36
Freight earnings		612,174 72
Express and mail earnings		61,034 18
Rent of track and depot		59,057 76
		$1,298,503 02
Dividend Columbus and Xenia stock		38,488 00
Total		$1,336,991 02
Working expenses	$636,443 28	
Interest	94,095 54	
Taxes	24,779 41	
Lease of D., X. & B. R. R.	28,000 00	
Expenses previous year adjusted this year	21,558 10	
		804,876 33
Net income		$532,114 69
Little Miami Company's ⅔ of net income is		$354,743 13
From which they have declared:		
June dividend of 4 per ct.	$119,250 81	
December do. do.	119,250 69	
		238,501 50
Leaving undivided surplus of year		$116,241 63
Columbus and Xenia Company's ⅓ of net income is		$177,371 56
From which they have declared:		
June dividend of 4 per cent.	$59,632	
December do. do.	59,632	
		119,264 00
Leaving undivided surplus of year		$58,107 56

Eaton and Hamilton Railroad.

The earnings of this road for the fiscal year ending December 31, 1861, were as follows:

From freight	$71,168 49
" passengers	49,957 23
" mails	3,226 61
" express, etc.	3,817 96
	$128,170 29
Expenses	94,758 38
Net earnings	$33,411 91
Add balance from previous year	2,620 07
Drawbacks, interest, sales of wood, etc.	2,894 63
	$38,926 61

Disbursed as follows, viz:

One-seventh of net income to Indiana portion of the road	$4,916 54
On account of locomotive	6,175 00
Sundry liabilities	556 36
Six months' interest to City of Cincinnati	4,500 00
Six months' interest on 2d Mort. 1860	10,500 00
Six months' interest on 3d Mort, 1860	2,590 00
Cash on hand	9,688 71
	$38,926 61

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OFFICE OF THE ILLINOIS CENTRAL R. R. Co., New York, Feb. 10, 1861.

AT a meeting of the Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY, held at their office in New York, this day, it was

Resolved, That an assessment of FIVE DOLLARS per Share, upon the Scrip Shares of the Capital Stock of the Company, be, and the same is hereby called, payable on the 10th of March, 1862; and that the same be payable on the Stock registered in the City of New York at the office of the Company in that City; and on the Stock registered in London, at the office of Messrs. ROBERT BENSON & Co., London; and that parties desiring to pay their assessment in London, may pay the same at the rate of four shillings and two pence sterling to the dollar.

Resolved, That the transfer books be closed on the afternoon of the 1st March next, and re-opened on the 10th of the same month; and that no transfer be permitted on or after that day of Shares upon which the foregoing assessment shall not have been paid.

THOMAS E. WALKER, Treasurer.

NEW YORK CENTRAL RAILROAD COMPANY, TREASURER'S OFFICE, ALBANY, Feb. 5, 1862.

SEVENTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of Three per cent. on the capital stock thereof, payable on the 20th day of February inst. upon stock registered at New York, Boston, or Albany, and on the 20th day of March next, upon stock registered at London. Stockholders whose stock is registered at New York, will receive their dividends at the office of DUNCAN, SHERMAN & CO.; those whose stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose stock is registered at Albany, at the ALBANY CITY BANK; those whose stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s. 1d. to the dollar. The transfer books, which are now closed, will be re-opened at New York, Albany and Boston, on the morning of Monday, the 24th day of February instant.

JOHN V. L. PRUYN, Treasurer *pro tem.*

Railroad Iron.

1,200 TONS BEST QUALITY WELSH RAILS—T pattern—53 lbs. per lineal yard, for sale by

CHAS. L. PERKINS, or E. LIVINGSTON, 54 Exchange Place.

2m5

RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y.

THE seventy-sixth semi-annual session of this well-known Institution for instruction in the Mathematical, Physical and Natural Sciences, will commence on Wednesday, Feb. 19th, 1862. A full course in Military Science is now in progress. Graduates of the Institute find no difficulty in obtaining very desirable positions as Civil, Naval and Topographical Engineers. The Annual Register, giving full particulars, can be obtained of Prof. CHARLES DROWNE, Director.

6t2 N. S. S. BEMAN, *President.*

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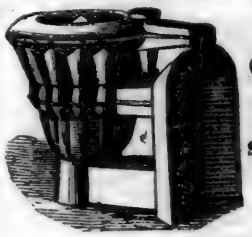
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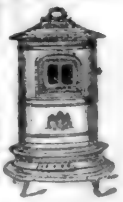
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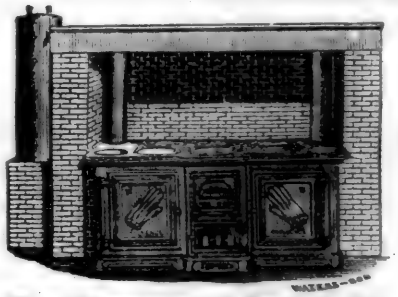


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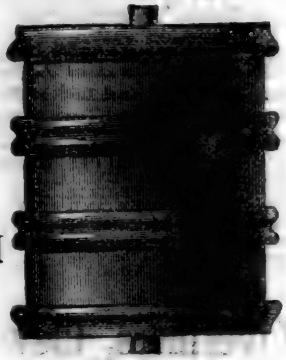
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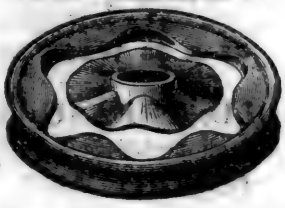
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9	" 16	"	1 to 1	21.	" 30 "		1¼ to 1
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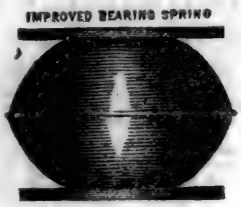
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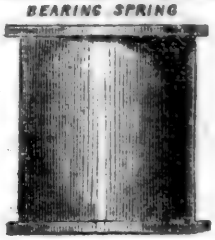
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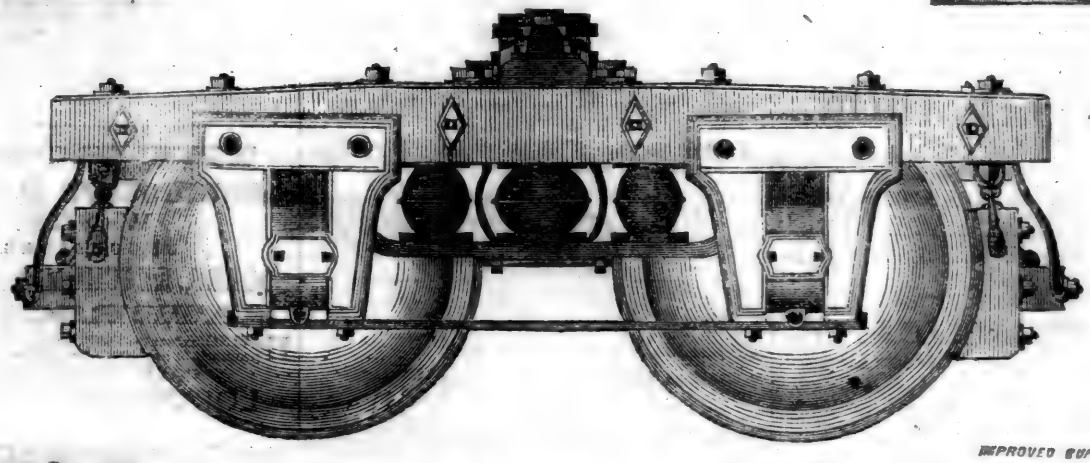


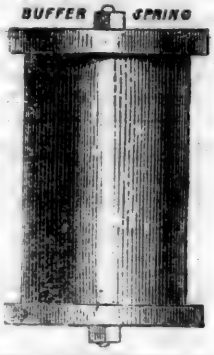
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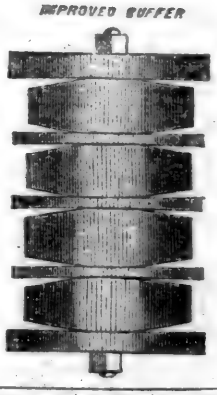




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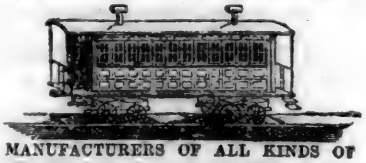
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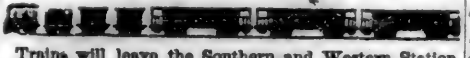
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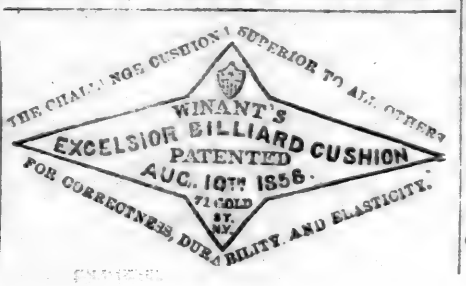
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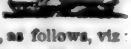
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The better condition, therefore in which its articles are received by purchasers makes it an object for them to purchase its Hydraulic Rosendale Cement, Calcined Plaster, Farmers' Plaster, and Marble Dust; and which if used by persons of experience, never fail to give entire satisfaction. Orders, however extensive they may be, are respectfully solicited from Dealers, Contractors, Railroad Companies, Masons and others.

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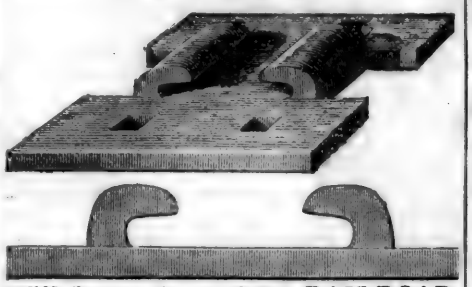
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WROUGHT IRON RAILWAY CHAIRS,
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FOLDED LIP CHAIRS,
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LOCOMOTIVE ENGINES
AND OTHER VARIETIES OF
RAILROAD MACHINERY.

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Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops.

The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention.

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TAUNTON LOCOMOTIVE
MANUFACTURING COMPANY,
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LOCOMOTIVES,
EITHER FOR BURNING WOOD OR COAL,
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

EDITED BY

HENRY V. POOR AND JOHN H. SCHULTZ.

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American Railroad Journal.

New York, Saturday, February 22, 1862.

The Value of Mechanical Labor.—The Importation of Foreign Iron.

The wealth of the world seems to settle in manufacturing and commercial districts. Agriculture has always been the occupation of the humbler portion of the community, though at the present time the relative difference has greatly changed in favor of the husbandman. This is owing, among other reasons, to the fact, that the results of mechanical labor are permanent, while the fruits of agriculture are perishing. The mechanic labors the year round, the value of his time attaches to the article he produces, and when it comes forth from the shop it serves its purpose for a continued number of years. England is a nation of mechanics and traders, and these pursuits are the sources of her wealth and power. The article iron has been productive of greater wealth to the world than perhaps any other one article; and in 1855 Great Britain produced more than one-half of the whole amount of iron mined in the world. The following table exhibits the amount produced by the principle countries of the Globe in that year:

	Tons.		Tons.
Great Britain	3,585,906	Russia	200,000
France	750,000	Sweden	150,000
Prussia	800,000	German States	100,000
Austria	250,000	United States	750,000
Belgium	250,000	Other countries	300,000
Total			6,655,906

It is estimated that a bar of iron worth five dollars, when manufactured into horse shoes is worth $10 50, the same bar when manufactured into needles is worth $55; when made up into pen knife blades it is worth $3,285; when manufactured into shirt buttons it is worth $29,480; and the same bar manufactured into balance springs of watches becomes worth the sum of $250,000; a balance spring of a watch being worth more, weight for weight, than gold. We can thus form some faint idea of the value of the English iron mines to the people of that country. Possessing not only the mines of ore and coal favorably situated, but manufacturing the crude material into every variety of forms and articles of usefulness, the mechanics of that country have gone on reaping wealth on wealth, until now, with a debt upon them which they never can expect to extinguish, the English people can yet afford to spend twenty millions in demanding the surrender of four men whom they deemed to have been illegally taken from their custody, from a nation that never dreamed of denying justice to the humblest supplicant. The strength of the English Exchequer is due to the fact that it rests upon an *iron* basis.

For years past the American people have been large consumers of English iron. Our domestic production has been irregular, owing to changes in the tariff, and financial revulsions; besides these reasons, England has had, and still has, the advantage of capital which enables her to give long credits to her customers; her establishments are of long standing, and have reaped the fruit of a regular trade. All these obstacles the American iron manufacturers have had to overcome by dint of perseverance, and thus far Americans have had no reason to complain of the result. Time will probably reveal the truth that there are many qualities of iron, the production of which will be confined to particular localities; these qualities will always be the subject of export to foreign countries. America produces no iron as yet that will flow as readily as Scotch Pig; this and many other articles of foreign manufactured irons, as Russia sheet iron, &c., will be imported into the United States, for an indefinite period to come. The following table shows the extent, in value, of the importations of foreign iron into this country, during the years 1856, '57, '58, '59 and '60.

1856....	$24,580,262
1857....	25,954,111
1858....	16,328,039
1859....	17,048,596
1860....	21,526,594

During the year 1858 there was a falling off but during '59 and '60 there was a gradual increase in importations. We have now a specific tariff, and are employing all our energies in a domestic struggle at home; both of these facts have a great influence upon the future of our domestic manufactures, and our foreign importations. One thing however is certain, industry, wealth and civilization are not permanently retarded. This war is but an accident in the history of our progress; and the cheering news which we are now receiving gives us renewed assurances that the dawn of a new peace is already at hand.

Sandusky, Mansfield and Newark Railroad.

The earnings of this road for the fiscal year ending December 31, 1861, were:

From passengers		$75,584 31
" freight....		80,537 53
" mails, express, etc....		15,590 14
		$171,711 98

And the expenses were:

Repairs of engines....	$11,049 15	
" cars....	8,122 21	
" track	49,514 59	
Train expenses	20,661 67	
Station "	13,079 87	
Shop "	1,341 73	
Fuel	11,459 48	
Oil, waste, etc.	2,166 62	
Salaries, etc.	16,706 43	
		134,101 75
Net, less taxes		$37,610 23

A comparison of the earnings and expenses with those of the preceding year, exhibits a decrease in the former of $14,222 40, and in the latter of $17,665 49—the net increase being $3,443 09. The decrease in earnings has been almost wholly in freight. The expenses have been diminished in each department, but chiefly in the maintenance of track. The expenditures in that department in 1860 were swelled in consequence of repairing the damage to roadway, bridges and

culverts occasioned by the extraordinary flood in April of that year.

The roadway and track have been well sustained; 85 tons of new iron rails have been purchased and laid, 12 tons of chairs, 6 tons of spike, and 40,581 ties; 7½ miles of the road between Plymouth and Monroeville have been gravelled, and most of the track re-built. A new side track at Hunt's Mills, 400 feet in length, has been built mostly with defective T rail. The side tracks at Newark, Mt. Vernon and Independence have been improved by using about 2,000 feet of defective T rail, in place of the strap rail tracks. The company have now on hand 51 tons of T rail which cannot be repaired, and 45 tons of strap rail not in use.

During the year 677 perches of masonry, and 1,369 feet of bridging have been built. The masonry and bents to the bridges along the road have been well protected with heavy boulders, and will now withstand any ordinary flood. There will be required to keep the road in good running order during the current year, 350 feet of new bridging, 35,000 cross-ties, 140 tons of T rail, 16,500 chairs, and 7 tons of spike.

The receipts from all sources during the year have been $171,853 50, and the disbursements $162,409 38—leaving a balance in cash of $9,464 12. Included in these disbursements is $6,300 03 for taxes; $6,003 95 for interest on domestic bonds, and $9,850 in the redemption of overdue domestic bonds. Upon this subject the report says:

"The board instructed the treasurer to pay, on and after the 25th of December last, one-half the principal of the company's outstanding domestic bonds, due July 25, 1859; it is believed the other half of these bonds will be paid within the next six months. The directors have always been united in the expediency of retiring the domestic bond debt without improper delay; they believed that every implication of good faith bound them to this course. It is hoped that these bonds will all be retired within a reasonable time, and the entire net income of the company thereafter be applied to the payment of interest on our mortgage bonds."

The number of miles run by engines has been 215,280. Through passengers carried, 1,237; way do., 188,791. Total tonnage, 41,122.

GENERAL STATEMENT.

Capital stock issued	$806,520 19
Capital stock, due receiver	42,250 00
1st mortgage bonds	1,290,000 00
Domestic bonds, old series	65,350 00
" " new "	20,000 00
Funded coupons—bills payable, special	105,509 78
Profit and loss	253,221 62
Bills payable	1,208 81
Sundry accounts	19,051 62
	$2,603,112 02
Railway property	$2,309,278 58
Coupons, 1st mortgage bonds	122,751 06
" " funded	105,509 78
" domestic bonds	21,033 00
" " over-due	6,618 94
Stock on hand	13,305 97
Sundry accounts	15,150 57
Cash on hand	9,464 12
	$2,603,112 02

The company have 10 locomotives; 10 passenger, 5 baggage, 199 freight and 38 construction cars. The machinery department is now in effective condition. Extensive repairs, alterations and renewals have been made in the locomotives during the year. The repairs and re-building of cars have kept pace with the business wants of the road; the number rebuilt has been 22.

The office of the company is at Sandusky, Ohio. The officers and directors for the ensuing year are:

President—WM. DURBIN.

Directors—Wm. Durbin, Wm. P. Chapman, John W. Sprague, Samuel M. Robinson, Robt. McComb, H. P. Warden, Jas. E. Woodbridge, Jerome Buchingham and Jas. Lyon.

Treasurer—W. P. CHAPMAN.

Assistant Superintendent—JAS. H. STEWART.

Secretary—JOHN W. SPRAGUE.

Trade of San Francisco for 1861.

We are indebted to Wm. T. Coleman & Co.'s Annual Circular, dated Jan. 10, 1862, for the following records of the trade of San Francisco in 1861:

Our exports of treasure may be classified as follows, (separating the American from the foreign coin and bullion):

Months.	American.	Foreign.	Total.
January	$3,846,620.63	$47,200.00	$3,893,820.63
Feb'y	2,980,171.42	130,312.00	3,110,483.42
March	2,935,594.02	30.80	2,935,624.82
April	2,640,854.54	119,057.70	2,759,912.24
May	1,772,890.27	90,015.00	1,862,905.27
June	3,815,368.32	188,031.02	4,003,399.34
July	3,903,433.18	224,086.88	4,127,520.06
August	4,783,872.09	33,970.67	4,817,832.76
Sept	2,472,454.58	468,055.92	2,940,510.50
Oct	3,305,132.87	11,579.00	3,316,711.87
Nov	4,490,729.18	204,382.84	4,695,112.02
Dec.	2,151,495.47	61,430.00	2,212,925.47
Total	$39,098,616.57	1,578,141.83	40,676,758.40

Including our exports of treasure, the entire exports of the production of the State during the year 1861 may be classified as follows:

Products of the mine	$42,103,193
Products of agriculture	3,265,471
Products of the herd	1,041,217
Products of the forest	69,931
Products of the sea	21,828
Products of manufacture	962,876
Products of the vine	8,000
Total	$47,472,516

The aggregate value of exports from the port of San Francisco, of all descriptions, for the past three years, was as follows:

	1859.	1860.	1861.
Treasure	$47,640,462	$42,325,916	$40,676,758
Mer'dise	5,533,411	8,532,439	9,888,071
Total	$53,173,873	$50,858,355	$50,564,831

We may remark that the foregoing aggregates do not comprise the sum total of our remittances abroad. To these must be added the transfer drafts of government, whaleman's bills and other exchanges not predicated upon export trade, which forms a large amount every year. The former of these during the last four years have been as follows:

1858	1859.	1860.	1891.
$2,600,000	$1,700,00	$1,700,000	$1,750,000

In the export of merchandise we derive a small benefit from adverse exchange, but in the export of our principal product, treasure, to the Atlantic ports, either in Europe or America, we at present suffer a loss of three to four per cent., or about one and a half million of dollars per annum. To inaugurate some change in the treasure current, that will save at least a considerable part of this important loss, is exceedingly desirable, and we doubt not it will be attained at a distant period by the opening of steam navigation with the Asiatic coast. Then our precious metals will pass directly, and for the most part at the expense of others, into markets, to which the commerce of the world ultimately sends a very large portion by circuitous and expensive routes, and we shall receive in exchange for them merchandise or bills, possibly at rates establishing a margin in our favor, or in other words, a premium on our gold and silver.

The following are the returns of the receipts of treasure at this point from the interior, and importations from abroad, for the past three years; also the exports for the same period:

	1859.	1860.	1861.
Rec'ts from interior	$46,873,159	$45,211,693	$41,639,077
Impt's. from abroad	2,516,152	1,809,061	1,702,683
Total	$49,388,311	$47,020,754	$43,391,760
Exports	47,640,462	42,325,916	40,676,758
Gain for the year	$1,748,849	$4,694,838	$2,715,002

The actual product of our mines is not indicated fully by the above table; the receipts coastwise are not included, and amount to nearly $5,000 000 per annum; besides which are the arrivals by private hands, estimated at much higher figures, but not attainable with any degree of accuracy. The rapid growth of our city, and of all the interior towns of the state, the expansion of agriculture, with its various improvements, the opening and preparations necessary for the working of new mines, involving great outlay of capital, and the active progress of other interests throughout the State, have absorbed a larger amount than usual of our staple product.

The operations of the branch mint in this city for the past year show a great excess over the year preceding. The comparison is as follows:

	Gold Deposits.	Total Coinage.
1860, oz	587,831.93	$11,442,000
1861, oz	820,512.04	16,126,000
Total gain, oz	232,680.11	$4,684,000

Large deposits are made at the mint by parties who bring their gold with them from the mining districts, or who purchase from those that do; and such transactions elude our attention. Though embraced in the aggregate of mint returns, we have been unable to separate them and learn their relative proportions. We cannot, however, attribute the greatly increased activity at the mint to this cause solely or chiefly; it is due for the most part, doubtless to the low price of bullion, a subject dwelt upon elsewhere.

It will be seen by the foregoing that the increased coinage of silver, of which we had occasion to speak in our last annual review, has been going on still more rapidly during the past year. The following figures will give the comparison.

Silver coinage in 1860	$264,000
Silver coinage in 1861	475,000
Gain in 1861	$211,000

Our imports of treasure from abroad for the past three years were as follows:

1859	$2,516,153
1860	1,801,061
1861	1,702,683

Of merchandise on the way from various supply ports, the subjoined comparative statement, embracing the last three years, with tables found elsewhere, will furnish all the information we have to afford; the account is made up to 31st December of each year, and we give only the number of vessels bringing cargoes, not being advised of the tonnage in all cases. The statement is as follows:

	1859.	1860.	1861.
From domestic to Atlantic ports, vessels	44	34	38
From foreign ports, vessels	23	13	20
Total cargoes advised on the way	67	47	58

We do not regard the above data as adapted to cause apprehension of excessive supplies. The difference of eleven cargoes, of which seven are from foreign ports, and probably of moderate ex-

tent, and to arrive at intervals during a period of four months, can hardly effect our market unfavorably.

Receipts of merchandise from the Atlantic ports via the Isthmus of Panama for the last three years, were as follows:

In 1859.	In 1860.	In 1861.
Tons, 5,917	Tons, 8,455	Tons, 11,300

NETT VALUE *per ounce* for CALIFORNIA GOLD BARS, *deposited for Coinage—after deducting Mint charges*—for *parting* 5 cents per oz. gross, for *Silver alloy* 1-100 of the Standard weight, for *coinage* 50 cents per $100 gross value; The *nett value* in coin *includes* 5¼ *per cent. premium* on value of *Silver* parted.

No allowance for *Silver* is made *unless* the bars deposited *yield* $5 *above* the *expense of parting.*

Fineness of Gold.	Stamped gold value of bar.	Fineness of Silver.	Value of silver (without prem.)	Value in coin including silver a 5¼ per cent. premium.
800	$16.537468	195	$0.252121	$16.657933
800½	16.547804	194½	0.251475	16.667533
801	16.558140	194	0.250828	16.677133
802	16.578812	193	0.249535	16.696334
805	16.640827	190	0.245656	16.753936
810	16.744186	185	0.239192	16.849938
815	16.847545	180	0.232727	16.945940
820	16.950904	175	0.226262	17.041942
825	17.054263	170	0.219798	17.137944
830	17.157622	165	0.213333	17.233946
835	17.260982	160	0.206868	17.329948
840	17.364341	155	0.200404	17.425951
845	17 467700	150	0.193939	17.521953
850	17.571060	145	0.187474	17.617955
855	17.674419	140	0.181010	17.713957
860	17.777778	135	0.174545	17.809960
865	17.881137	130	0.168080	17.905963
870	17.984496	125	0.161616	18.001965
875	18.087855	120	0.155151	18.097967
880	18.191214	115	0.148686	18.193970
885	18.294574	110	0.142222	18.289972
890	18.397933	105	0.135757	18.385974
895	18.501292	100	0.129292	18.481976
900	18.604651	95	0.122828	18.577978
905	18.708010	90	0.116363	18.673981
910	18.811369	85	0.109899	18.769983
915	18.914728	80	0 103434	18.865985
920	19 018087	75	0.096969	18 961988
925	19.121447	70	0.090505	19.057990
930	19.224806	65	0.084040	19.153992
935	19.328165	60	0.077575	19.249994
940	19.431524	55	0.071111	19.345996
945	19.534883	50	0.064646	19.441998
950†	19.638243	45	0.058181	19.538000

† 950 fine will not give sufficient silver for alloy—the difference is shown by lessened proceeds in column for coin.

Army Transportation.

The Board of Army Auditors of Illinois have sent to the Constitutional Convention, now in session at Springfield, Ill., the following statements of the amounts allowed to the different railroads in that State for the transportation of troops and munitions of war.

Terre Haute, Alton & St. Louis R.R.	$7,656 84
Illinois River	192 00
Chicago and Rock Island	3,520 76
Chicago and Northwestern	5 54
Hannibal and St. Joseph	20 40
Receivers of St. Louis, Alton & Chic.	52,777 08
Great Western Railroad of 1859	86,202 18
Quincy and Toledo	7,274 57
Galena and Chicago Union	2,407 00
Chicago, Burlington and Quincy	4,110 56
Tonica and Petersburg	93 11
Jacksonville, Alton and St. Louis	87 44
Ohio and Mississippi	10,039 98
Logansport, Peoria and Burlington	7,636 85
Chicago and Milwaukee	260 58
Illinois Central	100,433 84
	$232,718 24

Cleveland and Pittsburg Railroad.

We have been favored with a copy of the Fourteenth Annual Report of the President and Directors of this company, presented at the annual meeting of the stockholders held at Cleveland on the 1st ult. From this we learn that the gross earnings during the fiscal year ending November 30, 1861, were:

	Tuscarawas Branch.	River Division.	Main Line.
From pass.	$4,069 95	$208,376 11	$164,490 42
" freight	9,231 81	337,638 80	342,007 86
" mails, etc.	1,371 43	25,321 87	22,433 15
Total Main line			$528,931 43
" River division			571,336 78
" Tuscarawas branch			14,673 19

Total earnings—

From passengers	$376,936 48	
" freight	682,254 14	
" mail	21,585 48	
" express	22,572 82	
" other sources	11,592 48	
		$1,114,941 40

And the expenses were:

Road repairs	$67,536 18	
Building "	7,577 19	
Bridge "	3,307 94	
Renewals of track	75,472 12	
" bridges	5,175 02	
Joint track repairs, P.Ft. W. and C. R. R.	28,317 99	
Fuel	56,297 09	
Oil and waste	13,424 52	
Locomotive repairs	57,454 87	
Car "	44,765 35	
Machinery "	14,071 20	
Enginemen, firemen, etc.	47,824 39	
Salaries	23 039 66	
Station services	62,917 04	
Train "	31,523 09	
Taxes	10,266 94	
Loss and damage	7,743 25	
Pittsb., Col. & Cin. Line.	5,267 67	
Service on foreign cars	14,241 67	
All other expenses	40,132 23	
		616,335 41
Net earnings		$598,605 99
Cash on hand December 1, 1860		6,880 93
		$605,486 92

Disbursed as follows:

Pittsburg, Ft. Wayne & Chicago lease.	$85,000 00
Interest on 1st mortgage bonds	65,730 00
" 2d " "	129,325 00
" 3d " "	123,235 00
General interest and exchange	6,780 89
New engines and cars	18,041 21
" bridges	27,531 51
Other expenses	4.258 15
Assets in hands of Receiver Nov. 30, 1861	45,585 16
	$605,486 92

The increase of receipts from all sources over the previous year has been $94,303 58. The Report says:

In connection with the Annual Report made a year ago, the Directors offered to the unsecured creditors of the Company, (including the holders of the River Line Bonds, Income Bonds, Dividend Bonds, and Bills Payable,) a plan of compromise. This plan proposed to assume the business of the year 1860 as a fair standard for estimating the ability of the Company to pay its debts, and after making a proper allowance for the existing charges upon the road, viz: operating expenses, rent, and interest on mortgage bonds, to determine on what additional sum the Company might reasonably expect to be able to pay interest, and to apportion this sum, so ascertained, among the creditors, according to a scale of rates, which was deemed just and equitable. Upon making the calculation, it appeared that the Company might safely promise to pay the annual interest on $1,200,000, in addition to the interest on the then outstanding mortgage bonds. The holders of the various classes of claims above mentioned, were asked to reduce their claims in the aggregate to this amount, each holder receiving security from the Company for his proportionate share, in bonds secured by a new mortgage on the road, and surrendering to the Company the remainder of his claim.

From the year 1857 to the close of 1860, the Company had labored under very serious embarrassments with creditors having security, and those who had none. The first mortgage bonds fell due in 1860. The interest on all classes of mortgage bonds was in arrears, and the holders of some of these bonds commenced suit for foreclosure. No interest had been paid on any of the unsecured indebtedness for more than three years. The large claim of the Ohio Life Insurance and Trust Company, growing out of unsettled accounts covering the transactions of several years, embarrassed the action of the Directors, and the difference in views between the managers of that institution and the directors of this Company was so great, that it seemed almost in vain to attempt a settlement. An adjustment of accounts was, however, at length made, and during the past year the terms of a settlement, which had been previously agreed on, have been complied with. By this settlement the Railroad Company paid to the Trustee of the Ohio Life Insurance and Trust Company $270,000 in the River Line Bonds of this Company, and received from him claims against this Company, amounting in the aggregate to about $75,000.

Having at length fixed the amount of the liabilities of the Company, and removed out of the way some other embarrassments, the directors were prepared to look at the whole affairs of the Company and present a plan for relief. It was under these circumstances, and with the belief that the creditors were entitled to receive all that the Company were able to pay, and with the desire to give the creditors all this, that the directors presented their plan a year ago.

This plan, which was approved by the United States Court for the Northern District of Ohio, they are now happy to say, has met with the general acquiescence of the creditors. Those who were best acquainted with the financial condition of the Company, and with its prospects, were the most prompt and ready to avail themselves of its provisions. The substantial justice and equity of the offer made by the Company has been demonstrated by the success which has attended it, and the directors have confidence that those creditors who have not yet secured that portion of their claims, for which they are offered security, will soon avail themselves of the proposition made to them.

In adjusting the details of this plan, a slight change was found necessary in that part of the proposition made to the holders of the River Line Bonds. This alteration increases by a small amount the liability of the Railroad Company, beyond the original proposition, but it is so made as to prevent any holder of those bonds from gaining any advantage by declining to accede to the arrangement. The result is, that so far as is known to the directors, almost every holder who has acquainted himself with the proposition, has acceded to it. The offer which is now made to the holders of the River Line bonds, and which has been accepted by those representing nine-tenths of those bonds, is as follows: The Company engages to pay in two years from Sept. 15, 1861, $90,000 as the agreed value of the security covered by the mortgage, with semi-annual interest, the principal and interest to be divided pro rata among the holders of these bonds. As security for the payment of this sum of $90,000, the old bonds are placed in the hands of Trustees, to be enforced against the mortgaged property, if it should become necessary. For the general claim against the Company, which remains over and above the

value of the security, and which, as the parties realize their security, remains unsecured, the holders of those bonds receive one new bond of $500, secured by a mortgage on the road, for each one of their old bonds, with the coupons attached.

The Company still propose to secure 40 per cent. of the principal and interest of the bills payable, and 30 per cent. of the principal and interest of the Income and Dividend Bonds still outstanding.

Of the indebtedness of the classes named, and which was embraced in the proposition made a year since, amounting at that time to $3,050,189 39. there has been taken up by the Company $2,220,315 27, and $793,120 43 new bonds and certificates issued therefor.

It has been the policy of the directors, for the past four years, to create no new liabilities, but as rapidly as practicable to reduce those already existing. The large cost of the road, and the embarrassments of the Company for several years past, from which they are now striving to recover, have resulted from the fact that large items of indebtedness were recklessly incurred without the means of payment being provided, and when payment could be no longer deferred, new bonds were executed and thrown on the market, and sold at ruinous rates of depreciation. In this way the cost of the road has been very largely increased, and the liabilities reached a point beyond the ability of the Company to pay. The policy which has been pursued since 1857, should in the judgment of the directors, be steadily continued, and some portion at least of the heavy loss heretofore sustained be now recovered. The proposition of compromise, when fully complied with, will reduce the indebtedness of the Company $1,800,000, but the Company will regain in this way only a portion of what they have lost in the sale of their securities.

The estimate made a year ago was based upon a gross receipt of $1,000,000, and showed the ability of the Company to pay the interest upon all the bonds secured by the three mortgages, as well as that to accrue hereafter on the new funded debt mortgage bonds. It was also estimated that the Company would be able to pay $50,000 annually, in reduction of the indebtedness secured upon the road. The directors see no reason to change their estimate of the ability of the road to earn this amount of money, and to make the annual payments as estimated. The business of the road, for the year just closed, as stated hereafter, would perhaps justify a larger estimate, but the increased receipts for the year 1861 have been brought about by causes which may be only temporary. It certainly is not safe to base calculations for the future upon them. But whether the earnings of the road shall hereafter be larger than for the year 1860 or not, it is the opinion of the directors that the whole of the earnings of the road, after paying the expenses of operation and the charges for rent and mortgage interest, should be applied to the liquidation of those debts which have full security on the road and which are now due. Otherwise, there is no assurance that the mortgages will not be foreclosed, and the whole property of the Company sacrificed. It cannot be the policy of the Company to pay any portion of their earnings on unsecured claims, and justice to those who have surrendered a portion of their debts to secure a part, would not allow a different settlement to be made with others. The legality and propriety of paying those debts which have prior liens and are due, cannot be disputed, and those creditors who have no security cannot expect to gain precedence over those who already have security.

There is now due, of debts secured upon the Road, nearly one million of dollars, and the surplus earnings of the Company, even if they equal the most sanguine expectations, will be required for some years to come to pay off these prior claims which are already due. The whole amount of bonds secured by mortgage is now about four millions of dollars, and will fall due faster than the ability of the Company to pay. We think no new bonds should be issued to replace them, but that the holders will receive the interest on them, as over-due bonds, with such portion of the principal, from year to year, as the Company has the ability to pay. This course has been pursued with the first mortgage bondholders, and in this way, and in this only, can the property of the Company ever be made of value to the Stockholders.

So well satisfied are the mortgage creditors of the soundness of the policy thus indicated, and of the speedy success of the compromise proposed and so nearly completed, that the suit for foreclosure, which was in progress, has been withdrawn, and this cause of disquietude is removed.

It will be noticed that the receipts from the business of the Road are larger than they have ever before been in the history of the Company. For the last three months of the year the business was light. It has always been the case that the receipts of the winter months have been small, but at the commencement of the year just closed, there was a larger deficiency than usual, and a loss on the previous year of $12,746.24.

When the rebellion broke out, one of the consequences was the interruption of the communication between Baltimore and the Ohio River, by means of the Baltimore and Ohio Railroad. A large amount of freight and travel, which had formerly sought that outlet, was forced into new channels, and the River Division of our Road received its share of this unusual business. It is natural that the business which was prevented passing over one route, should seek that other route which is nearest to its old channel, especially when that route is shorter than any other. The advantage of the Cleveland and Pittsburgh Railroad as a means of communication between the great states of Ohio, Indiana, Illinois, Missouri and Kentucky, and the Eastern cities, have been more clearly seen and more fully appreciated than formerly. The government of the United States has found this the most available route for the transportation of troops and munitions, from the Northwestern states to the seat of government.

The repair of the track by supplying new crossties and iron rails, has been continued during the past year, but this item of expense has been largely increased, and must continue at about the same rate. As the road has become older, these repairs have necessarily become more extensive and may be considered as an annual charge upon the Road, of a larger amount than was at first estimated. The payments for these items during the year have amounted to $61,273 24.

On the 13th day of August, in consequence of an unprecedented storm of rain, the streams on the line of our road were unusually swollen, and two bridges, one across the Big Beaver at Rochester, and the other across the Little Beaver at Smith's Ferry were carried away, with the loss of three piers at Rochester, and of an abutment at Smith's Ferry. The cost of replacing these bridges has been very heavy, and although the strictest economy has been used, the whole expense will not fall short of $50,000.

There has been no collision upon the Road, no destruction of cars or locomotives, and no loss of life among passengers.

In consequence of the increase of the business of the Company, it has been found necessary to purchase two new locomotives. Some expenses on the machine shop at Cleveland, and for the accomodation of freight business at Pittsburgh, added to the new equipment, make the total amount of these expenses about $22,000, which are not expenses of operation, and may be considered in some sense extraordinary. But, as was remarked last year, something extraordinary occurs every year, and usually something like an average can be arrived at. The rate of expenses of the year does not vary essentially from what it was last year, and about 55 or 56 per cent. may be considered the average rate of operating expenses. If the expenses for extraordinary casualties and repairs are added, it appears from the experience of the past two years that from 58 to 59½ per cent. of the gross earnings will be required,

The River division of the road has naturally received the largest proportionate increase, and for the first time since its construction, the receipts upon that portion of the Road exceed those on the main line.

The receipts from passengers and freight on the Main line have been	$511,573 50
On the River Division	551,014 91
On the Tuscarawas Branch	13,307 76

The business on the Tuscarawas Division is so small as scarcely to cover expenses, and the great expense which was laid out in the construction of that division may be considered as entirely thrown away.

In the last Report the Directors estimated an arrearage of mortgage interest equal in amount to $100,000 while the current interest accruing during the year amounted to $220,850. It appears from the account stated above that there has been paid $318,290 of mortgage interest, and the amount still due and unpaid must be very trifling. The readiness of the Receiver to pay all mortgage interest past due, has been advertised in the newspapers of Cleveland and New York, and none remains unpaid which has been presented.

The Company then commences the new year with the interest on its mortgages paid in full, with the expectation that the interest on all its mortgage bonds can be met from the earnings of the Road. If the claims which have not received their share of security shall soon be arranged, they will receive their share of the interest, but if not, the whole of the earnings of the road that remains will be applied to paying those claims which have a priority.

The financial condition of the Company as it was at the close of the fiscal year, Nov. 30, 1861, appears from the following statement:

	Dr.
Construction account	$8,172,139 97
Telegraph line	16,913 72
Personal property	29,318 58
Balance of personal accounts	22,777 82
Assets in hands of receiver	171,764 80
	$8,412,914 39

	Cr.
Capital stock	$3,846,324 11
1st mortgage bonds	800,000 00
2d " "	1,189,000 00
3d " "	1,166,000 00
Funded debt bonds	793,120 43
River Line bonds	145,000 00
Income bonds	15,500 00
Dividend bonds	123,017 27
Bills payable	334,952 58
	$8,412,914 39

The equipment of the road consists of 45 locomotives; 29 first class, 1 second class, 5 express and 13 baggage and mail cars; 9 freight train way cars; 335 house freight, 425 platform and gondola, 57 gravel, 31 hand, 20 ditching and 1 wrecking car.

The number of miles run by passenger trains on main line has been 156,203; by freight trains, 159,104. By passenger trains on River division, 184,659; by freight trains, 144,529. By passenger and freight trains on Tuscarawas branch, 20,846. By all other trains, 135,184—total miles run, 800,525, an increase over the previous year of 54,013 miles.

The number of local passengers carried was 216,789; through passengers, 50,493; troops, 30,429—total, 297,711. The mileage of local passengers was 8,041,593; of through passengers, 3,158,880; of troops, 3,523,439—total mileage of passengers, 14,723,912. Number of tons carried one mile, 91,545,830.]

President and Sup't—J. N. McCULLOUGH.

Directors—J. N. McCullough, Wellsville, Ohio; James F. Clark, James Farmer, Henry W. Clark, Cleveland, Ohio; W. W. Holloway, Bridgeport, Ohio; B. P. Drennen, Steubenville, Ohio; Henry C. Kingsley, New Haven, Conn.; D. C. List, Wheeling, Va.; J. Pennock, J. H. Schœnberger, B. Preston, Pittsburgh, Pa.; H. A. Johnson, New York.

Sec'y and Treasurer—EDWARD ROCKWELL.

Oshkosh and Wausau Railroad.

A meeting of the stockholders of this road was held at Oshkosh on the 16th ult., and a board of directors chosen. The officers elected are: President T. J. Townsend; Vice-President, C. G. Finney, Jr.; Secretary and Treasurer, Evan Townsend; Engineer, Robert Campbell.

Canal Boat Building.

According to a statement in the Buffalo *Express*, the yards in that city are doing more than ever before. There is now finished and in process of construction at the several boat yards, thirty canal boats, four canal steamers and two steam tugs, making thirty six in all; which number will probably be increased to sixty or over before the opening of navigation, giving constant employment to about three hundred and forty men.

The number of canal boats navigating the New York State canals is 3,025, of which 1,700 are old style boats, with small carrying capacity, and 1,300 are of the enlarged class, adapted to the enlarged canals. The activity of boat building at the various places on the line of the canals will probably add before the first of June next about 300 more boats of the enlarged class, which will give an increased carrying capacity for the coming navigation season equal to about 14,000,000 bushels of grain.

Finances of St. Louis County.

The quarterly statement of the Treasurer of St. Louis County was laid before the Board of Commissioners on the 14th inst. It is as follows:

Balance in Treasury Nov. 1, 1861....		$127,593 52
Receipts from November 1, 1861, to February 1, 1862....		334,306 62
		$461,900 14
Bond and Interest remittances to New York, to February 1, 1862.....	$233,407 00	
Exchange paid on same..	11,687 50	
County Warrants paid....	60,262 42	
Jury Certificates paid....	2,019 36	
		307,376 28
Leaving balance cash in Treasury Feb. 1, 1862....		$154,523 86

The Board of Commissioners have ordered the County Treasurer to remit funds to New York to meet the unpaid balance of bonds due last December, together with the interest. The balance is $500 on each bond, and $8 75 interest to March 1, 1862.

Finances of Maine.

The report of the State Treasurer of Maine, presents in a concise manner the State receipts and disbursements of 1861.

Total receipts for civil purposes....	$385,712 33
" " " war "	1,003,087 50
Aggregate receipts for 1861...	$1,388,799 83
Am't of expenditures for civil purposes	358,527 02
Total do. for war "	998,578 17
Aggregate expenditures for 1861	$1,357,105 19

The receipts for 1862 are estimated at $415,306 57, of which $222,580 56 are balances due on State tax; $75,000 bank tax; $30,000 from land office, &c.

The estimated expenditures for 1862 amount to $418,063 54. Some items in this estimate are: interest on public debt, $888,600; (last year it was $89,880;) military purposes, $5,000; military pensions, $2,500; furniture and repair of public buildings, $2,500. &c.

The resources of the State are set down at $405,168 98, and the total liabilities at $1,987,398 58. The $30,000 State debt which became due March 1, 1861, was not paid, but renewed. Another $30,000 becomes due the first of March next, and the Treasurer recommends that it be paid; also the $50,000 which falls due March 1, 1863. To effect this a State tax of $300,000 will be required. He also favors the assumption of the United States direct tax and the payment of it by the offset of that amount of war claims against the United States Government, which the law provides may be done.

The National Finances.

The following extract from the Circular of a well-known House in this city will be read with interest, in connection with the condition of the country, however much it may be differed from by parties necessarily formed in reference to the financial policy of Government.

The military successes of the week past have removed all doubt of a speedy and complete overthrow of the rebellion. It is plainly seen to be utterly incapable of resisting the immense forces brought against it. The authority of the United States will soon be re-established in every part of the country as fast as our forces can move; and we do not expect to see their movement materially checked by any amount of resistance that may be offered. The integrity of the Union, as far as this can be effected by force, is virtually restored.

The value of the triumph of our arms cannot be overestimated. It is political salvation; and upon this depend all other interests. But military is not necessarily followed by financial success, although the former is indispensable to the latter. A victory is not equivalent to a tax bill, or a sound system of finance. This may leave the public Treasury empty. The finances of the country rest upon something absolutely different. Unless the basis for a sound system be speedily provided, we shall find ourselves suffering, even in the moment of victory, what should be only one of the consequences of defeat. We greatly fear, that by an inadequate system of finance inaugurated at the very commencement of success, we are throwing away much of the advantage which this should bring us.

The passage of the Treasury Note Bill, may be considered as inaugurating the era of Paper Money—of a currency whose volume bears no necessary relation to that of commercial transactions, but henceforth to be in ratio to the wants of government, by which it is created as a substitute for capital it has found itself unable to borrow. We have been favorable to an issue of Treasury Notes as a means of anticipating taxes to be levied, and as a part of the machinery for their collection; but never as the means of wringing from the people a forced loan; nor as a circulating medium, except so far as this, like other symbols, should be based upon actual values—upon a national tax equal in amount to the notes issued, and payable in them. A sound paper currency is nothing less than the title deeds to capital or merchandise which may be gold, and which must be its equivalent, to the nominal value of the symbol. Treasury Notes based upon a tax presently due would have so far possessed the attributes of a sound currency to serve as such, to the public benefit, and might have been made to anticipate the collection of the tax, and in this way bridge government over its present strait. But the present issue is quite another measure. It stands alone. No Tax is provided, nor will it be for some time to come. The notes issued are to be *legal tender* in all contracts. This clause was inserted for the express reason, that without it, the public would not take them. No other alternative but a forced loan appeared possible to the chief of the Treasury, and he urged his wants so strongly upon Congress, that he succeeded in overcoming it scruples, and it yielded to the argument of imminent necessity.

The step taken will, if persisted in, prove the parent of every possible evil in finance and in domestic economy. Treasury Notes are not money, nor can they be made money. They are securities whose market value depends entirely upon popular estimate. They can be converted into money to-day at four per cent. discount. In a week more they may be at ten per cent. discount; in a month, twenty. It is probable that as far as gold is concerned, they will eventually be at the same discount as the six per cent. bonds of Government into which they are convertible. These are now selling, nominally, at ninety; or for gold, at eighty-six, or fourteen per cent. discount. Treasury Notes are worth no more. As the bonds fall, so will the notes. Government 6's in July were selling at 83, with only a very small amount on the market. With the vast amount of securities of one kind or another which Government must soon issue, it is altogether probable that these may go to a figure much lower than has yet been touched. Treasury Notes will fall very nearly in similar ratio; so that the currency, which as the general measure of value, should, of all things, be uniform in volume and value, will be subject to constant and excessive fluctuations. The idea that the dictum of a legislature can override natural laws, and create values where none before existed, is one of those fallacies which we supposed had long since been driven out of the heads of our people. But it seems that such has not been the case; for the whole argument in favor of the measure has proceeded upon the assumption, that the stamp, or effigy of Government, whether impressed upon a bar of gold or a sheet of paper, raised each to similar dignity and value!

The next question is the effect of the measure. It takes out of every man's pocket who may have a debt owing him, the discount on the depreciated currency. To-day it is four per cent. In a month it may be ten. The banks in this city, the officers of most of which have been the earnest supporters of the measure, have bills receivable, perhaps to the amount of $80,000,000. If these are paid, as they certainly will be, in Treasury Notes, the banks at the present rate of discount, will lose $3,200,000. By a further decline which is inevitable, they will more probably lose $10,000,000. Every trust estate, with the present decline, will lose a sum very nearly equal to the interest for a year. A bank that to-day discounts a note on 90 days will unquestionably lose, from the rapid depreciation of the currency in which it will be paid, a larger sum than the accruing interest. This currency, having no adequate means for its retirement, will insinuate itself into every receptacle of capital; and will be the form and substance into which every contract will resolve itself, till whatever a creditor may have will, in the end, be expressed in Treasury Notes—for we take it that the present issue will be followed by others, according to the wants of government. Long before the Secretary of the Treasury can issue the batch of $100,000,000 just provided, he will be precisely in the same strait in which he was before the present bill becomes a law. There will be vast demands against the Treasury with nothing

wherewithal to pay, but with the moral position of Government greatly weakened from the false step that has been taken. The legal tender clause will have the necessary effect to put up the price of gold. This has already advanced one per cent. since the bill passed the House. Every day consequently is the return to a sound system of finance more and more difficult. The tendency of Government Securities, compared with the gold standard, the only true one, will be steadily downward. With his ordinary resources failing him, the Secretary of the Treasury will be under a necessity to ask for more notes—a necessity similar to that which he fancied recently existed, only a great deal more imperative. Our national credit will have been soiled. Capitalists will have become disgusted with the spoliation committed upon them. From the existence of two currencies, or standards of value, serious complications and embarrassment will arise in commercial circles, impairing in an equal degree the ability of the country to pay.

The suspension of specie payment in England took place in 1797, and continued till 1822, a period of 25 years. The price of gold fluctuated very largely throughout this period. The following statement will show its price, payable in Bank of England Notes, for seven years commencing in 1809, and ending in 1815:

	Mint, or intrinsic value of gold.			Market price, payable in Bank of England notes.			Per-centage of premium paid.
	£	s.	d.	£	s.	d.	
1809	3	17	10½	4	10	9	16 1-3
1810	3	17	10½	4	5	0	9 2-16
1811	3	17	10½	4	17	1	23 1-2
1812	3	17	10½	5	1	4	20
1813	3	17	10½	5	10	0	41
1814	3	17	10½	5	1	8	30 1-2
1815	3	17	10½	4	12	9	19

The moment suspension took place, the Bank notes lost the attributes of money, and became a commodity, convertible into money only by sale, like any other articles of merchandise. Nothwithstanding the discount to which bank notes fell, they approached much nearer money than the Treasury Notes of our government. They were in the first place, amply secured by a deposit of public securities. The Bank had, on an average specie, equalling 25 per cent. of the amount of its bills in circulation. The Bank had all the reputation and prestige attached to it that could be given by the government, which was all powerful, sustained as it was, by the united voice of the nation, struggling as it was believed, for existence. Although the bills of the Bank were not directly made *legal tender*, they were practically, and constituted the currency of the country. All government dues were made payable in them. But in spite of the efforts of the government, the value of bank notes found their level in reference to gold, just as any other article of merchandise—a value dependent upon cost or worth; and which a legislature is just as incapable of regulating, as it is of the weight of material substances. Without any provision for their payment the value of the notes now issued will sink to the level of other government securities when sold for gold.

The Bank of England did not resume specie payment till more than seven years had elapsed after peace was declared. All this time was consumed in collecting specie and in taking in its notes. In 1815, the first year of peace, the Bank had commercial bills under discount to the amount of £14,947,000; and notes in circulation to the amount of £27,248,670. In 1822, the discounts were reduced to £3,366,700, and the bills in circulation to £18,665,350. The bullion in the Bank in 1815 was £2,136,910; in 1822 £11,057,150.

TABLE showing the Specie in Bank, and the Circulation and Deposits of all the Banks in the United States, from 1811 to 1859, included.

YEAR.	Specie in Bank	Specie in Bank to each person of population.	Bank currency, or Deposits and Circulation.	Bank currency to each person of population.	Percentage of specie to Bank currency.
1811	$15,400,000	$2 06	$28,100,000	$3 76*	55
1813	28,000,000	3 52	62,000,000	7 80*	45
1815	17,000,000	2 02	45,500,000	5 40*	37
1816	19,000,000	2 19	68,000,000	7 84*	28
1819	21,500,000	2 29	53,000,000	5 64*	40
1820	19,820,240	2 06	80,813,814	8 38*	24½
1830	22,114,917	1 72	116,883,826	9 08*	19
1834	26,641,753	1 85	170,506,556	11 82*	15½
1835	43,937,625	2 96	186,773,860	12 58	23½
1836	40,019,594	2 62	255,405,478	16 73	15½
1837	37,915,340	2 41	276,563,075	17 61	13½
1838	35,184,112	2 18	200,830,094	12 44	17½
1839	45,132,673	2 72	225,411,141	13 58	20
1840	33,105,155	1 94	182,665,429	10 70	18
1841	34,813,958	1 98	172,180,315	9 82	20
1842	28,440,423	1 58	146,142,861	8 10	19½
1843	33,515,806	1 80	114,732,236	6 18	29
1844	49,899,369	2 61	159,718,431	8 34	30
1845	44,241,242	2 24	177,629,357	9 00	25
1846	42,012,095	2 06	202,465,497	9 94	21
1847	35,132,516	1 67	197,312,299	9 38	17
1848	46,369,765	2 14	231,733,268	10 67	20
1849	43,619,368	1 94	205,922,038	9 18	21
1850	45,379,345	1 96	240,953,121	10 39	19
1851	48,671,048	2 07	328,906,080	13 31	15½
1852	51,153,548	2 12	348,094,831	13 65	15½
1853	54,008,615	2 26	392,677,951	14 95	15
1854	59,410,253	2 45	377,352,565	13 93	14
1855	53,944,546	1 99	408,453,612	14 64	14½
1856	59,314,063	2 13	445,130,173	15 50	13
1857	58,349,938	2 03	341,140,394	11 55	22½
1858	74,412,832	2 52	452,975,096	14 90	23
1859	104,537,918	3 44			

* Circulation only.

TABLE exhibiting the Capital of the Banks of Massachusetts, and the amount of their immediate liabilities, or Circulation and Deposits, and the Specie on hand, in each year, from 1822 to 1860, inclusive.

YEAR.	Capital.	Aggregate Deposits and Circulation.	Specie.	Percentage of Specie to Deposits and Circulation.
1822	10,821,125	6,297,240	890,000	14 13
1823	11,650,000	6,550,411	911,112	13 90
1824	12,907,300	8,973,050	1,777,131	19 80
1825	14,535,000	6,223,210	1,039,120	16 53
1826	16,649,996	6,281,135	1,323,820	21 07
1827	18,702,150	8,445,045	1,711,035	20 26
1828	20,140,000	7,054,819	1,225,294	17 22
1829	20,420,000	7,293,017	987,210	13 62
1830	19,296,000	8,699,047	1,258,444	14 46
1831	21,439,800	12,141,282	919,959	7 57
1832	24,520,200	10,061,826	902,205	8 96
1833	28,236,250	11,605,293	922,309	7 94
1834	29,409,550	12,860,200	1,160,296	9 23
1835	30,410,000	15,852,624	1,136,444	7 16
1836	34,478,110	19,676,766	1,455,230	7 39
1837	38,280,000	18,740,316	1,517,984	8 10
1838	34,630,000	16,523,154	2,394,624	14 49
1839	34,456,600	12,642,733	1,838,272	14 54
1840	33,750,000	16,370,292	2,991,804	18 33
1841	33,360,000	16,654,011	3,111,837	18 69
1842	32,631,060	14,180,071	2,682,309	18 91
1843	31,069,800	16,618,063	2,296,815	44 18
1844	30,020,000	24,417,463	4,587,140	18 78
1845	30,970,000	26,007,819	3,357,904	12 90
1846	31,160,000	24,051,290	3,054,755	12 70
1847	32,113,150	27,461,917	3,943,973	14 36
1848	32,965,000	21,290,999	2,578,030	12 10
1849	34,630,011	25,576,252	2,749,917	10 75
1850	36,925,050	28,182,653	2,993,178	10 62
1851	38,265,000	32,664,473	2,478,958	7 59
1852	43,270,500	36,713,625	3,563,782	9 76
1853	49,050,175	44,628,122	3,731,764	8 36
1854	54,492,660	44,150,353	3,828,402	8 67
1855	58,632,350	45,089,304	4,409,402	9 77
1856	58,596,800	50,913,441	4,556,571	8 94
1857	60,319,720	37,079,966	3,611,097	9 73
1858	61,819,825	52,915,444	11,112,715	21
1859	64,519,200	51,338,956	7,532,647	14 67
1860	66,307,962	52,243,114	7,026,887	13 44

PRICES AT THE N. Y. STOCK EXCHANGE FOR 1859, '60 AND '61.

Below we give the highest, lowest and average quotations for 1859, 1860 and 1861, at the New York Stock Exchange for the Stocks most largely dealt in. The fluctuations have been very great, and being produced by causes, bearing unequally upon different portions of the country, show extraordinary changes in relative prices. Bonds of Southern and Border States have suffered a very great decline; on the other hand, railroad shares in the Loyal States have shown a great improvement over 1859, and under the influence of the success of the Union cause, have reached extraordinary high figures, which may be regarded as excessive for peace prices, and higher than can be maintained. The figures are from the Circular of Thomas Denny & Co.

AVERAGES OF STOCK SALES.

Stock.			1859.			1860.			1861.			1859 to 1861.
Indiana	5	per cent.	85	93	89	86	93	89	75	93	84	87
Tennessee	6	"	93	98	96	64	93	78	84	77	80	85
Virginia	6	"	94	98	95	73	95	84	98	80	89	91
N. Carolina	6	"	97	101	99	77	100	89	44	82	63	83
Missouri	6	"	87	89	88	61	84	72	36	58	47	70
Louisiana	6	"	90	96	93	64	90	77	46	71	58	83
California	7	"	80	86	83	82	96	89	80	71	75	82
Pennsylvania Coal Co	7	per cent.	84	87	85	73	88	80	72	81	76	80
Del. and Hudson Co	7	"	87	101	94	80	101	90	79	92	85	90
Pacific Mail S'mship Co.	7	"	63	80	70	107	88	100	75	81	78	77
N. Y. Central R. R. Co	8	"	69	86	77	69	92	80	68	82	75	77
N. Y. and Erie R. R. Co.	7	"	4	17	10	34	43	38	28	40	34	28
Hudson River R. R.	8	"	30	42	36	60	66	63	31	49	40	44
Harlem Railroad	7	"	9	14	11	8	23	15	8	17	12	13
Harlem Preferred	7	"	33	44	38	27	55	41	20	43	31	37
Reading	6	"	35	54	45	29	49	39	29	47	38	41
Michigan Central	8	"	38	54	46	35	73	54	39	61	50	50
Michigan Southern	8	"	12	31	21	5	25	15	10	20	15	14
"	"	guaranteed	14	31	22	60	124	92	22	41	32	31
Panama			113	137	125	100	148	120	97	121	109	120
Ill. Central scrip stock	6		53	72	65	51	89	70	55	68	72	69
Cleveland and Pittsburg	6		8	10	8	6	15	10	6	17	11	10
Clevel., Col. & Cincinnati	6		91	100	95	86	99	92	90	102	96	94
Galena and Chicago	6		69	77	73	55	83	69	57	74	64	67
Cleveland and Toledo	7		24	33	28	18	49	34	20	38	29	30
Chicago and Rock Island	6		63	71	67	42	84	63	39	69	54	57
Chicago, R. and Quincy	6		45	61	53	40	92	66	61	78	69	61
Mil. and P. du Chien	3		13	8	10	14	9	11	23	16	19	11

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bon is fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec :				
Million Dollar Loan	463,600	6	'61-'64	70
$1,100,000 Loan	538,100	6	1890	70
Stock, convert. (Coupon)	710,000	6	'65-'66	----
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	968,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'69-'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	1938	----
Mortgage Coupon	2,500,000	6	1885	70
" "	700,000	6	1880	68
" " "	1,128,500	6	1875	71
" " "	1,000,000	6	1867	81
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60) :				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	400,000	6	1873	----
Boston and Worcester :				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	95
Income ½ in '59, ½ in '62	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	----	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78-'79	----
Camdden and Amboy :				
Mortgage	367,000	6	1864	97
Mort. (chgd from Ster'g)	888,600	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
*Catawissa :				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Central of Georgia :				
Mortgage	86,067	7	1863	----
Central of New Jersey :				
1st Mortgage	1,400,000	7	'65-'70	106
2d Mortgage	600,000	7	1875	100
Central Ohio :				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	58
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	98½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	98½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	225,000	8	1858	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island :				
1st Mortgage	2,000,000	7	1870	99
Chicago and Northwestern :				
Sinking Fund Preferred	1,250,000	7	------	87
1st Mortgage	3,600,000	7	------	47
2d Mortgage	2,000,000	7	------	16

Description.	Amount.	Interest.	Due.	Price.
Cincinn., Hamilton and Dayton :				
1st Mort age	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	90
*Cincinn., Wilm. and Zanesville				
1st Mortgage	1,200,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning :				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	99
2d Mortgage	3 3,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	43
Clev., Columbus and Cin. :				
1st Mortgage, Coupon	509,000	7	'61-'90	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	359,000	7	1887	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	41,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296 000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1875	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	85
Columbus and Xenia :				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River :				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60) :				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware :				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	104
1st Mortgage (E. Extension)	1,500,000	---	1875	104
2d Mortgage	2,600,000	---	1881	95½
Income (due 1862, '65 and '67	205,416	---	var.	88
Detriot and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000	---	------	----
Dubuque Western :				
1st Mortgage	314,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	300,000	6	var.	----
2d Mortgage (convertible)	719,000	5	'62-'72	98
3d Mortgage (convertible)	445,000	6	1874	101
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,333	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	757,751	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	143,000	---	------	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land. 2d Mortgage	----------	8	1591	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	200,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley :				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union :				
1st Mortgage (3d Div.) Coupon	422,000	7	'62-'63	101
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	103
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	99

Description.	Amount.	Interest.	Due.	Price.
*Great Western, Ill :				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	35
Land Security	5,000,000	7	1881	20
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster :				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven :				
1st Mortgage	927,000	6	1873	90
Housatonic :				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69-'70	107½
2d Mortgage	2,000,000	7	1860	85½
3d Mortgage	1,840,000	7	1875	85½
Convertible	1,002,000	7	1867	70
Illinois Central :				
Optional Right Scrip	38,000	7	1863	64
Construction	12,885,000	7	1875	93½
Construction	4,115,000	6	1875	93½
Debeuntures	42,740	7	------	----
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60) :				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville :				
1st Mortage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
*Kennebec and Portland :				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
*Kentucky Centr. (Cov. and Lex.)				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	------	90½
La Crosse and Milwaukee :				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	1,000,000	†	------	18½
2d Land Grant (Western Div.)	353,600	†	------	18½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort :				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami :				
Mortgage (Coupon)	1,300,000	6	1883	89
Long Island :				
1st Mortgage	500,000	6	1870	80
Extension Bonds	175,000	7	1860	----
Louisville and Frankfort :				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville :				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester :				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis :				
Mortgage	600,000	7	1861	----
*Marietta and Cincinnati :				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston :				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv. :				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage Sf'g (convertible)	500,000	8	1869	101½
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	101½
1st Mortgage (S. F.), convertible	4,153,000	8	1882	99
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	90
Northern Indiana, 1st	985,000	7	1861	89½
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	87
Detroit and Toledo	611,000	7	1876	78
1st General Mortgage (S. F.)	2,850,000	7	1885	87
2d General Mortgage	2,465,000	7	1877	69¾
*Milwaukee and Beloit:				
1st Mortgage	650,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	89½
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4 '8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	90½
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100½
Stock Subscription	785,000	6	1883	98½
Premium Consolidated Stock	7,745,000	6	1883	98½
Real Estate	221,000	6	1883	98½
New Convertible	3,000,000	7	1864	105½
New York and Erie:				
1st Mortgage	3,000,000	7	1867	106
2d Mortgage	4,000,000	7	1864	104
3d Mortgage (convertible)	6,000,000	7	1883	96½
4th Mortgage (convertible)	3,729,000	7	1880	84½
5th Mortgage	1,277,000	7	1883	76
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	101
2d Mortgage	1,000,000	7	1864	95
3d Mortgage	862,300	7	1867	74
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	61
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	66½
2d Mortgage	3,077,000	7†	1861	4
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	65
Chattel Mortgage	350,000	10	------	80
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1883	100
2d Mortgage	2,319,000	6	1875	92½
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	78½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	92
Mortgage	3,103,600	6	1870	89½
Mortgage (convertible)	3,586,500	6	1886	73½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	73½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and L.)	1,000,000	7	1872	----
2d Mortgage (O. and L.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'n Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	30
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage (Coupon)	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	800,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1868	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	----
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	92
2d Mortgage (convertible)	2,000,000	7†	'68-'70	45½
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	77½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	48
3d M. (L. Er., Wab. and St. Louis)	1,347,000	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	10½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	----
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'63-'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	55
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,236	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,595	30,991	—	335,010	109,500	21,632	518,965	30 3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	....	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	.....	.....	.....	.....	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,870	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	220,251	104,594	—	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,545	77,028	34,866	16	....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,373,922	122.4	252,906	359,147	149,477	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	136½
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	788,538	750,000	156,429	1,644,967	62.0	127,390	135,072	.....	—	....
31 Dec. '60	46.0	8.8	4.9	—	...	...	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '60	66.0	—	5.2	—	7	7	111	New London Northern	1,399,409	174,159	—	510,900	1,052,100	—	1,573,568	66.0	148,820	130,295	.....	—	....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	1,717,523	117.4	579,659	925,075	325,573	.....	....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	257,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	356,362	159,005	3½	40
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,621	138,970	41,466	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	726,561	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	.....	6	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	195,000	75,894	619,111	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	...	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	163,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	21.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,158	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,915	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832 343	454,541	—	....
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	—	5,500,000	4,500,000	.....	10.000,000	220.0	845,981	994,569	225.786	13m	....
30 Apr. '61	138.0	—	20.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	.....	10,195,257	168.0	.....	1,514,478	242,564	—	62½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,889	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
30 Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	54½
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '60	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,000	—	10,469,355	261.3	792,029	1,462,752	652,260	—	66½
31 May, '61	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	550,439	—	62½
.. .. ..	—	—	....	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper.	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	....	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,556	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by	Bur. &	Quincy	—	....
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper.	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,457	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26.641	610,050	1,178,000	40,550	2,108,011	109.0	364,122	400,397	133,009	—	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	80
31 Dec. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37.219	2,031,942	84.0	.....	277,952	119,745	—	....
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,086	—	....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73 0	.....	404,599	232,773	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
.. .. ..	—	—	....	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,998	111.8	.....	426,408	227,584	—	65
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,509	.....	—	694,444	71,000	.....	.....	13 0	oper. by	Cov. &	Lex	—	....
30 Jun. '61	29.0	—	....	—	...	...	.....	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	....	—	13	10	230	Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244.73	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,256,500	661,269	9,455,250	269 0	613,803	716,478	371,122	—	....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,429	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
1 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,668,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug. '60	53.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,960	108,434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,618,478	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	101
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,765	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	—
31 May, '59	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	—	—	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	49
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,105	283,627	—	17
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,569	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	96½
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	108½
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	111½
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525 954	1,045,083	439,284	8	110½
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,781	123,864	—	681,690	168,400	11,958	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	155,154	8	81
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,015,166	315,165	264,102	2,853,400	1,960 000	—	5,045,630	120.7	456,825	684,685	327,590	4	58½
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742.592	4,416	—	299,107	280.261	197,428	776,796	—	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	8,190.851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	98½
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293.658	40,226	—	214,296	62,900	300	333.884	26.4	37,245	52,971	23,837	6	97
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,682	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	—
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	352,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	—
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558.920	95,683	—	600,000	—	—	698.563	30.0	172,511	251,683	72,097	8	110
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,044	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	73½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	595,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	13,577	2,552	—	—
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,513	111,691	.....	8.4	24,428	15,891	—	—	6
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,184	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	105½
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	462,436	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	—
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442.470	254.565	59,800	1,600,000	200,000	—	1,864,789	44.4	.....	393 589	197,774	8	103
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	—
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462.167	39,126	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.2	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,760	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	—	50,082	156,015	27,817	8	100½
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478.048	—	—	885.200	219,000	9,354	614,060	ope	r. by T.	and B.	5,383	—	40½
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309.622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	114
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W. S. etc.)	9,933.396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,040,644	192.0	.....	1,881,351	888,254	—	118½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	979	1,403,409	45.7	180,153	229,332	102,604	6	54½
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '58	57.0	—	.....	—	—	—	.....	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365.038	144,276	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '61	284.8	—	23.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	323.3	1,281,263	2,126,699	910,169	3	53½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	533.0	1,592,377	2,075,459	1,035,629	—	22½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	660,000	—	.....	—	—	—	—	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	—	.....	—	—	—	—	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	—	—	—	—	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	—	.....	—	—	—	—	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	—	—	.....	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,242	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	—	—	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	50
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,694,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	—
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	663,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	—	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,537,911	90.1	343,827	235,291	59,428	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	124
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	—
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,560,000	*	—	1,560,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	54½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,523	—	—
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	453,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20.966	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	83,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	102½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	283,460	302,517	1,282 504	52.7	.....	53,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,506	25,800	3,393,900	82.0	268,657	356,101	187,186	4	54½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,597	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.9	32.3	.....	8.0	—	—	.....	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	732,950	12	122½
31 Dec. '60	60.2	—	.....	—	—	—	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	—
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,347	710,296	10	122
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263.495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	—	—	—	New Jersey	3,609,089	400,378	1,249,621	4,397820	688,000	—	5,628,931	33.8	—	492,767	579,981	10	125
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
31 Dec. '60	13.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,600	600,000	713	1,740,715	13.7	6 mo.	235.553	112.441	6½	70
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	230,278	—	—	213,794	—	56,582	—	—	—	15,344	3,368	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Bildings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Rens. & Sarat.	—	—	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r. by Western.	—	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	5	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546.372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,165	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24.7	2,904,887	520,855	110,896	8	—
30 Sep. '60	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176.0	483,412	593 845	187,704	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,646	3,027,496	87.8	317,850	911,020	498,047	10	121
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Erie.	—	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	88	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Erie.	—	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,078	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	35½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12.283	2,620,997	101.5	258,763	343,021	119,454	—	11
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	—	7,309,042	2,601,063	6	82½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	54½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	12⅝
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,846	—	—
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Central.	—	60,000	6	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,456	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by B. N. Y. & E.	22,047	—	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Rens. & Sar.	—	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud a. River.	—	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by other Co's.	—	—	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	86
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,685	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,291	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71.660	3,256,750	118.2	—	314,091	102,765	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	699,716	230,561	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	78
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	656,162	1,085,799	580,621	10	107½
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369 849	238,003	—	89
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	16½
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	—	919,971	493,956	—	44½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68.128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	60,500	1,965,539	ope	r. w. Lit. Miami.	—	170,795	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	—	376,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	102,180	52,408	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	—	69,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	39	32	602	Little Miami	4,004,4 3	*	—	2,981,270	1,407,000	—	—	138.0	—	1,330,061	529,981	8	88
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574.000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,080	18,794,721	192.3	—	898,518	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	29	206	Sandusky, Mansfield & New'k	2,369,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	8,500	346,500	ope	r. by C. C. & C.	—	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	—	—	35	18	550	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45.161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	280,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	60½
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	—	—	—	54
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	161,087	249,778	159,531	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,336	1,316,688	6	102
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	960,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf. & S. L.	—	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,655	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	51
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	242,039	6	37½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C., W. & E.	—	—	—	19
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	—	753,318	670,227	6	52
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.8	—	556,192	379,976	10	47½
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	396,927	—	3,155,876	2,940,473	774,323	6,471,462	65.7	5 mos.	176,047	91,389	—	7
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474 546	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	—	47
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1.637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,455	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	44½
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150	—	24,353,896	151.4	—	2,312,546	1,625,986	—	21½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by Cam. & Amboy	—	—	—	125
31 Oct. '60	98.0	6.0	—	—	30	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,200.000	—	—	200.5	48,677	1,236 597	471,719	6½	46

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance, Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	—
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791,166	18,487,835	467.5	1,918,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	.....	11.0	...	...	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	...	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	...	...	....	Schuylkill Valley	573,616	*	—	588,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	...	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	...	...	....	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	114,126	61,848	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	632,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	.....	78.0	199,578	238,420	860,339	—	4½
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	.....	.....	62.0	240,442	331,522	106,782	5	55
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	334,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	...	...	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	...	...	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	...	...	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	...	...	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	...	...	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	...	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	.....	41.9	...	...	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	...	...	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859.....	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	.....
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	.....	.....	—	.....
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859.....	.....	—	.....	.....	...	...	....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	...	.....	.....	.....	—	.....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	360,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	...	...	....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	...	...	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,566	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	...	...	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	...	...	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	133	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	679,119	6,385,045	119.6	349 440	334.368	113,318	—	.....
31 Aug. '60	62.0	.....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	160,318	30,288	—	.....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	.....
31 Aug. '60	47.0	—	2.8	—	...	...	....	Vermont and Canada	1,350,695	—	—	1,350,000	—	.....	1,380,695	ope	r. by Vt.	Central	.....	—	105
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45,930	8,522	—	.....
31 Aug. '60	64.0	10.5	.....	—	...	...	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365.300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	19.9	—	...	...	....	*Milwaukee and Minnesota*	7,400,000	*	—	7,400,000	.....	.....	.....	199.9	.....	756,476	329,580	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,330,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
— — '57	42.0	—	.....	27.8	...	...	....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '60	191.9	42.5	28.3	—	...	...	....	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	.....	883,186	439,943	—	20
— — '57	50.0	—	.....	85.0	...	...	....	Milw., Watertown & Baratoo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
10 May, '61	104.0	—	.....	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	.....
— — '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								CANADA.													
31 July '61	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,300	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	.....
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	11
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	16,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	88
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	8	.....
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— — '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
1 Oct. '60	103.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	—	—	4,451,012	103 0	193,683	116,225	41,985	—	—
July,'61	60.0	—	.....	—	...	...	....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,232	60 0	.....	132,555	36,670	—	.....
								NOVA SCOTIA.													
— — '59	81.5	—	.....	60.1	...	...	....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	81.5	.....	.....	.....	—	.....
								NEW GRANADA.													
31 Dec '61	48.7	—	.....	—	—	—	—	Panama	3,000,000	*	620,804	5,000,000	2,400,000	—	9,608,530	48.7	.....	1,539,859	1,110,652	12	119

New York Stock Exchange.

Highest Sale Prices for the week ending Feb. 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19.
Federal Stocks:—						
U. S. 5s, 1871	----	----	----	----	----	----
U. S. 5s, 1874	80	80	80	80	79½	79⅝
U. S. 5s, 1885	----	----	----	----	----	88
U. S. 6s, 1881. reg.	90½	89⅞	90½	90½	90½	----
U. S. 6s, 1881, cou.	89⅛	89¼	89⅝	90	90	90
U. S. 6s, 1862	----	----	----	----	----	----
U. S. 6s, 1867	----	90	----	----	----	90
U. S. 6s, 1868	90	----	90	----	----	90
State Stocks:—						
California 7s	82	82½	83	84	83	84⅛
Georgia 7s	----	----	----	----	----	----
Illinois Coupon bonds	79½	81	80⅞	82	----	----
" Canal bonds	----	----	79	----	----	----
Indiana 5s	----	----	----	----	----	----
Kentucky 6s	75	----	----	85½	89	
Louisiana 6s	----	62½	65	67	----	
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	81½	----	----	----	----
Minnesota 8s	----	----	90	----	----	----
Missouri 6s	42⅜	43⅜	44⅞	45⅛	47⅛	48⅛
Do. iss. to H.& St.J.R.	50	----	55	----	----	60
New York 6s, 1866	----	----	99½	----	----	----
North Carolina 6s	----	----	----	65	----	66
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	98	96½	99	----	100
Tennessee 6s, 1890	46	44	48¼	51	55⅞	55
Virginia 6s	----	----	----	54	----	57
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. and Q.	----	61⅛	62	62¼	----	----
Chicago and Rock Isl.	53⅛	54⅛	54⅛	54¼	55⅛	54⅝
Clev., Col. and Cin.	----	----	----	107⅛	107	107⅛
Clev. and Pittsburg	----	----	16½	16⅝	16⅛	----
Clev. and Toledo	43	44	45⅞	44⅝	45⅞	44⅛
Del., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	----	67⅛	68	----	68⅛	68⅛
Hudson River	----	38⅛	38⅛	38⅛	38⅝	----
Illinois Central (scrip)	56⅛	57⅛	59	61	63	62⅛
Michigan Central	51⅛	52⅛	53	53⅛	54⅛	53⅛
M. S. and N. I. guar'd,	41⅛	42⅛	42⅝	43	44⅛	44
M. S. and N. I.	21⅛	21⅛	21⅝	22	22⅝	22⅛
Mil. and P. du Chien	20	20	20	20	20	20
M. and P. du C. 1st pref.	75	----	----	----	----	----
M. and P. du C. 2d pref.	52	52⅛	53	54	56	----
New Jersey	----	----	----	----	125	124⅛
New Jersey Central	----	----	----	----	----	----
New York Central	80⅛	81⅛	82⅛	82⅞	82⅝	82⅛
Erie	34⅛	34⅛	35	35	34⅛	34⅛
Erie pref.	57⅛	58⅛	58⅛	58⅞	58⅝	58⅛
Erie Assessment Scrip	----	----	----	85	----	----
N. York and Harlem	----	12⅜	12⅝	12⅜	----	----
N. Y. and H. "pref."	30	30⅛	----	----	30⅛	30
Panama	114	----	115½	117⅛	118⅛	119
Phila. and Reading	----	42	42	42⅛	43	43
Railroad Bonds:—						
Buff., N.Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N. W. 1st M.	42	----	----	47	----	----
" " 2d M.	----	----	----	----	----	16
" " S. F.	----	----	----	----	----	----
Cl. & Tol. S.F. 7 p.c.'85	----	----	----	----	----	85
Chi., Bur. and Q. 8 p.c.	98	----	98	----	----	98⅛
Chi. and R. I. 1st M.'70	----	----	----	----	----	----
D. L. & W. 1 M. 8 p.c.'71-5	104	----	----	----	----	104
" 2 M. 8 p.c.'81	----	95⅛	----	----	----	----
Gal. & Ch. 1 M. 8 p.c.'63	100	----	100	101	----	----
" 2 M. 8 p.c.'75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	----	35	----	----	----
Hudson R. 1 M. 7 p.c.'69	----	----	----	----	107⅛	----
" 2 M. 7 p.c.'60	----	----	85½	----	----	----
" 3 M. 7 p.c.'75	85½	----	----	85⅛	----	----
" sink. fund	----	102	102	----	----	101⅛
Illinois Centr. 7 p.c.'75	92	92	92⅜	93	----	93⅛
" " 6 p.c.'75	92	92	92⅜	93	----	93⅛
L. Erie & Wab. 1 M.	75	75⅛	76⅜	----	77⅛	77⅛
" " 2 M.	44⅛	45	----	----	----	48
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. and P. du C. 1st M.	----	----	----	----	90	----
Mich. Cen. S. F. 8 p.c.'82	99	----	----	----	----	98
conv. 8 p.c.'69	100	100	100	101	----	101⅛
Mich. Southern 1st M.	----	90	----	----	----	----
" " 2d M. Ass.	----	----	----	----	----	----
" " 2d M.	69	70	70	----	69⅛	69⅛
" " S. F.	85⅛	85⅛	86⅛	----	87	87
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c.'77	----	----	----	----	----	----
Northern Ind. 1 M.	----	89	----	----	89⅛	89⅛
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	106½	----	106	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif.'83	98	98⅛	98⅛	----	98⅛	----
" 1 M. 7 p.c.'64	103	----	103	----	----	----
" bonds 1876	105	----	----	105⅛	----	----
N. Y. & E. 1 M. 7 p.c.'67	----	----	----	----	----	----
" 2 M. 7 p.c.'64	----	----	----	104x	----	----
" 3 M. 7 p.c.'83	95⅛	96	96	96⅛	----	85
" 4 M. 7 p.c.'80	83	84	85	84⅛	----	
" 5 M. 7 p.c.'83	----	76	----	----	----	----
" conv. 7 p.c.'62	----	----	----	----	----	----
" " 7 p.c.'71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7 p.c.'73	100⅛	----	100⅛	101	101	----
" 2 M. 7 p.c.'64	----	----	----	----	----	95
" 3 M. 7 p.c.'67	----	----	73	----	----	----
Miscellaneous:—						
Del. and Hud. Canal	95	95	94	----	97	96⅛
Penn'a Coal Co.	----	----	----	----	----	83⅛
Pacific Mail S. S. Co.	99⅛	99⅛	100	98x	96	95

The following are the closing prices in the London Market on the 5th February:

United States 5s, 1874	66	to	68
Virginia 6s	47⅛	"	48⅛
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	60	"	65
Erie shares, ex assessment scrip	29	"	29⅛
Erie shares, 7 per cent. preference	48	"	49
Erie shares, assessment scrip	1⅛	"	2
Illinois Central 6s, 1875 x. c.	75	"	77
Illinois Central 7s, 1875	78	"	80
Illinois Central $100 shares, $80 paid, dis.	44	"	43
Illinois Central, all paid	53	"	54
Michigan Central 8s, Convertible, 1869	80	"	83
Michigan Central Sinking Fund 8s, 1862 x. c.	83	"	85
Michigan South. and North. Indiana 7s, 1885.	--	"	--
New York Central 6s, 1883	77	"	79
New York Central 7s, 1864	85	"	87
New York Central 7s, 1876	85	"	87
New York Central 7s, 1876	85	"	87
New York Central $100 shares	71	"	73
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 x.c.	85	"	90
New York and Erie, 3d mort., '83, assented "	76	"	78
New York and Erie, 4th mort.	64	"	66
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	97	"	100
Panama, 2d mortgage 7s, 1872 x.c.	97	"	100
Pennsylvania Central 6s	82	"	84
Pennsylvania Central 2d mortgage	83	"	85
Pennsylvania Central $50 shares	30	"	35
Philadelphia and Reading $50 shares	14	"	18

American Railroad Journal.

Saturday, February 22, 1862.

☞ Railroad Companies will oblige us by sending us copies of their Reports as soon as they are issued.

Share and Money Market.

The anomolous condition of affairs at Washington has its natural effect upon the Stock Market, in producing a decline after a considerable advance, following military success. It is, at the time of writing, this, uncertain whether the legal tender clause will be inserted in the Treasury Note Bill. Other important provisions are still under discussion. The addition of $150,000,000 to the currency of the country, which the bill proposes, will have an immense influence in every department of business, and while the result is uncertain, everything naturally remains in abeyance. The market for railroad shares is weaker. Money is very abundant. There has been a very important advance in Border State Stocks, the successes of the Federal Arms in these States being regarded as tantamount to their restoration to the Union. Exchange is fluctuating for the reasons stated. Upon the passage or rejection of the bill now before Congress, the Share and Money Market will assume a more definite policy. As it is, everything is afloat.

The Oswego and Syracuse R.R. Co. has declared a semi-annual dividend of 3 per cent., payable to stockholders in this city on the 20th instant, by the transfer agent, Mr. H. A. Oakley, at the office of the Howard Insurance Company.

The Panama Railroad Company has resolved to pay dividends in future, quarterly, commencing April, 1862.

The La Crosse and Milwaukee Railroad is advertised, by the United States Marshal for Wisconsin, for sale May 22, 1862. The bonds are received in part payment of the purchase. We understand that the party represented by N. A. Cowdroy and others have over $3,600,000 out of the $4,000 000 mortgage, on the foreclosure of which the sale is made.

The New York Central transfer books reopen on Monday, the 24th inst.

The Railways of the World.

We commence this week the re-publication of an article upon this subject, from the columns of the London *Engineer*. From it we learn that the actual extent of railways now open throughout the world is probably about 70,000 miles; and the capital expenditure nearly $5,850,000,000. This enormous sum has almost wholly been raised and expended within twenty-five years. Of this capital, Great Britain and her Colonies have consumed $2,085,000,000, or about three-eighths of the whole amount, the miles of open railways on which it has been expended being 14,277. On the Continent of Europe about $2,382,000,000 have been expended on 22,592 miles of open railway. On the continent of North and South America, exclusive of British possessions, about $1,377,000,000 have been expended on 32,102 miles of open railway. Of the amount included in the sum attributed to Great Britain and its Colonies, India has spent 173 million dollars on 1,408 miles of open railway, and upwards of 102 million dollars has been expended in Canada on 1,826 miles of open railway.

France has spent upwards of 922 million dollars on 6,147 miles of open railway; Prussia upwards of 220 millions on 3,165 miles; Spain 130 millions on 1,450 miles; Italy 125 millions on 1,350 miles; Russia 215 millions on 1,289 miles; Belgium 90 millions on 955 miles; Switzerland 50 millions on 600 miles; Egypt 20 millions on 204 miles; the United States $1,192,000,000 on 31,800 miles; Brazil 26 millions on 111 miles. We shall give the remainder of the article in our next issue.

Railroad Earnings—Monthly.

The earnings of the Erie Railroad for the month of January, 1862, were..... $695,606 98
Do., 1861 ..... 404,507 55

Increase..... $291,099 43

The earnings of the Norwich and Worcester Railroad for January, 1862, are as follows:

Passengers $8,122 33
Freight 13,946 68

Total..... $22,069 01
1861 ..... 16,260 13

Increase $5,808 88

Valuation of Property in Iowa.

The following table gives the valuation of town property in some of the principal counties, for the years 1860–1:

	1860.	1861.	Decrease.
Dubuque.....	$3,232,867	$2,698,276	$534,291
Lee.....	3,364,040	2,873,633	490,407
Scott.....	3,304,968	2,244,602	1,060,366
Desmoines....	2,215,330	1,990,473	224,857
Polk.....	1,903,033	1,331,800	571,233
Muscatine	1,346,663	1,025,458	321,209
Clinton.....	1,481,807	931,159	550,648
	$16,908,712	$13,096,401	$3,731,011

We presume there will be no important change in this class of property during the present year, and, perhaps, not for several years to come.

The Auditor's report for the year 1861, shows the following statistics in reference to Scott county:

	1860.	1861.
Acres of land assessed ...	282,851	283,688
Value of land.....	$3,494,386	$2,886,188
Value of town property ..	3,804,968	2,244,602
Value of personal property	911,300	1,011,593
Value of land per acre....	.....	8 41
Total valuation	7,710,764	5,642,328
State tax.....	11,528	11,284

The land of Scott county was assessed higher than that of any other county in the State, with the exception of Lee county.

Lee county	$8 45	Dubuque county.	$7 49
Scott county	8 41	Des Moines co..	8 21
Muscantine co....	7 30	Clinton county...	6 45
Henry county	7 20	Cedar county ...	6 40
Van Buren county	7 48	Washington co...	7 11

Dickinson county lands were assessed at $1 70 per acre—the lowest in the State.

Debt of Illinois.

EXECUTIVE DEPARTMENT,
Springfield, January 21, 1862.

Hon. W. A. Hacker, President of the Constitutional Convention:

SIR: In reference to a resolution of the Constitutional Convention, "That the Governor be requested to furnish this Convention with the amount and description of all the indebtedness of this State, whether funded or unfunded, and the period when the same shall become due," I respectfully submit the accompanying statement.

I have the honor to remain, &c.,
RICHARD YATES,
Governor of Illinois.

STATEMENT OF STATE INDEBTEDNESS.

Bonds or certificates of bank and internal improvement stock, dated July 31, 1837, reimbursable at the pleasure of the State after 1860 ..	$31,000 00
Bonds or certificates of Illinois internal improvement stock, dated July 1, 1838, reimbursable at the pleasure of the State after 1870.	11,000 00
Bonds or certificates internal Illinois improvement stock, dated July 1, 1839, reimbursable at the pleasure of the State after 1870...	10,000 00
Bonds or certificates Illinois improvement stock, dated May, 1840, reimbursable after 1870	21,000 00
Illinois and Michigan canal bonds, appropriated towards completing the N. C. R. R. from Jacksonville to Springfield, dated July 1, 1837, reimbursable at the pleasure of the State after 1870	4,000 00
Internal improvement scrip, issued by the Board of Commissioners of Public Works, March, 1840, and scrip issued by the Board of Auditors, 1841, payable at the pleasure of the State	20,877 50
Liquidation bonds, issued under an act to prevent loss to the State upon the McAlister & Stebbins bonds, approved February 12, 1849, reimbursable at the pleasure of the State after 1865	250,590 21
Certificate internal improvement stock, issued under the provisions of an act to authorize the refunding of the State debt, approved February 28, 1847, payable at the pleasure of the State after 1870	2,048,356 70
Interest bonds new internal improvement stocks, payable at the pleasure of the State after 1877..... ..	1,382,966 16
Interest stock issued under the provision of an act to fund the arrears of interest accrued and unpaid on the public debt of the State of Illinois, approved February 18, 1857, reimbursable at the pleasure of the State....	786,223 59
Certificates for arrears of interest...	1,363 83
New refunded stock, issued under the provisions of an act in relation to the payment of principal and interest of the State debt, approved February 22, 1859, reimbursable at the pleasure of the State after 1860.	33,000 00
Same 1862	803,000 00
Same 1865	21,000 00
Same 1869	209,000 00
Same 1870	295,000 00
Same 1876	109,000 00
Same 1877	822,000 00
Bonds issued under the provisions of an act to refund the interest on the College or University fund, &c., approved February 14, 1861, and an act supplementary thereto, approved February 21, 1861, to the Board of Education, for the use of the Normal University, reimbursable at the pleasure of the State, after 1879	650,000 00
Bonds issued under an act to provide for the payment of certain awards in relation to the Thornton loan, approved February 21, 1861, after 1879....	159,000 00
War bonds, issued under the provisions of an act creating a war fund, &c,, approved May 2. 1861, payable after 1879	1,029,400 00
	$7,604,072 99
Illinois and Michigan canal stock—	
Registered bonds....	$2,224,763 88
Not registered	1,525,654 77
Of these canal bonds about $2.000,000 are reimbursable after 1870..	2,000,000 00
The balance, say $1,770,418 65 are reimbursable in 1860	1,770,418 65
Illinois and Michigan canal interest certificates not registered	19,513 38
Canal indebtedness, Governm't scrip	4,039 02
	$11,398,044 04

(122 of the Macalister and Stebbins bonds outstanding are not included in the above statement.)

RECAPITULATION.

Stocks past due and payable at the pleasure of the State	$872,464 12
Canal	1,793,971 05
Stocks payable at the pleasure of the State after 1861....	830,000 00
Stocks payable at the pleasure of the State after 1862....	271,890 21
Stocks payable at the pleasure of the State after 1869.....	209,000 00
Stocks payable at the pleasure of the State after 1870	4,389,351 70
Stocks payable at the pleasure of the State after 1876.....	109,000 00
Stocks payable at the pleasure of the State after 1877	1,704,966 16
Stocks payable at the pleasure of the State after 1879	1,244,400 00
	$11,398,044 04

(From the London Engineer.)

The Railways of the World.

Great Britain and Ireland.—On the 31st December, 1860, the length of railway open and in use in the United Kingdom was 10,433 miles. The total amount of capital raised for their construction, and including that raised for lines then in progress, was £348,130,827. During the past year upwards of 300 miles of new line have been opened; so that the total present length of British railways cannot be far from 10,750 miles, nor their cost less than £355,000,000. The total traffic receipts for 1860 amounted to £27,766,622, and working expenses to £13,187,368, or to 47 per cent. of the receipts. 163,435,678 passengers were carried, besides, 60,386,780 tons of minerals, and 29,470,931 tons of general merchandise. The train mileage for the year was 102,243,692 miles run. The working stock consisted of 5,801 locomotives, 15,076 passenger carriages, and 180,574 wagons. Of the 10,433 miles of railway open, there were 7,583 miles in England and Wales, 1,486 miles in Scotland, and 1,364 miles in Ireland.

India.—According to the reports of Mr. Juland Danvers, 842 miles of railway were open in India at the end of 1860, and of 2,932 1-2 miles then in progress, 1,353 1-2 miles were expected to be opened in 1861. The total railway guarantees had been for £56,000,000, but the construction of certain lines and portions of lines having been postponed, the amount to be expended under guarantee was £49,000,000, of which sum £34,396,445 had been raised up to April 30th last, the end of the Indian official year.

Nothing like the amount of line expected to be opened this year has been completed. The East Indian Railway Company had 458 miles open at the date of their last report, viz, 248 miles in Bengal and 210 miles in the North west Provinces. Mr. Turnbull, the Company's Engineer in Bengal, and who has, from the first, been most punctual in keeping his engagements with the shareholders, had promised to open 50 miles, to Colgong, and 24 miles further to Bhaugulpore, in the course of the year just expired, besides 33 miles to Monghyr in the course of the present month, and 106 miles more to Patna in June next.

The Great India Peninsula Railway Company have 437 3-4 miles of line open, and it is understood that 13 miles of the Bhore Ghaut incline are to be opened this month. The opening of the 19 miles of this incline will be equal in importance to that of any 300 miles of the rest of the line.

The Madras Railway Company, at the date of their last report, had 252 miles of line open, viz, 224 miles westward from Madras, and 28 miles eastward from Beypoor, on the Malabar coast.

The Bombay, Baroda, and Central India Railway was open, at the date of the last report, for a length of 132 1-4 miles, from Doolia to Bulsar. The line for 23 miles northward to Neriad was expected to be open by the first of this month. The whole line of 313 miles will, it is expected, be opened for £3,130,000, or £10,000 per mile. This line, it will be recollected, was pronounced impracticable by Robert Stephenson. The East Indian Railway, of the practicability of which there has never been any doubt, is now estimated to cost £16,000 per mile.

The Scinde Railway, 114 miles long, is open throughout.

The Great Southern of India is open for a length of 14 miles.

It appears, therefore, that, up to the date of the last advices, 1,408 miles of railway were open in India, and we have reason for supposing that at least 110 miles more are now open.

The Eastern Bengal line is expected to be open early this year.

About one-half of the Calcutta and South Eastern, a line about 30 miles long, was expected to be opened by the beginning of this year, and the whole line would, it was thought, be opened in the course of the spring. The Indian railways are of 5 ft. 6 in. guage.

Canada.—The extent of the Canadian railways has been somewhat overated by including with them a considerable length of line leased by the Grand Trunk Railway Company, in the States of Maine and Michigan, U. S. Thus, a year ago, in an address delivered at the Institution of Civil Engineers, the length of Canadian railways was set down as 2,093 miles, which is considerably in excess of the length of line now open.

The Grand Trunk railway is, by the last report, 885 miles in length in Canada, besides the 149 miles of the Atlantic and St. Lawrence Railroad, in Maine, U. S., leased to the Grand Trunk for 999 years, and 59 miles of the Detroit and Port Huron Railway, also leased by the company in Michigan, U. S. Thus the whole length now worked by the Company is 1,093 miles, although, as the Riviere du Loup branch, 110 miles long, has been, "farmed out" at a loss, the mileage given in the weekly traffic returns is 970. Of the whole capital account of £11,888,454, £429,772 stood at the last report to the credit of the account, and nearly £350,000 had been expended on the Atlantic and St. Lawrence leased line. The cost of the Grand Trunk, in Canada, may be set down therefore at £11,000,000, or £12,430 per mile, including the Victoria bridge, the cost of which, up to June 30th last, had been £1,356,021.

The Great Western of Canada is 229 miles long, from Suspension bridge, near Niagara Falls, to Windsor, opposite Detroit. The Sarnia branch, from Komoka, beyond London, to Sarnia, is 51 miles

long; the Toronto Branch (from Hamilton) measures 39 miles, while the Guelph and other short branches make up the total length to 357 miles, the capital account, by a late report being £4,976,049.

The Buffalo and Lake Huron line is 161 miles long; the Northern of Canada, with a short branch to Bell Ewart, is 96 miles long; the Montreal and Champlain line, with the Caughawaga branch, is 81 miles long; the Ottawa and Prescott, 54 miles; Brockville and Ottawa, 48 miles; London and Port Stanley, 24 miles; Welland, 25 miles; Coburg and Peterboro', 28 miles; Erie and Ontario, 17 miles; and Port Hope, Lindsay, and Beaverton Railway, with Peterboro' branch, 50 miles.

Thus the total length of Canadian lines now open is 1,826 miles, and, if we take the cost of the lines other than the Grand Trunk and Great Western at £8,000 per mile, we shall have (584 miles, £4,672,000) £20,648,049 as the total railway investment in Canada. The earnings on this sum are not much more than enough to cover working expenses.

In 1859 an official return showed that 1,578 miles of railway were open in Canada, the locomotives in use being 366 in number. The Grand Trunk had, at the date of a recent report, 212 engines, besides 41 on the Atlantic and St. Lawrence division, and 5 on the Detroit and Port Huron line. Of the 366 locomotives in Canada, on the 1st of January, 1859, 47 had been made in the province, while 209 had been made in the United States and 110 in England, both those made in the United States and here paying an *ad valorem* duty of 12 1-2 per cent. on their importation into the province. Nine-tenths of the length of the Canadian railways are of 5ft. 6 in. gauge, the rest being 4 ft. 8 1-2 in.

New Brunswick.—The European and North American Railway is open for 110 miles from St. John's to Shediac, and the cost may be put down at £700,000. The New Brunswick and Canada Company had 65 miles of line open at the date of a recent report, the cost having been £350,000. Additional sections were about to be opened.

Nova Scotia.—The Nova Scotia Railway, from Halifax to Truro, is 61 miles long, and the Windsor branch 38 miles long, making 99 miles in all, costing, say, £1,000,000, and worked by 20 locomotives, mostly by Neilson, of Glasgow.

Victoria.—Eight short lines of railway now radiate from Melbourne, viz, to St. Bilda and Brighton, 8 miles; to Sandridge, 2 1-2 miles; Melbourne and Williamstown, 9 miles; Melbourne and Geelong, 47 miles; Melbourne and Sunbury, 46 miles; Melbourne and Essenden, 4 1-2 miles, and two short suburban branches of 7 miles. The Sunbury line has, we believe, been extended to Woodend, a distance of 28 miles from Sunbury, and it was some time since promised that the Geelong and Ballarat line, 53 miles long, would be opened in 1861. In this case, 205 miles are now open. The expenditures of the Victorian Government, on account of railways, had been £7,828,233 up to the 1st of January last, and it was estimated that £2,050,000 would be expended during the year 1861. In the mean time the works on the Melbourne and Mount Alexander line, 152 miles long, of which 50 miles, via Sunbury and Woodend, are already open, are in active progress, and the estimated cost is no less than £34,000 per mile. The Victorian lines are of a gauge of 5 ft. 3 in. (Irish gauge.)

New South Wales.—From Sydney three important lines of railway will radiate in directions expressed by their names, viz, Great Southern, Great Western and Great Northern. The Southern line, ultimately to be extended to the Murray river, to join the Victorian railways, is completed via Paramatta and Campbelltown to Picton, a distance of 54 miles. From Sydney to Paramatta, 13 1-2 miles, the cost had been £40,000 per mile, for a double line, and thence, with a single line to Picton, the cost has averaged £10,000 per mile. The works are in progress (under a contract with Sir S. M. Peto & Co.), on the extension to Goulburn, but the cost will be very great. The Western line, leaving the Southern near Paramatta, is open, we believe, to Penrith, a distance of 20 miles. Hence, it is to be extended across the Blue Mountains to Bathurst, on the River Lachlan, one of the principal tributaries of the Murray, which flows many hundred miles westward, finally emptying itself in Encounter Bay. The Northern Railway commences at Newcastle, 60 miles north of Sydney, and has been opened, we believe, to Singleton, a distance of 51 miles. This line is to be extended up the River Hunter to Muswellbrook, a distance of 70 miles. Sir S. M. Peto's contracts for the Goulburn, Bathurst, and Muswellbrook extension, 218 miles in length, cover work to the value of £4,000,000. The lines completed measure 125 miles, and their cost has been about £1,750,000. The New South Wales lines have a gauge of 4 ft. 8 1-2 in.

South Australia.—Railways are open from Port Adelaide to Adelaide, a distance of 3 1-2 miles, and from Gawler to Kapunda, 16 miles. The cost has probably been about £100,000.

Cape of Good Hope.—Of the Cape Town Railway, which will extend for 56 miles to Wellington, the first 28 miles from Cape Town to Stellenbosch were to have been opened by the end of 1861. The capital of the company, upon which a 6 per cent. guarantee is given, is $500,000. A line of 8 miles, to cost £100,000, has since been projected from Cape Town to Wynburg.

New Zealand.—The Christchurch and Lyttleton Railway, to be 6 miles long, and estimated to cost £240,000, has been commenced. A long and difficult tunnel is to be driven, which accounts for the great comparative expense. A line of railway is in progress, also, out of Nelson.

Ceylon.—A line is in progress.

Demerara.—A short line has been open and in use for some time.

CONTINENTAL RAILWAYS.

France.—At the end of 1860 the Minister of Agriculture, Commerce, and Public Works, reported the length of railways open as 5,778 miles, their cost having been £184,440,000, of which £32,440,000 had been contributed by the State and £152,000,000 by companies. The gross receipts for 1860 were £16,320,549. 430 miles were set down for completion in 1861. At the end of September last the whole length of line opened was 6,147 miles, of which 4,347 miles belonged to the old, and 1,800 miles to the new *reseau*. The receipts for nine months had been £13,318,462, or at the rate of £17,797,949 per annum. The new *reseau*, now in course of execution, is to include 5,318 miles, at an estimated cost of £123,400,000, or £23,200 per mile. An expenditure of £14,000,000 was authorized last year. The lines of the Bourbonnais, 420 miles in extent, are reported to be nearly complete. The lines open in France on the 1st of January, 1858, were worked by 2,624 locomotives, and at the present time the number in use, doubtless, exceeds 3,000.

Prussia.—By an official report, made up to the end of 1859, there were 8,162 miles of railway open and in use, the cost of which had been £44,080,000, equal to £13,940 per mile. The gross receipts for 1859 were £5,399,440, and of this the working expenses absorbed 46 per cent. The average dividend paid was 5.36 per cent. 19,279,668 passengers were carried, exclusive of soldiers, and 11,904,761 tons of merchandise were also carried. The Berlin and Breslau, Eastern and Westphalian lines, have been constructed by the State. The eastern line, from Frankfort on the Oder to the Russian frontier, is 450 miles long, or, including the Danzig branch, 466 1-2 miles. It is now under the consideration of the Government to construct a coast line from Danzig, *via* Stettin, to Hamburgh. There is not, we believe, a railway tunnel in all Prussia.

Austria.—The principal railway undertaking in Austria is that of the South Austrian, Lombardo-Venetian, and Central Italy Railway Company, whose lines, it is true, extend somewhat beyond Austria. The whole length of this company's line now open is 1,294 miles, including the Vienna and Trieste line and short branches, altogether 380 miles long. At a recent date, when 1,248 1-2 miles had been opened, there were the Trieste line, just given, the line from Pragerhof to Ofen, opposite Pesth, 205 miles long, besides the branch of 50 miles from Stuhlweissenburg to Comorn; 136,1-2 miles in the Tyrol; 230 miles in Venetia; 156 miles in Lombardy, and 91 miles in Central Italy. At the end of 1860 the company's capital expenditure had been £16,621,802, or £13,311 per mile. At the same time, 648 1-2 miles of the company's concessions remained to be completed.

The Emperor Ferdinand's Nordbahn and the Eastern State Railway extend north-easterly from Vienna, skirting the Silesian-Prussian and Russian frontiers, and reaching 121 1-4 miles east of Cracow far into Galicia. The whole main line is 380 miles long, and, with the Bohm-Truban and Troppan branches, is 464 miles long. Its cost has probably exceeded £8,000,000.

The Austrian State Railways, sold some years since to a French company, comprise three lines, one from a station on the Emperor's Nordbahn, 51 miles from Vienna *via* Prague to the Saxon frontier; another line (from another station on the Nordbahn), *via* Pesth to the Danube at Basiasch, and a third line from Vienna to Raab and Comorn. These three lines are 828 miles in length. The capital expenditure by the last report was £16,121,658.

The Thiess (Hungarian) lines are open from Czegled, 178 miles, to Miskolez, with branches to Arad and Grosswardein, 93 miles and 41 miles, respectively, in length, or 312 miles in all. The cost may be estimated at £3,000,000.

The line towards Munich, *via* Linz to Salzberg, is 195 miles long, the Passau branch being 51 miles more. The cost of these lines may be set down at £4,000,000.

Besides the main lines named there are 320 miles of short railways, and branches other than those already enumerated. The cost of these may be put at £2,000,000, upwards of 120 miles being horse railways, one of which, the Linz and Budweis, 80 miles long, was opened as early as 1828.

Thus we have for Austria, and including that portion of the South Austrian Company's line beyond the empire, 3,465 miles of railways, at a cost of £19,743,460.

Other German States.—It is difficult to separate the railways of the various German States from each other. Indeed, several of those already included in the mileage set down for Prussia are partly in Mecklenburg, Hanover, &c., the states and principalities in the German Confederation being intermingled, so to speak, like many of our counties, as, for example, East Barnet, on a peninsula (if we may employ the term) of Hertfordshire extending into Middlesex; Dudley, belonging to Worcester, but forming a sort of island by itself in Staffordshire; Hale's Owen, really in Staffordshire, and miles away from Shropshire, to which it legally belongs; Craike, in Yorkshire, and Holy Island, off the Northumberland coast, both belonging to Durham, &c., &c. Early in 1859, Mr. J. Ward, her Majesty's consul at Leipzig, reported that 7,360 miles of railway were open for traffic in Germany, including Prussia and Austria. We have already seen that there are now at least 6,627 miles of railway in Austria and Prussia alone, but Mr. Ward reported but 4,144 miles three years ago, and exclusive of Hungary and Galicia. Allowing for these provinces, the remaining mileage of railways in the German States would not have fallen short of 2,700 miles. Taking *Bradshaw's Continental Railway Guide* (and excluding from the enumeration the Luxemburg railways, and also taking care that no portion of any line shall be included but once, although given in connection with two or more routes) we can make up 3,239 miles now open in the German States, exclusive of Austria and Prussia, and this, possibly, does not cover the whole. This, too, although including Mecklenburg, is of course, exclusive of Holstein and Schleswig, the railways of which are to be included with those of Denmark.

The Wurtemburg and Bavarian lines, it is hardly necessary to say, are numerous, long, and important, and these and the Saxon railways have been costly in construction. The line from Frankfort

on the Maine, *via* Bamberg, Nuremberg, and Augsburg, to Munich, is 328 1-2 miles long; the south-eastern extensions to the Tyrolese and Austrian frontiers are of considerable length; the line from Munich *via* Landshut and Ratisbon Nuremberg, with the branch to Passau, on the Austrian frontier, is 240 miles long; the line from Augsburg to Lindau, on Lake Constance, is 121 miles long, and that from Augsburg to Ulm 53 miles; the Wurtemberg line from Bruchsal, near Carlsruhe, to Friedrichshafen, on Lake Constance, and including the Heilbroun branch is 201 miles long, and the Grand Duke of Baden's line, from Mannheim, up the Rhine, to Waldshut, near Zurich, is 215 miles long, including branches.

Estimating the 8,239 miles in question at £18,000 per mile, which cannot be far from the real cost, we shall have £58,302,000 as the total investment in railways in Germany, and exclusive of Austria and Prussia. Mr. Ward estimated the investment at £120,000,000 for the 7,360 miles already referred to. Our present information goes to show that the mileage cannot now be less than 9,866, and the capital expenditure £152,125,460, equal to £15,420 per mile.

(To be continued.)

Flint and Pere Marquette Railway.

The cars have commenced running on this road between Mt. Morris (six miles north of Flint) and East Saginaw. Two trains are running each way daily. The road will be finished to Flint the coming spring.

Railroad Earnings--Weekly.

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 1st week of February, 1862, were:

For passengers	$3,046 71
For freight	11,968 85
For mails and rents	1,015 94
Total	$16,021 50
Corresponding week, 1861	10,665 97
Increase	$5,355 53

The earnings of the St. Louis, Alton and Chicago Railroad for the 1st week in Feb., were:

1862	$15,557 24
1861	18,379 30
Decrease	$2,822 06

The earnings of the Toledo and Wabash Railroad for 1st week of Feb., 1862, were | $12,724
Do., 1861 | 13,352
Decrease | $628

The Chicago and Northwestern Railroad earned in the 1st week of February, 1862 | $10,615 11
Do., 1861 | 10,162 90
Increase | $462 21

The traffic of the Great Western Railway of Canada for the week ending Feb. 7, 1862, was as follows:

Passenger	$11,549 77
Freight and live stock	37,721 38
Mails and sundries	1,290 86
Total	$50,562 01
Corresponding week of last year	34,312 62
Increase	$16,249 39

The following are the earnings of the Great Western Railway of Canada for the week ending February 14, 1862:

Passengers	$11,988 84
Freight and live stock	42,106 89
Mails and sundries	1,294 02
Total	$55,389 75
Corresponding week of last year	41,227 12
Increase	$14,162 63

The earnings of the Michigan Central Railroad, for the 1st week of Feb., 1862, were | $41,289 07
Do. 1861 | 30,047 47
Increase | $11,241 60

The receipts of the Grand Trunk Railway of Canada for the week ending Feb. 8, 1862, were:

9,498 passengers	$17,282 46
Mails and sundries	8,094 28
13,672 tons of freight and live stock	55,115 87
Total	$75,492 61
Corresponding week, 1861	40,470 86
Increase	$35,021 75

The earnings of the Cleveland and Toledo Railroad for the 2d week in Feb., 1862, were. | $24,272
Do., 1861 | 17,715
Increase | $6,557

The earnings of the Galena and Chicago Railroad the 2d week in Feb., 1862, were | $27,740
Do., 1861 | 19,323
Increase | $8,417

The Michigan Central earned in the 2d week in February, 1862 | $42,584 49
Do., 1861 | 29,363 71
Increase | $13,226 78

The Chicago and Rock Island Railroad earned the 2d week in February, 1862 | $21,175
Do., 1861 | 15,265
Increase | $5,910

The Michigan Southern Railroad earned in the 2d week in February, 1862 | $41,584
Do., 1861 | 29,363
Increase | $12,221

Census of England and Wales, 1861.

Name of Counties.	Area: sq. m.	Population, 1861. Males.	Females.	Total.	Pop. to sq. m.	County Towns.	Popul. 1861.
Bedford	462	63,780	71,485	135,265	292.7	Bedford	13,412
Berks	705	86,657	89,446	176,103	249.8	Reading	21,965
Buckingham	730	82,148	84,449	166,597	228.2	Aylesburg	23,598
Cambridge	818	86,304	89,646	175,950	215.1	Cambridge	26,351
Chester	1,105	243,960	261,193	505,153	457.1	Chester	31,101
Cornwall	1,365	176,107	193,216	369,323	270.6	Bodmin	6,381
Cumberland	1,565	100,218	105,075	205,293	131.2	Carlisle	29,436
Derby	1,029	170,509	168,868	339,377	329.8	Derby	43,091
Devon	2,589	297,216	305,315	584,431	225.7	Exeter	41,791
Dorset	987	91,544	97,107	188,651	191.1	Dorchester	6,823
Durham	973	258,343	250,675	509,018	512.9	Durham	13,743
Essex	1,657	202,713	201,931	404,644	244.2	Chelmsford	6,491
Gloucester	1,258	228,312	257,190	485,502	385.9	Gloucester	16,320
Hereford	836	62,753	60,906	123,659	148.0	Hereford	15,625
Hertford	611	84,242	89,052	173,294	283.6	Hertford	6,769
Huntingdon	361	31,713	32,584	64,297	180.0	Huntingdon	6,254
Kent	1,627	368,450	365,225	733,675	450.9	Canterbury	21,323
Lancaster	1,905	1,171,322	1,257,422	2,428,744	1,274.9	Lancaster	15,996
Leicester	803	115,179	122,223	237,402	295.6	Leicester	68,052
Lincoln	2,776	204,200	207,797	411,997	148.4	Lincoln	20,995
Middlesex	281	1,020,191	1,185,580	2,205,771	7,849.7	Brentford	8,989
Monmouth	576	89,533	85,137	174,670	303.2	Monmouth	6,022
Norfolk	2,116	208,910	226,512	435,422	205.8	Norwich	74,414
Northampton	985	112,963	114,764	227,727	231.2	Peterborough	11,732
Northumberland	1,952	170,259	172,669	343,028	175.7	N'c'stl.-on-T.	109,291
Nottingham	822	141,027	152,757	293,784	357.4	Nottingham	74,531
Oxford	739	85,386	86,880	172,266	233.1	Oxford	27,561
Rutland	150	10,899	10,960	21,859	145.7	Oakham	2,912
Salop (Shropshire)	1,291	120,154	120,722	240,876	186.6	Shrewsbury	22,056
Somerset	1,636	209,301	235,424	444,725	271.8	Bath	52,558
Southampton (Hants)	1,672	246,076	235,419	481,495	288.0	Winchester	14,784
Stafford	1,138	376,464	370,120	746,584	656.0	Stafford	12,477
Suffolk	1,481	164,239	172,032	336,271	227.0	Ipswich	37,949
Surrey	748	392,786	437,899	830,685	1,110 5	Guildford	8,032
Sussex	1,461	174,782	188,866	363,648	248.9	Chichester	8,040
Warwick	881	272,588	289,140	561,728	637.6	Coventry	41,647
Westmoreland	758	30,665	30,144	60,809	80.2	Appleby	1,468
Wilts	1,352	122,529	126,926	249,455	184.5	Salisbury	11,833
Worcester	738	150,989	156,612	307,601	416.8	Worcester	31,123
York, East Riding	1,201	118,652	121,707	240,359	200.1	Beverly	10,901
" City	4	19,133	21,244	40,377	10,094.2	York	40,377
" North Riding	2,109	121,845	122,959	244,804	116.1	Northallerton	4,755
" West Riding	2,669	740,696	766,815	1,507,511	564.8	Ripon	6,172
Total of England	50,922	9,207,837	9,742,093	18,949,930	372.1	London	2,803,034
Anglesea	302	26,191	28,355	54,546	180.6	Beaumaris	2,637
Brecon	719	31,004	30,623	61,627	85.7	Biecon	6,195
Cardigan	693	33,105	39,150	72,255	104.3	Cardigan	4,022
Carmarthen	957	53,166	58,591	111,757	116.8	Carmarthen	9,992
Carmarvon	579	46,752	48,916	95,668	165.2	Carnawon	8,580
Denbigh	603	51,027	49,835	100,862	167.2	Denbigh	5,946
Flint	289	34,744	35,126	69,760	241.7	St. Asaph	2,311
Glamorgan	856	163,271	154,480	317,751	371.2	Llandaff	1,873
Merioneth	602	19,085	19,803	38,888	63.6	Bala	1,801
Montgomery	755	33,843	33,232	67,075	89.8	Montgomery	1,307
Pembroke	628	45,683	50,410	96,093	153.0	Pembroke	15,051
Radnor	425	13,144	12,259	25,403	59.9	New Radnor	507
Total of Wales	7,398	551,015	560,780	1,111,795	150.3	Merthyr-Tyd.	83,844
Total England and Wales	58,320	9,758,852	10,302,873	20,061,725	344.0		

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OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, Feb. 10, 1861.

AT a meeting of the Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY, held at their office in New York, this day, it was

Resolved, That an assessment of FIVE DOLLARS per Share, upon the Scrip Shares of the Capital Stock of the Company, be, and the same is hereby called, payable on the 10th of March, 1862; and that the same be payable on the Stock registered in the City of New York at the office of the Company in that City; and on the Stock registered in London, at the office of Messrs. ROBERT BENSON & Co., London; and that parties desiring to pay their assessment in London, may pay the same at the rate of four shillings and two pence sterling to the dollar.

Resolved, That the transfer books be closed on the afternoon of the 1st March next, and re-opened on the 10th of the same month; and that no transfer be permitted on or after that day of Shares upon which the foregoing assessment shall not have been paid.

THOMAS E. WALKER, Treasurer.

NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, Feb. 5, 1862.

SEVENTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of Three per cent. on the capital stock thereof, payable on the 20th day of February inst. upon stock registered at New York, Boston, or Albany, and on the 20th day of March next, upon stock registered at London. Stockholders whose stock is registered at New York, will receive their dividends at the office of DUNCAN, SHERMAN & CO.; those whose stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose stock is registered at Albany, at the ALBANY CITY BANK; those whose stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s. 1d. to the dollar. The transfer books, which are now closed, will be re-opened at New York, Albany and Boston, on the morning of Monday, the 24th day of February instant.

JOHN V. L. PRUYN, Treasurer *pro tem.*

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612 N. S. S. BEMAN, *President.*

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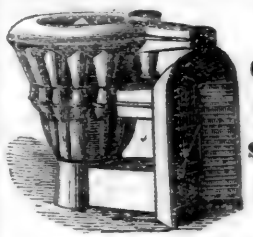


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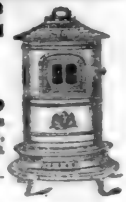
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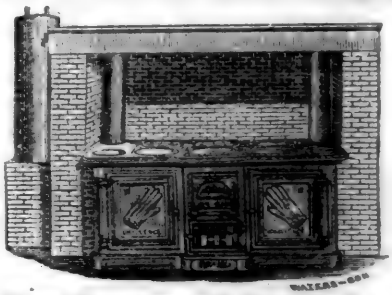


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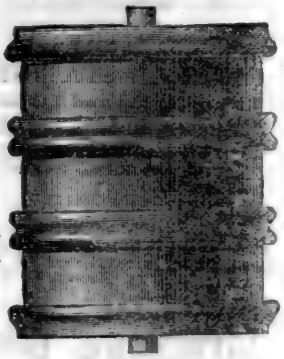
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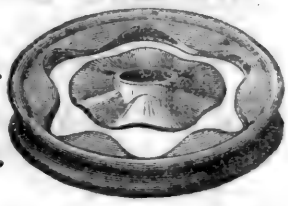
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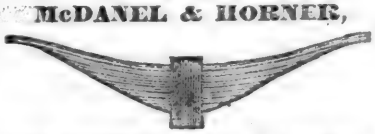
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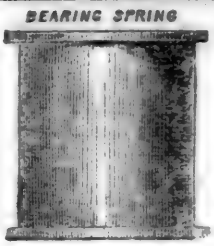
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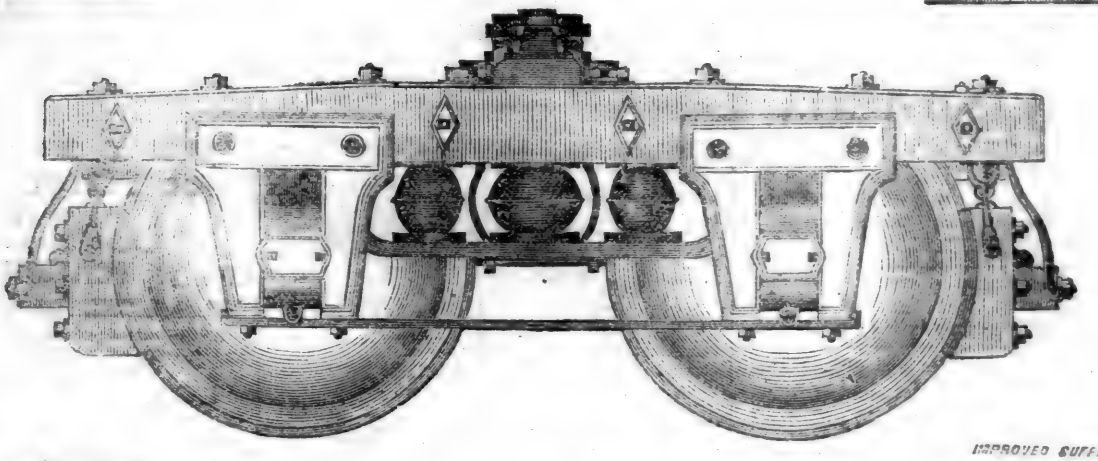


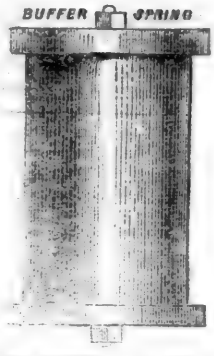
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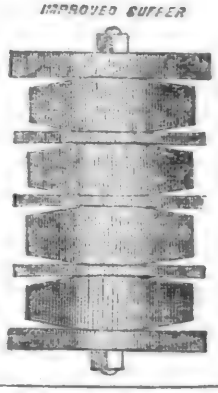




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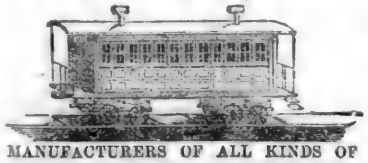
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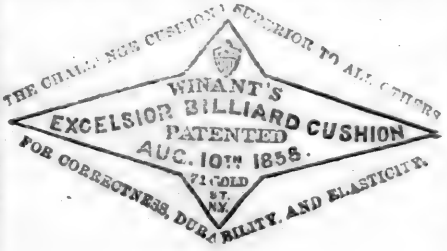
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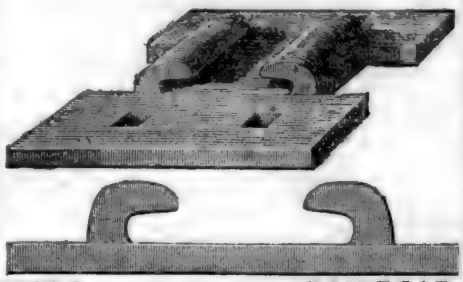
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American Railroad Journal.

New York, Saturday, March 1, 1862.

Pittsburgh, Fort Wayne and Chicago R. R.

It is well known that this great enterprise is a consolidation of three, or rather four roads, each commenced at different times without any common plan, or scheme of finance. The first undertaken was the Ohio and Pennsylvania Railroad; a work originally designed to extend to central Ohio. This was followed by the Ohio and Indiana Railroad, which extended the trunk line to Fort Wayne. The Fort Wayne and Chicago was then commenced, designed, to form, with the other two, and the Michigan Southern, a great line of 468 miles extending from Pittsburgh to Chicago.

The different links were, by great effort, constructed. The inconvenience of having what was really an unit in object and interest, managed by several independent boards, soon manifested itself, more especially as the three enterprises differed greatly in extent of their means—all having very inadequate capital for the proper completion of their respective sections of road. This inconvenience led to a consolidation of the three companies into one—the Pittsburgh, Fort Wayne and Chicago—which soon after undertook the construction of an independent line from the point of junction with the Michigan Southern Railroad into Chicago

The consolidation accomplished its object as far as unity of action was concerned, but failed to secure all the means needed for the proper completion of the road. Financial embarrassment continued, and led to various expedients for relief. All proving inadequate, it was judged best to thoroughly re-organise the company by consolidating the various interests; and to obtain permission to use the revenues by funding the accruing interest, till the company should be placed in a perfectly independent position. For this purpose the proper legislation was had in the State of Ohio, which was confirmed by special acts in the other States, which authorized the sale of the road, which was made pursuant to such authority to J. F. D. Lanier, L. H. Meyer, Samuel J. Tilden, Samuel Hanna and J. Edgar Thomson, and a plan of re-organization agreed upon by the several parties in interest. This plan provided for the formation of a new company for which the proper legislative authority was obtained, to which the road, was to be conveyed by the purchasers, and the several kinds of indebtedness or liabilities of the three original companies provided for by the following new issues of bonds and stock.

1*st Mortgage Bonds*, $5,250,000. These bonds were issued in exchange for the first mortgage bonds of the old companies, with their coupons, at their nominal value; the new bonds to bear interest from January 1, 1862, at the rate of 7 per cent. payable semi-annually, in six classes—one class on the first of each month; the principal redeemable July 1st, 1911, and after July 1, 1866, at the option of the company. These bonds may be converted into 6 per cent. bonds, irredeemable except by the operation of a sinking fund of 1 per cent., till $2,500,000 are redeemed. The holders of these bonds are entitled to vote at meetings of stockholders at the rate of one vote for $200 par value of said bonds.

2*nd Mortgage Bonds*, $5,100,000. These bonds are to bear interest after April 1st, 1862, and contain the same provisions as the first mortgage bonds in reference to the rate of interest, to their redemption and conversion into irredeemable bonds, and also in reference to voting at the meeting of the stockholders. A further clause provides that in case of sale of the road under this mortgage, bonds to the amount of $100,000 shall have preference as to payment. For this class of bonds are to be exchanged the second mortgage bonds and income bonds of the Ohio and Pennsylvania Company; the second and third mortgage bonds of the Ohio and Indiana, and the construction bonds of the Pittsburg, Ft. Wayne and Chicago Company, that matured previous to Oct. 1, 1859, with unpaid interest accruing before Oct. 1, 1859. The interest accruing after this date to be converted into 3d mortgage bonds.

The holders of the *second* mortgage bonds of the Ohio and Indiana Railroad Company are to be entitled to receive for their bonds, that class of the second mortgage bonds having preference of payment as aforesaid, for the reason that the lien created by the two mortgages on this section of the road does not much exceed, per mile, the first mortgage on other portions of it.

3*d Mortgage Bonds*, $2,000,000. These bonds entitle the holder to interest at the rate of 7 per cent. after the first day of April, 1862, out of such balance of net earnings as may remain after paying the interest and sinking funds previously provided, and maintaining the road. The holders are entitled to cast one vote for every hundred dollars held by them.

The real estate bonds of the Fort Wayne and Chicago, and the Pittsburg, Fort Wayne and Chicago Railroad to be exchanged with this company at their par value into the 3d mortgage bonds. All debts not included in the foregoing classes, are to be exchanged for an equal amount of 3d mortgage bonds.

Share Capital. The share capital of the new company is limited to $6,500,000.

Under the foregoing legal provisions and agreements, the new company has been formed, and the purchasers have been actively and constantly engaged in executing their trusts. The greater portion of the first mortgage bonds have been prepared and will probably be in readiness for exchange during the present month. The second and third will speedily follow. The whole trust is in process of being speedily wound up to the mutual benefit and satisfaction of all parties. The case is a remarkable instance of a vast nd complicated undertaking, being carried forwa and closed up

without any other delay than that caused by the legal steps necessary to be taken. No hinderance has been caused by captious or dissatisfied per-

interests—a high compliment to the agents selected for this important work, who have inspired confidence, and disarmed all opposition by the faithful and disinterested manner in which they have executed their trust. This is soon to be terminated by the final and full surrender of the road and its property to the company, which finds itself in a position vastly more favorable than that ever enjoyed by its predecessor.

Although some delay has been experienced, no loss has really been suffered. The relative rights of all parties have been satisfactorily maintained. The road is in excellent condition, while its earnings, which are on a scale nearly 50 per cent. greater than at any former period, will enable the company to meet every obligation for the future—a result most agreeable to chronicle when such vast interests are at stake, and a high compliment to the faithful labors of the gentlemen through whose instrumentality it has been produced.

The meeting for the election of directors of the new company was held at Pittsburg on the 25th ult., who will assume the management of the road as soon as the remaining duties of the trust can be closed up, to which the Committe named are directing their constant attention.

Central Railroad of New Jersey.

The Directors of the Central Railroad Company of New Jersey present to the stockholders the following report, for the year ending December 31, 1861. For convenience of comparison many of the statements are made to cover the year 1860, as well as the past year.

SERVICE OF THE ROAD AND FERRY.

The service of the road has been as follows:

	1861.	1860.
Miles run by passenger trains.	181,446	152,518
" " merchandise "	144,055	133,763
" " coal "	317,573	376,476
Total by transportation trains.	643,074	662,757
Miles run by wood trains	2,705	2,121
" " gravel "	16,614	30,889
Total miles run by trains	662,393	695,767

The passenger trains have also run 45,890 miles on the New Jersey Railroad between Jersey City and Elizabeth, drawn by the engines of that company, against 40,152 run last year.

During the year the boats have run 36,888 miles on the ferry, between New York and Elizabethport. In 1860, they ran 38,187 miles, including excursions.

PASSENGERS, FREIGHT AND COAL.

A comparison of the passenger business of the year 1861 with the year 1860, gives the following results:

	1861.	1860.
Number of passengers ..	401,638	429,288
Miles traveled by " ..	10,801,933	9,433,056
Equal to through " ..	144,026	123,470

A comparison of the merchandise business of the two years, in tons of 2,000 lbs., (excluding iron,) gives the following results:

	1861.	1860.
Number of tons carried..	162,382	151,378
Tons carried one mile ...	8,996,279	6,908,368
Equal to through tonnage	119,950	92,112

A comparison of the iron tonnage of the two years, in tons of 2,000 lbs., gives the following results:

	1861.	1860.
Number of tons carried..	56,690	55,355
Tons carried one mile ...	3,619,220	3,525,356
Equal to through tonnage	56,550	55,058

A comparison of the coal business of the two years, in tons of 2,240 lbs., gives the following results, the through tonnage being calculated from Easton to Elizabethport:

	1861.	1860.
Number of tons carried ..	823,214	854,769
Tons carried one mile	42,907,260	46,615,764
Equal to through tonnage	670,426	739,933

The decrease in Lackawanna coal was 21,994 tons, and in Lehigh coal, 9,561 tons.

The coal tonnage over the road, since the transportation of coal was commenced, has been as follows:

	Lackawanna. Tons.	Lehigh. Tons.	Total. Tons.
1856	98,670	33,325	131,995
1857	209,950	84,841	294,791
1858	417,726	122,923	540,649
1859	455,681	183,277	638,958
1860	590,863	263,906	854,769
1861	568,869	254,345	823,214
Total	2,341,759	942,617	3,284,376

EQUIPMENT.

The Company own 89 engines, of which 27 burn wood, 1 soft coal, and 11 hard coal. Of these engines, 28 are narrow gauge and 11 broad gauge. Their condition is reported to be as follows: 24 in good order, 6 in fair order, 1 in shop for repairs, 2 rebuilding for hard coal, 3 wanting new fire-box, 2 wanting general repairs, and one (Commodore) not in use for several years, now condemned and taken in part payment for a new engine building at Paterson. One new locomotive has been placed on the road during the year. About thirty engines are required for the ordinary daily service; but as even in the present depressed year there have been times when the Company were short of motive power, early orders will be given for additional engines.

The equipment of cars is as follows: 19 first-class passenger cars, 2 second class passenger cars, 8 baggage and mail cars, 70 house freight cars, 20 covered cattle cars, 123 platform freight cars, 6 caboose cars, 42 four-wheel gravel cars, 16 dirt cars, and 1 wrecking car. No purchases of cars have been made, but 20 platform cars and 1 baggage and mail car have been built in the Company's shops. By thorough repairs and by rebuilding many of the older ones, any depreciation in the stock of cars has been more than made good.

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses for the year 1861 compared with 1860:

Receipts:—	1861.	1860.
Passengers	$222,089 93	$206,280 63
Merchandise	382,598 75	362,482 10
Coal	568,275 83	597,323 99
Mail	7,600 00	7,600 00
Express	7,643 71	7,132 32
Rents	1,238 72	1,222 43
Miscellaneous	12,448 66	3,806 39
Total receipts	$1,201,895 60	$1,185,847 86
Expenses:—		
Running expenses ...	$120,196 95	$117,375 84
Wood consumed	59,227 46	79,489 87
Coal "	43,243 83	32,977 13
Repairs of road	128,271 47	74,276 29
" engines	34,309 50	35,628 51
" passen. cars	12,740 46	11,416 84
" freight "	14,014 37	9,358 14
" to buildings, bridges, docks, etc..	16,551 23	23,184 19
Repairs tools and machinery	3,547 13	4,290 03
Expense account	23,961 30	24,528 42
Miscellan's expenses .	12,996 18	11,806 13
Ferry running expens.	37,007 30	35,230 99
Ferry boat repairs ...	6,790 20	9,254 33
Ferry miscell. expens.	9,594 92	6,539 76
Total expenses	$522,452 30	$475,456 46
Balance net earnings.	$679,443 30	$710,391 40

Notwithstanding the general depression in business from the civil war, the receipts for the year show an increase of $16,047 74, and now average more than $100,000 per month. This would have been much larger if the advance in all the other items had not been reduced by a falling off of $29,048 16 in coal, the market for the latter having been heavy and drooping.

The expenses show an increase of $16,995 84, or nearly ten per cent. There has been an increase of $2,821 11 in the running expenses, a decrease of $9,995 71 in cost of fuel consumed, an increase of $53,995 18 in the repairs of road, a decrease of $2,715 02 in the other repair accounts, an increase of $622 93 in general expenses, and an increase of $2,267 35 in the ferry accounts. Included in the cost of repairs of road are 1,420 tons of new rails substituted for old, and over 52,000 cross-ties replaced in the track. The heavy and increasing tonnage now traversing the road will make necessary equally heavy if not greater outlays the coming year. In addition to the ferry expenses here shown, extensive and costly repairs to the boats, including a new boiler for the Wyoming, and amounting in the whole to $13,121 94, have been paid from the Renewal Fund, and so charged in this report.

The following table shows the receipts, expenses, and net earnings from the beginning of the annual reports to the Legislature to the present time:

	Receipts.	Expenses.	Net earnings.
1853..	$349,018	$197,629	$151,889, or 43 p. c.
1854..	378,145	197,349	180,796, or 48 "
1855..	393,729	208,856	184,873, or 47 "
1856..	533,479	258,308	295,171, or 53 "
1857..	682,314	340,502	341,812, or 51 "
1858..	836,934	345,614	491,320, or 58 "
1859..	971,702	385,716	585,986, or 61 "
1860..	1,185,848	475,457	710,391, or 60 "
1861..	1,201,895	522,452	679,443, or 57 "
Total.	$6,553,064	$2,931,883	$3,621,181, or 55 p. c.

DIVISION OF WORKING EXPENSES.

The following table, prepared by Josiah O. Stearns, the Assistant Superintendent, who has charge of the running department, is made up on the same principles as the one submitted last year:

	Passengers.	Freight.	Coal.
Running account	$22,294 50	$46,432 85	$40,970 10
Wood consumed on trains	13,209 74	18,792 57	27,225 15
Coal "	3,844 00	4,728 00	20,839 00
" on ferry	6,416 42	6,416 41	....
" stations and shops.	500 00	....	500 00
Repairs of road	20,494 01	25,703 63	78,068 83
" engines	9,869 23	6,894 37	17,545 90
" cars	12,740 46	14,014 37	....
" buildings, bridges, etc..	500 00	....	....
" tools and machinery ...	1,182 37	1,182 38	1,182 38
Expense account	7,987 10	7,987 10	7,987 10
Miscellaneous expenses	4,332 06	4,333 06	4,332 06
Ferry running expenses	10,214 73	26,792 57	....
Ferry-boat repairs	3,395 10	3,395 10	5,517 08
Ferry miscellaneous expenses	3,269 87	6,325 05	....
Passenger expenses	$141,286 66	$179,518 04	$201,667 60
Merchandise "	179,518 01		
Coal "	201,667 60		
Total expenses as before...	$522,452 30		

By this statement it would appear that that the cost of operating the passenger trains has been 63⅛ per cent of the gross receipts, of merchandise trains 46⅛ per cent, and of coal trains 35⅛ per cent; the average cost of all the trains being

43 per cent. All these per cents are higher than last year, owing to the heavy outlays on the road, and it is not expected to reduce the average the present year, as the same cause of increase will continue.

FINANCIAL CONDITION.

The following is a statement of the financial operations during the year:

	Cr.
Gross earnings, as per statement	$1,201,895 60
Materials, fuel, etc., on hand, decrease	25,027 78
Total	$1,226,923 38

	Dr.
Ordinary expenses, as per statement	$522,452 30
Grading, filling up at High Bridge, etc.	50,126 91
Railway superstructure	6,200 00
Expenditures at Elizabethport	1,057 56
Engine purchased	10,000 00
Barge Green County	6,000 00
Cars built in shops	7,500 00
Tools and machinery, increase	4,800 00
Miscellaneous property "	2,315 00
Sundry accounts	55,298 37
Extraordinary repairs to ferry-boats	13,121 94
Quarterly dividends for year, 10 p. c.	363,000 00
Interest account for year	139,296 06
State taxes for 1861, ½ per cent. on $4,903,410	24,517 05
Cash and accounts payable, increase	21,238 19
Total	$1,226,923 38

The profit and loss account has been credited with the gross earnings $1,201,895 60

It has been debited as follows:

Ordinary expenses	$522,452 30	
Interest account	139,296 06	
Taxes to State	24,517 05	
Dividends, 10 per cent.	363,000 00	
		1,049,265 41
Balance, equal to 4 per cent. on stock, transferred to Rewewal Fund		$152,630 19
Add balance to credit of fund last year		92,174 05
Total		$244,804 24

The Renewal Fund has been debited as follows:

Expenditures of year on new track, charged off to cover depreciation in this account.	$6,200 00
Extraordinary repairs of ferry-boats	13,121 94
Loss on engine condemned	2,500 00
Expenditures of year on construction balanced by an equal amount of discount on second mortgage bonds withdrawn from cost of railroad	50,126 91
Balance to credit of Renewal Fund	172,855 39
	$244,804 24

In pursuance of the policy laid down in the last Annual Report, $50,126 91 of the discount on the second mortgage bonds, charged heretofore as a temporary part of the cost of the railroad, has thus been withdrawn from construction, and replaced by the expenditure of that sum on the road, principally in masonry and filling up at the High Bridge, leaving the cost of the road the same as before. A much larger sum is intended to be withdrawn the present year.

CONSTRUCTION.

The work of changing the stone pier bridge with wooden superstructure, west of Clinton, into a solid embankment, would have been pressed much more vigorously, had not the uncertainty and derangement of public affairs and the possibility of worse troubles and complications, made it the part of prudence to avoid large expenditures of any kind. A large amount of filling has, however, been done, and the masonry for the large double archway, for the passage of the south branch of the Raritan river, is more than half finished. It is estimated that $80,000 will be spent at this place during the present year. No other important work has been on hand, though many improvements have been made to the station buildings, side tracks have been lengthened, additional facilities provided at Elizabethport, and a new track extended at the same place to the old dock, formerly used by the Ferry Company as a landing, and which they are now putting in order again for business.

It has become highly desirable to extend the second track from Hampton Junction, where it now terminates, to Easton. The distance is 15 miles, of which about 12 miles remain to be graded. Part of this work will be very heavy, and will take some time, but the first seven miles require but little time or expense, except the ballast and superstructure. Track will be laid as rapidly as sections are completed, very much to the relief of the trains on the western end of the road. In connection with this work, the filling up of the Bloomsbury and Springtown bridges will be commenced. From the nature of the ground, the bridge over the Morris Canal at Green's Mill can not be filled up, and it is proposed to substitute an iron superstructure for the present wooden one.

TRANSPORTATION FOR GOVERNMENT.

Unexpectedly to this Company, they were called on by the Government, early in the summer, to transport large bodies of troops to Baltimore and Washington, by the way of Harrisburg. Between 26,000 and 27,000 in all have been thus taken, and large amounts of freight have also been taken for the Government. The proportion received by, or coming to this Company, for the transportation of troops, is $30,432 16, and for freight $23,290 68, being in all $53,722 84. All the business has been done at low rates, at great expense, vexation and trouble, and with endless detentions of cars; but the Company did not feel at liberty to decline it, and for a part of the time it came in very well to supply the gap made by the falling off in the regular business. One result of the road becoming known as a military route to Baltimore and Washington, has been an incessant demand for express passenger trains between New York and those places, as the same cars can go from Jersey City to Washington without change or break of any kind, and as the journey can be made easily in twelve hours. The trains, however, have not been put on. The business does not *legitimately* belong to this Company, as their route is 69 miles longer than the more southern route; and though they might temporarily secure a handsome portion, yet as soon as the improvements said to be in progress on the lower line, for securing the same object of a transit without change of cars, should be completed, they would inevitably lose the major part.

CONNECTING ROADS.

Our trains have continued to run to and from Jersey City during the year, over the New Jersey Railroad, drawn by their engines, in a satisfactory manner for the major part of the time, but with many complaints of irregularities and detentions towards its close. These were probably owing principally to the sickness and death of the able Superintendent of that Company, John P. Jackson, which necessarily impared the efficiency of their arrangements. Since the appointment of F. Wolcott Jackson, his son, as his successor, the causes of complaint are being removed.

The business from the Delaware, Lackawanna and Western Railroad has been very good, considering the times. That from the Lehigh Valley Railroad, aided by its connections, has been still better maintained. An express passenger line, east and west, has been run, in close connection with the Pennsylvania Central Railroad, and well sustained.

FUEL.

The annual report of the Superintendent, John O. Sterns, on the subject of fuel, will be found appended to this report. It gives, in detail, the additional light thrown by another year's experience on the substitution of coal, whether anthracite or bituminous, for wood.

BALANCE SHEET, January 1, 1862.

Construction—same as last Report		$4,480,896 79
Station houses, shops, and water stations		132,000 00
Land and work at Elizabethport		291,771 20
Ferry interest and boats		252,650 00
Engines		328,500 00
Passenger and baggage cars		49,000 00
Freight cars		127,000 00
Telegraph, docks, machinery, miscellaneous property, etc.		97,257 81
Chairs, spikes, iron rails, and ties on hand		26,500 00
Workshop, materials on hand		14,000 00
Fuel on hand		36,000 00
Cash and accounts receivable		134,920 49
		$5,970,496 29
Capital stock		$3,630,000 00
First mortgage bonds, due 1865	$500,000	
1870	900,000	
		1,400,000 00
Second mortgage bonds, due 1875		600,000 00
Dividend 2½ per cent., payable in January		90,750 00
Interest on bonds, accrued not yet due		47,833 33
Accounts payable		29,057 57
Renewal fund, balance to credit		172,855 39
		$5,970,496 29

President—JOHN TAYLOR JOHNSTON.

Directors—John Taylor Johnston, John C. Green, William E. Dodge, Adam Norrie, William S. Wetmore, Benjamin Williamson, John O. Sterns, F. T. Frelinghuysen, Henry D. Maxwell.

Secretary and Treasurer—SAMUEL KNOX.

Sup't and Engineer—JOHN O. STERNS.

Assistant Superintend't—JOSIAH O. STEARNS.

New Haven, New London and Stonington Railroad.

At the annual meeting of the Stockholders of this Company, recently held in New Haven, the following plan was proposed for extricating the Company from its present difficulties:

"Secure from the next session of the General Assembly a charter for a new company, to be called the 'Shore Line Railroad Company,' with a capital stock of $750,000, to be apportioned in shares of $100 each. Said stock to be paid in first mortgage bonds and interest at par: second and third mortgage bonds at twenty-five per cent. of their par value, and the stock at $5 per share. Said company to receive the road and entire property from the trustees as soon as three-fourths of the first mortgage bonds are paid in towards said stock. Any party owning said first mortgage bonds, or holding them in trust not fully authorized, or wishing to use them in payment for the stock of said company, shall be entitled to receive the cash for them at their *pro rata* value on $450,000 first mortgage bonds, as per the appraisal of three commissioners to be appointed by the General Assembly for that purpose."

The following resolution was adopted:

"*Resolved*, That a committee be appointed to meet a joint committee from the parties interested in the first, second, and third mortgage bonds of the New Haven and New London Railroad Company, and also a committee from the parties interested in the Extension railroad, to take into consideration some plan for reorganizing and consolidating the several interests, and report at a future meeting."

After the adjournment of the stockholders a meeting of the directors was held, and C. S. Bushnell re-elected president, and William T. Bartlett secretary and treasurer.

The earnings of the road in 1860 were $135,071 55; for 1861 they were $112,419 75, showing a decrease of $22,651 80, while the Extension road

earnings for 1860 were $42,930 45, and for 1861 $63,140 30, being an increase of $20,209 85.

Milwaukee and Prairie du Chien Railway.

The organization of this Company took place on the sale of the Milwaukee and Mississippi Railroad. The articles of association were filed 18th to 21st of January, 1861, in accordance with the laws of the State of Wisconsin. The purchase was completed January 21, 1861, and possession of the entire property taken the following day, since when it has been operated for account of the present proprietors. The law requiring an annual report on the 31st of December, the Board of Directors concluded to make their fiscal year in accordance. The report, therefore, shows the operations of the road for eleven months and ten days, during which time the earnings were:

From freight	$835,172 60
" passengers	211,249 91
" mails and rents	45,594 07
" Mississippi River Ferry	16,337 20
	$1,108,353 78

And the expenses were:

Repairs of road and bridges	$166,155 16	
Repairs of locomotives.	38,035 90	
" cars	43,693 50	
" build'gs, etc.	18,624 50	
General superintendence	20,063 43	
Station service	74,426 79	
Foreign agency & Adv.	10,952 26	
Pay of train hands	71,755 28	
Fuel	72,643 83	
Oil and waste	12,019 87	
Loss and damage	5,276 31	
Taxes	11,143 54	
Miss. River Ferry Exp..	11,710 97	
Interest and exchange .	13,859 71	
Other operating expens.	21,795 57	
Embankment and new bridges	13,485 73	
New buildings	12,865 76	
New locomotive	10,331 82	
New fence, 40½ miles .	14,601 00	
Twenty new stock cars.	13,510 89	
Other extraordin'ry exp.	15,359 55	
		672,314 37
Net earnings		$436,039 41

Disbursed as follows, viz:

Paid Mil. & Miss. R. R. Co. under liens upon property purchased	$15,110 08	
Paid for real estate	500 00	
Interest on bonds for the year	118,405 00	
Contributions to sinking fund	9,150 00	
Balance to new account	292,874 33	
		$436,039 41

The above expenses are divided as follows: Repairs of road and equipment, $266,509 06; ordinary operating expenses, $325,647 56; extraordinary expenditures, $80,157 75—total $672,-314 37.

The earnings of the Southern Wisconsin Branch were $33,030 23, the expenses (of which $6,366 69 were for fencing 17.87 miles) $25,032 51, and the net earnings $7,997 72. The report says:

"The earnings of this portion of the road have been seriously affected by the competition existing between the Racine and Mississippi, Illinois Central, and Galena and Chicago railroads. Freight under this competition has been taken so low, that grain from districts which have been considered tributary to this road has been drawn to stations on the above roads. To meet this, the rates on freights were reduced until the difficulties between the above roads could be adjusted, and paying rates restored; but much freight has been lost to the road, and low rates received for what has been obtained."

The earnings of the Mississippi River Ferry were $16,337 20, the expenses $12,910 97 (of which $1,200 were for two new barges purchased last fall), and the net earnings $3,426 23. The company now have nine barges for the transportation of grain in bulk. One new barge is being constructed to be delivered in the spring.

The following statement shows the material used during the year in repairs of road and bridges:

1,347 tons new and re-rolled iron	$34,822 00
100,099 lbs. chairs	4,059 90
95,900 lbs. spike	3,196 66
102,000 ties	35,700 00
4,618 repaired rails	3,280 98
	$81,059 54

—or 45 per cent. of the entire expense.

The quantity of new and repaired rails laid is equal to 32¾ miles of continuous track, or about one seventh of the whole road. This amount should be increased for the next two years, as the iron on the eastern division, not heretofore renewed (about 84 miles) has been down an average of ten years, and is badly worn, largely increasing the repairs of rolling stock.

Extensive repairs have been made to the engines, the efficiency of those in use at the commencement of the year fully maintained, and two added to the number, one of which was constructed in the shops of the company, and the other one, not in use at the commencement of the year, re-built and made a first-class engine. The company have now: 7 first-class passenger, and 26 first class freight engines; 4 second class, used for switching; and 8 old engines not in use for some years. One of these is now being re-built, and the others can be as the business of the Company may require. The company have also 31 first class, 4 second class, 11 baggage, 426 box freight, 101 platform, 35 gravel, 24 ditching, and 46 hand cars. No additions have been made, or will be required, to the number of passenger cars 20 new stock cars have been added; 157 old freight cars repaired; and 30 grain cars contracted for. These, with 16 to be built in the company's shops, will be all that will be required the coming season.

There being no construction account, all expenditures have been embodied in general account as operating expenses, and are 60.67 per cent. of gross earnings. Deducting the extraordinary expenditures, which may properly be considered construction, as the amount has been added to the property of the company, the expenses would be 53.44 per cent.

The number of way passengers carried has been 120,672; of through passengers, 9,511—total, 130,183. Total mileage of passengers, 7,725,894.

The number of tons of way freight carried was 190,671; of through freight, 115,123—total 805,-794. Total tons carried one mile, 87,175,350.

As stated above, the road passed into the hands of its present proprietors on the 21st of January, 1861. The purchase price was $7,500,000, payable and paid as follows:

In first preferred scrip stock with convertible bonds attached	$2,556,000
In full paid first preferred stock	1,095,400
" second "	1,086,800
" Common "	2,761,800
	$7,500,000

Upon examination, the road proved to be in better condition than was expected considering the financial troubles of the Milwaukee and Mississippi Railroad Company; notwithstanding which, much expenditure was, is yet, and will be for 18 months to come, required, to put it in a condition to be economically worked. The narrow means of the company while building it, necessitated much deficiency and temporary work, and the financial troubles of the same after its completion prevented renewals and repairs to the extent and at the time required for its safe and economical operation. It is believed that if the earnings will enable the company to continue the repairs and necessary station completions on last year's scale, for 18 months longer, the road will then be in a condition to be kept up to an efficient state, and run for from 50 to 52 per cent. on earnings equal to those of last year. Much diversity of opinion exists as to the productiveness of the Southern Wisconsin Branch. Being run in close connection with the main line, it is difficult to apportion to it a proper share of all expenses. No portion of the general office, organization and sinking fund expenses have been charged to it.

The earnings of the road from the 1st to the 21st of January, 1861, were: From freight, $35,-428 32; from passengers, $6,191 45; mails and rents, $3,433 12—total, $45,052 89. The total earnings of the road, therefore, from January 1st to December 31st, 1861, were: $1,153,406 67. In 1860, they were $799,841 45. In 1859, $746,-498 78. In 1858, $883,186 02. In 1857, $882,-817 89. The increase in the earnings of 1861 over 1860, were $353,565 22. The president, in his report, says:

Increase of business requires and necessitates a corresponding increase of facilities to do it.

If, as stated above, the finances of the builders of the road necessitated deficient construction, it is but natural that station facilities should mostly have been of a nature only calculated to meet the undeveloped business of the district tributary to them; hence, that as that business developes, the station facilities must be increased, completed or extended.

Reference to the monthly and yearly tables of earnings clearly shows that the business has increased, and that it is not evenly distributed over the year, but at given periods presses upon us to an extent that it cannot be properly cared for with our present facilities. To stand still is to retrograde. If we cannot accommodate business natural to us, it must and will seek other channels less natural to it. We have but a choice between progress and retrograding—the latter endangers the success of the Company by affecting the productiveness of its property.

The former necessitates additional facility, and consequent expenditure. To make such properly, prudently, and as small as possible, yet supply the deficiency, has been a cause for much careful thought and consultation.

Our rolling stock has been taxed to its utmost, and the bringing in forty per cent. of the total of our cars daily, full loaded, for weeks in succession, is proof that it was well managed; but in the face of so doing, wheat would accumulate, especially at Prairie du Chien, where for four weeks we had from seventy-five to one hundred thousand bushels waiting cars to take it. The wooden storehouse and sheds were filled, and much lay outside exposed to the weather for want of room to shelter it. The locality and nature of our buildings preclude the chance of procuring adequate fire insurance. The risk is greater than the Company can prudently and knowingly continue to run. It was forced upon us this year, but should, if possible be avoided hereafter.

Wooden buildings, with steamboats, sometimes seven at a time, on one side, and locomotives constantly passing up and down on the other, sparks showering from both, from one to two hundred thousand dollars worth of property in and around such buildings, which with the sheds, platforms, and adjoining grounds, are over-crowded, and but a few thousand dollars insurance on the whole, is an amount of risk this Company cannot prudently run.

To obviate such risks and accommodate the increasing business, we have two ways open before us.

1. By an increase of rolling stock. This would seem the most natural. One hundred new cars suitable for wheat transportation, might overcome the difficulty, unless it increases next season; but these cars would stand idle three-fourths of the year, yet would depreciate nearly as much as if in constant good use.

2. By building an elevator of about 250,000 bushels capacity.

Our present elevator, built under the receiver, was too economically built—is only of 18,000 bushels capacity. The stone walls under it, to high water mark, already require repairs. It is not available except at medium stage of water, while the busiest periods are mostly at the highest and lowest stages of water.

An elevator of 250,000 bushels capacity would, to some extent, enable a more even distribution of our business—would obviate the necessity of the purchase of one hundred new cars. While doing more business, and having the power of scattering it, we shall be less pressed for cars at some periods, and have less idle ones at others. Fire insurance can be had, and at reasonable rates. One hundred new cars would cost sixty-five thousand dollars. An elevator, as above, would cost forty-seven thousand dollars. The cars would cost repairs in ratio of ten per cent. yearly, or be worthless in ten years. The elevator would, perhaps without repairs, or at least with very slight repairs, be, ten years hence, as good as new for our purposes, and would be so arranged as to be available at all stages of water, and would pay the interest on its cost in the saving of labor, as compared with our present arrangements. Aside from all this, the elevator would give us 250,000 bushels storage room over winter—a consideration, when, as is already the case, the elevators on our station here are both filled to their utmost capacity.

These views have induced me to cause the necessary plans and contracts to be made. The elevator is required for the Fall business, and every preparation is making to have it ready in proper time. The track will have to be extended to the elevator, and proper side track arranged. The entire improvements and alterations at Prairie du Chien, including the elevator, are calculated to cost not exceeding $75,000 in the aggregate. It is not proposed to alter the passenger station at Prairie du Chien.

This Company assumed, with some alterations, the contract made between Messrs. Angus Smith & Co. and the Milwaukee and Mississippi Railroad Company, relating to elevators on the station at Milwaukee. Under that original contract, one elevator of about 350,000 bushels capacity had been built. It was inadequate for the wants. Under the altered contract with this Company, Messrs. Angus Smith & Co. built a second elevator of 800,000 bushels capacity. Both elevators are now filled, and other storage room has to be found for grain coming in. The building of each elevator necessitated docking, dredging, filling in of station grounds, and laying of track. Under the contract, this Company as well as the Milwaukee and Mississippi Railroad, were to pay the expense of such work, but Messrs. Angus Smith & Co. were to pay the interest, ten per cent. per annum, thereon. On the first contract there was yet due Messrs. Angus Smith & Co. over $10,000, which this Company paid, charging it to Milwaukee and Mississippi Railroad account. Under the second, or present contract, the amount of such work is $7,671 25. It has been paid, and likewise draws interest at ten per cent. per annum.

The amount stated above as paid Mil. and Miss. R. R. Co., was partly for a balance due Angus Smith & Co., which operated as a lien on the property, and partly for other items, rights of way, etc. All liens on the property, when paid, are charged to the Mil. and Miss. R. R. Co., and the total at the end of the year, passed to income account, merely with a view of keeping an account which shall show the payment, of liens, subject to which the property was bought.

The following statement will show the financial condition of the company at the close of the past fiscal year. The sinking fund account amounts to $131,400, by the cancelling of First Preferred Scrip stock with bonds attached to the amount of $30,000; of full paid first preferred stock $34,600; and of full paid second preferred stock, $66,800—which deducted from issues, leaves outstanding $7,368,600. This account has been opened to show the yearly investments, and the total amount cancelled. General property account is left at $7,500,000; whenever sinking fund account shall show $1,500,000 cancelled, it must be carried to general property account, which then will be reduced to $6,000,000, as required by law.

Balance of General Ledger, Dec. 31, 1861.

Cost of road		$7,500,000 00
Funds in New York		313,236 50
Operating material on hand		73,411 47
" " provided for		26,588 53
Balances due from agents and other Companies		16,866 03
Cash in hands of pay-master		3,705 28
Cash in Bank and on hand at Milwaukee		102,796 26
		$8,036,604 07
First mortgage bonds and scrip stock:		
Original issue	$2,556,000 00	
Less returned by trustees of sinking fund and cancelled	30,000 00	
		$2,526,000 00
First preferred stock:		
Original issue	$1,095,400	
Less returned by trustees of creditors of M. & M. R. R. Co., and cancelled	34,600	
		1,060,800 00
Second preferred stock:		
Original issue	$1,086,800	
Less returned by trustees of creditors of M. & M. R. R. Co., and cancelled	66,800	
		1,020,000 00
Common stock, total issue		2,761,800 00
Coupon account		17,325 00
Material reserve account		26,588 53
Convertible property and old debts accounts		141,266 59
Sinking fund account		131,400 00
Debts payable, unpaid pay-rolls and bills		58,549 62
Income account, balance		292,874 33
		$8,036,604 07

President—L. H. Meyer.

Directors—L. H. Meyer, John Catlin, William P. Lynde, W. Schall, Allan Campbell, George Smith, N. A. Cowdrey, John Wilkinson, H. L. Dousman.

Vice President and Counsel—John Catlin.
Secretary and Treasurer—Wm. Taikton.
General Manager—James C. Spencer.
Superintendent—Wm. Jervis.

The Gold Question.

The passage of the Treasury Note Bill creates a great deal of discussion and speculation as to its influence on the market price of gold. The Circular of Samuel Hallett & Co. takes ground that the effect will be to put *up* the price of gold, which is an opinion not generally conceded in by the public. The conviction is almost universal that, from the effect of subsequent provisions added to the bill by the Senate, gold will be at only a slight premium:

The creation of a new currency, to consist of the promises of Government payable at its pleasure, is naturally the occasion in which every one ventilates his own notions or ideas upon this subject, most prolific of all in theories and opinions. The views expressed are as novel as the act. We must confess that the advocates of the new currency have a decided advantage in numbers, if not in argument. The latter, whether sound or not, avails little for the present. Among the advocates of the new measure, strange to say, are the managers of the banks. Money, they tell us, is a creation of Government; the adoption of gold and silver being a mere accident. The value of money consisting of the stamp of Government, this may, they affirm, be attached to a slip of paper, as well as a bar of gold. Such is the prevailing belief, and it procured the passage of the Treasury Note Bill. This measure being now a law, its advocates predict a fall in the price of gold. "What do we want of gold," is gravely asked. "Not for hoarding, surely: nobody is hoarding. Foreign exchange is really not against us, and will soon be largely in our favor by the opening of the cotton ports. Treasury notes will furnish all the currency we may need. There being no use for gold, it must become a drug, and its price fall to a level with other kinds of currency." Such is the argument that has overcome all opposition. We are willing to await the proof; for we are very certain that this is the only thing that will have any power to convince. But at the hazard of being entirely wrong, we venture to assert that Treasury notes, payable at the pleasure of Government, are not money, but merchandise, or securities, the market value of which depends upon the popular estimate placed upon them; and that to be converted into money, they must be sold like other merchandise or securities. We expect to see these notes consequently sink very nearly to the value of the 6 per cent. bonds of Government, into which they are convertible, and gold, consequently, at a corresponding premium. The operation of what, to us appears to be a natural law, may be somewhat modified by the new provisions inserted by the Senate, and concurred in by the House—to wit: That the notes may be deposited in the public Treasury to draw an interest at the rate of 6 per cent. per annum. This provision, which is a great improvement upon the original bill, may absorb so large an amount, that the price of those in circulation may be maintained at a higher rate than Government Stocks. But at best this new currency rests upon very uncertain foundations. It may be entirely safe; that it is—it may be redeemed—so may the bond into which it is convertible. We in fact do not entertain a doubt of this. But this assurance, is only an element in *price*, does not give the notes any of the attributes of money. But, say the advocates of the new currency, "there are $250,000,000 of gold in the country, while our mines are producing more than a million per week. The premium paid at the present time consequently, must be wholly caused by spe-

culation. It is in the power of the banks, by cramming speculators, to put the prices at *par*." Such a step is earnestly advocated by several bank managers. We hope to see the experiment tried. If by legislation, or the action of the banks, a currency that costs next to nothing, and which represents nothing but a promise, can be made to take the place of the precious metals and perform all the functions of money, then we have certainly entered into the financial millennium. We have something better than the perpetual motion. At the expense of a cent we can create a dollar. If the value of money is the effigy or stamp of Government, then we have forever solved the most difficult problem of all governments—that of the ways and means. Henceforth nothing is impossible—Let us have ships to overawe the world; (unless other nations discover our secret;) an army of 600,000, at a cost of $600,000,000, and all sorts of peaceful works, among them a half dozen railroads to the Pacific; a telegraph around the world, and every material or physical development that money can bring.

Insurance Companies--Premium and Stock Notes.

THE MOHAWK VALLEY INSURANCE COMPANY—THE CONVERSION OF A PREMIUM NOTE INTO A STOCK NOTE DISCHARGES THE MAKER FROM LIABILITY.

An action was brought by the Receiver of the Mohawk Valley Insurance Company against one David Shibley, as the maker of a certain *premium* note, of which the following is a copy:

$84.00. For value received in policy No. 398, dated October 21, 1851, issued by the Mohawk Valley Insurance Company, I promise to pay the said company, or their treasurer for the time being, the sum of eighty four dollars, in such portions, and at such time or times, as the directors of said company may, agreeably to their charter and by-laws, require.

April 29, 1851. DAVID SHIBLEY.

The case was tried at the Montgomery Circuit of the New York Supreme Court, where a verdict was ordered for the plaintiff for the amount of the note, subject to the opinion of the Court, at General Term. It was proved that the note was used as an original stock note on the organization of the company. The defendant insisted that such use was without his knowledge, consent or approval, and gave evidence showing that the note was made and delivered as a premium note. But such evidence was objected to by the plaintiff's counsel, as irrelevant and improper. The court directed a verdict subject to the opinion of the court at General Term.

The General Term held that where a note is made and delivered to a mutual insurance company as a *premium* note, and not as an original *stock* note, and upon the understanding that it shall be appropriated for no other purpose than that of a premium note, the subsequent use of such note, by the company, as a stock note, without the consent of the maker, is a fraudulent perversion of its object and design, which will render it invalid, except in the hands of a *bona fide* holder. The court, however, ordered a new trial on the ground that the judge erred in directing a verdict subject to the opinion of the court at a General Term. The following is the opinion, in full, of the General Term.

BROCKES, J.—The action is brought by the plaintiff as receiver of the property and effects of the Mohawk Valley Insurance Company, and is based upon a note alleged to have been given as an original stock note, pursuant to sec. 5 of the act providing for the incorporation of insurance companies, passed April 10, 1849. The defendant denies that the note was given as an original stock note, but insists that it was made and delivered as an ordinary premium note, and that he is not liable thereon without due assessment.

The company was organized on the mutual plan, and by the case it is found that the note was made and delivered as a premium note, to be used as a premium note only, and not as an original stock note. On this point the issue of fact is determined in favor of the defendant. It is not pretended, that a recovery can be had on the note, regarded as a premium note, inasmuch as no assessment of it is averred or attempted to be proved.

But the plaintiff insists that the note was in fact used as a part of the original capital stock, on which the company organized, and it is claimed that such use of the note concludes the defendant, notwithstanding it was a misappropriation. By the case it appears that the use of the note, as an original stock note, was without the defendant's knowledge or approval. He executed and delivered it as and for a premium note, and it was then understood that it should be appropriated for no other purpose. It seems impossible, therefore, that he should be bound by its misappropriation. Its use as a stock note was a fraudulent perversion of its object and design. Having given it for a particular purpose, its diversion and appropriation to a different one, without the defendant's knowledge or consent, rendered it invalid, except in the hands of a *bona fide* holder.

The company certainly was not a *bona fide* holder of it. The note was given to the company. It was in form a premium note, carrying on its face a clear presumption against any intention that it was made to be used as an original stock note. Judge Allen when speaking of a note similar in form, remarked: "The note in the absence of evidence that it was one of the original notes of the company, will be presumed to have been received as a premium note, and the defendant only held to the liability incident to a contract of that character." The presumption was against the allegation that it was an original stock not, and it was for the plaintiff in this case to remove such presumption before he could recover in the action. How was this presumption met? It is said by the use to which the note was in fact put. But in addition to that there should have been proof that the defendant assented to such use of it, either expressly or by fair implication. Not only is there no evidence of such assent by the defendant, but there is proof conclusive, and it stands in the case as a fact, that such use was unauthorized and unsanctioned.

It is said that the evidence in regard to the purpose for which this note was given, was improperly received. Admit this, and the plaintiff has not made out a case for a recovery, inasmuch as there is no evidence to overcome the presumption that the note was, according to its terms a premium note; if indeed such evidence would have been competent against the express terms of rhe contract, without averring mistake. Such evidence (evidence of the purpose for which the note was made) was, however, admissible. It did not contradict or tend to contradict the note in any particular. It was entirely consistent with its terms and conditions. Such evidence has always been held to be admissible.

Certainly, if it was competent for the plaintiff to show, against the presumption, that it was a stock note, it was also competent to sustain the presumption by similar or other legal evidence. Evidence of the purpose for which a note is given is competent, or it would be impossible in any case to show its diversion or misappropriation. Such evidence in no way varies or contradicts the written contract.

It is urged that the note was made before the organization of the company, and that the company consequently were not bound by anything which then occurred. But the form of the note raised a presumption that it was given as a premium note, not as a stock note, hence the company were not authorized to use it for the purpose of effecting their organization, if such use would charge the liability of the maker on it, until his assent was obtained. I thing, however, the company were bound by what occurred at the time the note was made and delivered to Menness. He became the agent of the company on its organization, and signed the defendants application for insurance as the agent of the company. The company received the note from him as their agent, and having adopted his acts, must be held to be bound by the transaction. It is a general rule that where a ratification by a principal is established as to a part, it operates as a confirmation of the whole. So if the company used the note they were bound to use it according to the arrangement under which it was made and delivered. The company must be deemed, therefore, to have had notice of the purpose for which the note was given.

It follows that the company could enforce the note only as a premium note. The receivrr is in no better conditton, as he stands in the place of the company, with no greater rights. It has been repeatedly held that a receiver is subject to all the rights and equities existing against the company. Judge Bouson said that the receiver took the place of the company and stands as the representative of the company.

It is not necessary to pass upon the question whether a valid appointment of the plaintiff as receiver is shown, inasmuch as the case is conclusively against a right of recovery on the note as an original stock note.

The verdict in this case was directed, subject to the opinion of the court at general term, pursuant to sec. 26 of the code of procedure. In giving this direction I think the Judge erred. That section provides, that when upon a trial the case presents only questions of law, the judge may direct a verdict subject to the opinion of the court at general term, not to a case in which, as in this, there is a question as to the admissibility of evidence. The evidence which gives support to the defense in this case was allowed, against objection, thus raising in the case a question of evidence. It was not, therefore, regular for the judge to direct a verdict subject to the opinion of the court at General Term. The case must go back for a new trial on account of this irregularity.

☞ RAILROAD COMPANIES will oblige us by sending us copies of their REPORTS as soon as they are issued.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	535,100	6	1890	70
Stock, convert. (Coupon)	710,000	6	'65-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500.000	6	1885	70
" "	700,000	6	1880	68
" "	1,128,500	6	1875	71
" "	1,000,000	6	1867	81
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	531,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300.000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	400,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camdden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,030,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	106
2d Mortgage	600,000	7	1875	100
Central Ohio:				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	45
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	99
Consolidated 2d Mort. (S. F.)	813,000	8	1890	99
Chic. and Aur. 1st Mort.	899,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	158,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	100
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	87
1st Mortgage	3,600,000	7	------	48
2d Mortgage	2,000,000	7	------	18

Description.	Amount.	Interest.	Due.	Price.
Cincinn., Hamilton and Dayton:				
1st Mort age	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	90
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1839	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	363,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	43
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521.000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296 000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	18-5	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	86
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	104
1st Mortgage (E. Extension)	1,500,000	---	1875	104
2d Mortgage	2,600,000	---	1881	95½
Income (due 1862, '65 and '67	265,416	---	var.	88
Detriot and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,030,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	100½
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	445,000	6	1874	101
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessa.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655.000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land. 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	'62-'63	100
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	103
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	98

Description.	Amount.	Interest.	Due.	Price.
***Great Western, Ill:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	35
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	107
2d Mortgage	2,000,000	7	1860	83
3d Mortgage	1,540,000	7	1875	84
Convertible	1,002,000	7	1867	77½
Illinois Central:				
Optional Right Scrip	38,000	7	1868	64
Construction	12,885,000	7	1875	95
Construction	4,115,000	6	1875	95
Debeutures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400.000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,900	6	------	89½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	18½
2d Land Grant (Western Div.)	353,600	†	------	18½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	89
Long Island:				
1st Mortgage	500,000	6	1870	85
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24.000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	923,617	---	'59-'62	----
Memphis and Charleston:				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarksev. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	102½
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	102½
1st Mortgage (S. F.), convertible	4,153,000	8	1882	98
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	91
Northern Indiana, 1st	985,000	7	1861	89½
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	87
Detroit and Toledo	611,000	7	1876	76
1st General Mortgage (S. F.)	2,850,000	7	1885	91½
2d General Mortgage	2,465,000	7	1877	72
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chion:				
1st Mortgage (Conpon)	2,556,000	7	1891	90
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oakaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1886	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4 '8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	103
State Loan—Sch'dy and Troy	100,000	6	1867	90½
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100½
Stock Subscription	785,000	6	1883	98
Premium Consolidated Stock	7,745,000	6	1883	98
Real Estate	221,000	6	1883	98
New Convertible	3,000,000	7	1864	105½
New York and Erie:				
1st Mortgage	3,000,000	7	1867	106½
2d Mortgage	4,000,000	7	1864	104
3d Mortgage (convertible)	6,000,000	7	1883	96
4th Mortgage (convertible)	3,729,000	7	1880	85
5th Mortgage	1,277,000	7	1883	76
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,198,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	100†
2d Mortgage	1,000,000	7	1864	94½
3d Mortgage	862,300	7	1867	74
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1868	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	85,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	61
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	66½
2d Mortgage	3,077,000	7†	1861	4
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	65
Chattel Mortgage	350,000	10	------	79½
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1868	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	2,319,000	6	1875	93
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	78½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	865,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,300	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	92
Mortgage	3,103,600	6	1870	90
Mortgage (convertible)	3,586,500	6	1886	73½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	73½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	600,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
McKeesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and L.)	1,000,000	7	1872	----
2d Mortgage (O. and L.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$580,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	20
2d Mortgage	937,500	7	1863	----
3d Mortgage	436,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	(997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1866	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	6	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	86½
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	92
2d Mortgage (convertible)	2,000,000	7†	'68-'70	45½
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	77½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	49½
3d M. (L. Er., Wab. and St. Louis)	1,347,600	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	10½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	70
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54 0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30 3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,606	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	....	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	.....	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	....	209.5	...	...	.....	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	.....	.....	23.8	45,543	77,028	34,806	16	....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,141	149,477	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,688	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	136½
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	—	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '60	66.0	—	5.2	—	7	7	111	New London Northern	1,399,409	174,159	—	510,900	1,052,100	—	1,573,568	66.0	148,820	130,295	—	—	....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	1,717,523	117.4	579,659	925,075	325,573	—	....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	.....	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	....
								FLORIDA.													
— — '62	154.2	—	....	150	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	632,791	30,586	—	191,455	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	—	—	—	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153.5	—	—	—	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,986	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	161,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,028,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	882 343	454,541	—	....
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	.....	5,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	12m	....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	.....	10,195,257	168.0	.....	1,514,476	242,564	—	64½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,060,065	45.0	14 mo.	243.282	135,284	—	....
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9,344,863	*	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384.656	139,822	—	....
30 Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	57
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,000	.....	10,469,355	261.8	792,029	1,462,752	652,260	.....	68½
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2 391,000	.....	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	65½
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — —	143.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	143.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	....
— — —	—	—	....	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy	—	....
— — —	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,25	208.3	.....	823,767	.....	—	....
								INDIANA.													
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	—	—	—	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	49,550	2,108,011	109.0	363,122	400,397	133,009	—	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,699	3,458,108	110.0	.....	448,858	230,834	9	30
31 Dec. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37,219	2,031,942	84.0	.....	277,952	119,745	—	....
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	802,006	112,798	—	....
— — '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	—	—	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,949	3,060,126	135.0	201,402	230,562	99,080	—	....
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
— — '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73 0	.....	404,598	232,773	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	88 0	7 mo's.	85,233	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	5	86	Dubuque and Pacific	1,579,938	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
— — —	—	—	....	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,605	11.2	.....	.....	.....	—	●
— — '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	171.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	604,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	....
— — '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13 0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	— }	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	.....	735,312	29.0	.....	108,942	43,267	—	80
30 Jun. '61	65.1	—	....	— }				} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	.....	1,649,651	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,479	371,123	—	....
— — '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	....
— — —	27.0	—	....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
1 Mar. '61	206 0	—	....	206.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,685,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug. '60	53.7	—	....	135.8	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,533	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	—
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,630	Loss.	----	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	...	...	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	...	...	...	...	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	101
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
31 May, '59	18.5	—	—	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	49
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	402,880	290,840	9	100
31 Dec. '60	138.0	4.0	10.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,016,103	288,627	—	17
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	----
30 Nov. '60	28.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,382	184,616	8	100
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	167½
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	111
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525 954	1,045,683	439,284	8	112
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	8	81½
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,980 000	—	5,045,630	120.7	456,825	684,685	327,590	4	59½
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,865	272,299	6	99½
30 Nov. '60	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245	52,971	23,337	6	97
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	—
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	----
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,633	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	110
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,585	30,677	5	73½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	598,208	68,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	----
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	-197,513	111,691	.....	8.4	24,429	15,891	—	—	6
30 Nov. '60	79.5	7.8	25.6	—	27	46	858	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	108
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	----
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393 589	197,774	8	103
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	----
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	----
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	100½
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	40½
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,310	—	11
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,289,520	17,532	13,940,644	192.0	.....	1,881,352	888,254	—	119
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	979	1,403,409	45.7	180,153	229,332	102,604	6	54½
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	----
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	----
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
31 May, '61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,963,489	125,000	14,191,849	329.3	1,281,263	2,126,699	910,189	3	54¾
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,129	1,637,259	2,362,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	24½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	----
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	----
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	----
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	----
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	----
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	...	...	...	*Cairo and Fulton*	*	...	...	...	...	...	...	37.0	...	...	...	—	—
31 Aug. '60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	30
31 Jan. '61	168.8	—	16.8	63.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	----
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	----
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	----
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	----
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	----
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,287	—	2,085,925	788,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	----
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,582	459,659	128,366	8	84½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	----
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mass.	—	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	432,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	----
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	102½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,880	138,715	—	595,587	383,400	303,517	1,282 504	52.7	.....	59,774	21,156	—	----
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,600	25,800	3,393,900	82.0	268,657	353,101	187,136	4	51½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	647,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	----
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	108,879	3,183,741	76.0	.....	274,204	162,841	—	----
31 Dec. '60	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	122½
31 Dec. '60	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,829,478	*	—	976,943	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	----
31 Dec. '60	64.0	—	48.0	—	30	21	258	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	122
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	----
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,167,600	340,000	1,766,236	1,768,241	53.0	163,703	263,495	109,111	8	----
31 Dec. '61	33.8	—	.....	—	—	—	—	New Jersey	3,609,089	400,378	1,249,621	4,397820	688,000	—	5,628,931	33.8	.....	992,767	579,981	10	124½
31 Dec. '60	21.3	—	.....	2	6	17	—	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	----
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	----
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,718	*	—	1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	70
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	230,278	—	—	216,794	—	55,592	.....	.....	.....	15,344	3,368	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Rens. & Sarat.	—	—	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r by Western.	—	—	6	100
30 Sep. '60	34.9	—	2.6	78.6	4	6	39	Black River and Utica	1,156,289	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,185,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	593 845	187,704	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,168	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	121
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Erie.	—	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Erie.	—	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	36½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12.283	2,620,997	101.5	258,763	343,021	119,454	—	21½
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	—	7,309,042	2,601,063	6	84
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,016	4,172,192	1,311,385	11,000,000	25,326,506	2,074,795	38,401,300	496.0	3,019,000	5,180,321	1,827,406	—	35½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	12½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Central.	—	60,000	6	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,763	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79.240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	15	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by B. N. Y. & E.	22,047	—	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,366	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,664	—	—	300,000	83,000	—	—	ope	r. by Ren. & Sar.	—	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175.604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,163	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,328	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud. River.	—	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by other Co's.	—	—	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84.295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	86
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	38,572	—	—
— — '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
— — '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71.660	3,256,750	118.2	—	314,091	102,765	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	699,716	230,561	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	88
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,166	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	109
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	204,182	3,341,020	67.0	230,461	369 849	238,003	—	89
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,406	633,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	18½
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	—	519,971	493,956	—	46
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	88,128	88,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	760,000	1,800,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit. Miami.	—	170,795	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	—	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,004	64,000	33,000	—	—
1 Nov. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	102,180	52,408	—	—
— — '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	—	69,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,128	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	39	32	602	Little Miami	4,004,4 3	*	—	2,981,270	1,407,000	—	—	138.0	—	1,330,051	529,981	8	88
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,752	374,198	45,452	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	896,818	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	—	285,934	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C., C. & C.	—	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Allegheny Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94.342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1 410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	60½
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	—	—	—	2½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,831	6	—
31 Dec. '60	110.8	2.8	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,336	1,316,688	6	102
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf. & S. L.	—	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	51
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,600	679,908	342,989	6	55
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C., W. & E.	—	—	—	19
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	—	758,318	670,227	6	52
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	656,192	379,976	10	47
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	396,927	—	3,155,875	2,940,473	774,323	6,471 462	65.7	5 mos.	176,047	91,399	—	7
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581.15*	3,065 289	3,474 545	13,261,960	17,163,947	387,489	32,407,121	423.0	3,476,812	5,932,761	2,296,402	—	48½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	284,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norristo'n	1,422,977	928,455	—	1,208,500	374,300	104,720	1,742,333	24.0	—	288,657	157,194	—	44½
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	Philadelphia and Reading	20,360,412	2,174,172	127,304	11,548,929	12,008,150	—	24,358,896	151.4	—	3,312,546	1,625,985	—	22½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. & Amboy	—	125	—
1 Oct. '60	98.0	6.0	—	—	80	98	621	Phila., Wilmington and Balt.	7,800,000	0	—	5,600,000	2,200,000	—	—	200.5	(2,577	1,238,567	471,712	6½	49

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	38.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,583	29,690	—	----
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791,166	18,487,835	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	—	—	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----------	----------	----------	----------	----------	----------	----------	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----------	1,355,700	54.0	----------	----------	----------	—	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	----	Schuylkill Valley	573,616	*	—	568,150	----------	----------	573,616	24.5	----------	34,501	29,604	2½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	383,004	864,450	789,970	60,821	1,724,227	----------	----------	96,227	54,582	—	----
31 Dec. '59	148.0	—	20.0	140.0	—	—	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	----------	114,126	61,848	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----------	----------	29.6	----------	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	----------	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,060,314	*	—	1,500,000	2,200,000	293,895	----------	78.0	199,878	238,420	860,389	—	44
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	----------	----------	62.0	240,449	331,522	108,782	5	55
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	----------	13.6	23,514	23,005	1,278	—	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	----------	----------	1,916,515	217,577	----------	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
— — '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	----------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	----------	----------	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,067,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,333	----------	----------	----------	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	—	—	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859.	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,204	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	3 149,167	—	----
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	----
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----------	----------	----------	----------	—	----
1859.	100.0	—	30.6	55.8	—	—	----	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	----
1859.	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859.	----	—	----	—	—	—	—	Nashville and Northwestern	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275,000	240,000	171,566	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	290.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	----------	90.7	116,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	579,119	6,385,045	119.6	349 440	334.368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----------	----------	----------	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,317	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	----------	—	1,350,000	----------	----------	1,380,695	ope	r. by Vt.	Central	----------	—	105
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----------	----------	23.7	47,950	45,930	8,522	—	77
31 Aug. '60	54.0	10.6	----	—	—	—	----	Western Vermont	1,083,500	*	—	332,000	700,000	----------	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	----
								VIRGINIA.													
31 Aug. '59	41.3	—	[illegible]	—	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	187.7	270,846	450,427	222.214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,265,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201.344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,059,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	544,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,238,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	19.9	—	----	----	----	*Milwaukee and Minnesota*	7,400,000	*	—	7,400,000	----------	----------	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '60	191.9	42.5	28.3	—	----	----	----	*Milwaukee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	----------	883,186	439,943	—	21
— — '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '61	104.0	—	----	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	22 1,850	68,438	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	----------	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 July '61	161.0	—	----	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,500	188,000	----------	7,150,000	16.10	400,075	1,771,780	363,670	—	----
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----------	----------	----------	----------	----------	----------	----------	81.0	166,245	----------	----------	—	11
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	12
0 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,503,128	31,351,133	----------	46,954,261	761.0	2,049,997	1,069,219	4,000	6	33
— — '59	229.0	128.0	----	—	87	128	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	----------	----------	357.0	1,360,900	----------	----------	3	----
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	37,081	----------	----------	—	----
— — '59	95.0	1.6	----	—	17	20	237	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	254,530	----------	----------	—	----
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	89,222	----------	----------	—	----
— — '59	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
								NEW BRUNSWICK.													
1 Oct. '60	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	----------	----------	4,451,012	108 0	193,683	116,225	41,985	—	----
July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,390,000	13,100	136,000	1,779,232	60 0	----------	132,555	36,670	—	----
								NOVA SCOTIA.													
— — '59	81.5	—	----	60.1	----	----	----	Nova Scotia	----------	----------	----------	----------	----------	----------	----------	61.5	----------	----------	----------	—	----
								NEW GRANADA.													
31 Dec '61	48.7	—	----	—	—	—	—	Panama	8,000,000	*	620,804	5,000,000	2,400,000	—	9,608,530	48.7	----------	1,539,859	1,110,652	12	121½

New York Stock Exchange.

Highest Sale Prices for the week ending Feb. 26.

	Th.20.	F.21.	Sat.22	M.24.	Tu.25.	W.26.
Federal Stocks:—						
U. S. 6s, 1871	....	....	....	....	....	....
U. S. 6s, 1874	80	80¼	....	81¾	85	85
U. S. 5s, 1865	....	....	....	90	....	....
U. S. 6s, 1881, reg.	90¼	....	....	91	92¼	....
U. S. 6s, 1881, cou.	90	90¼	....	91	91¾	92¼
U. S. 6s, 1862	98¼	....	....	....	99	....
U. S. 6s, 1867	....	....	....	....	....	....
U. S. 6s, 1868	....	91¼	....	92	....	....
State Stocks:—						
California 7s	84¼	85¼	....	86	87	87
Georgia 7s	....	....	....	....	....	....
Illinois Coupon bonds 85	87	....	90	90¼	90	
" Canal bonds	....	....	....	....	....	88
Indiana 5s	....	....	....	....	....	....
Kentucky 6s	88	....	....	....	....	88¼
Louisiana 6s	....	....	....	....	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	87	....	88	....	89¼	
Minnesota 8s	88¼	....	....	....	....	....
Missouri 6s	49¼	54¼	....	54¼	56¼	56¾
Do. iss. to H.& St.J.R.	63¼	70	....	67¼	....	67
New York 6s, 1866	....	....	....	....	....	....
North Carolina 6s	....	73	....	71¼	73	73
South Carolina 6s	....	....	....	....	....	....
Ohio 6s	....	....	....	100	99¼	99
Tennessee 6s, 1890	57¼	62¼	....	62¾	65	65
Virginia 6s	....	63	....	....	64	....
Railroad Shares:—						
Buffalo & State Line	....	....	....	....	....	....
Chicago, Burl. and Q.	64¼	65¼	....	64¼	....	64¼
Chicago and Rock Isl.	54¼	56	....	56¼	56¼	57
Clev., Col. and Cin.	109	....	....	....	110	109
Clev. and Pittsburg	16¾	17¼	....	17¼	18	18¼
Clev. and Toledo	44¼	45¼	....	46¼	46	46
Del., Lack. and West.	....	....	....	....	....	....
Galena and Chicago	68¼	69¾	....	69	69	68¼
Hudson River	38¼	38¼	....	37¼	37	36¾
Illinois Central (scrip)	62¼	65	....	65¼	65¼	65¼
Michigan Central	54	54¼	....	54¼	54¼	54¼
M. S. and N. I. guar'd,	44¼	46¼	....	46¼	47¼	49¼
M. S. and N. I.	22¼	23¼	....	23	23¾	24¼
Mil. and P. du Chien	....	20¼	....	20¼	20¾	21
M. and P. du C. 1st pref.	....	77	....	....	77	77¼
M. and P. du C. 2d pref.	56¾	....	....	....	57	....
New Jersey	....	....	....	....	....	....
New Jersey Central	....	....	....	....	....	....
New York Central	82¾	83¼	....	84¼	84	84
Erie	35	35¼	....	34¼	35	35¼
Erie pref.	58¾	59¼	....	58¾	59¾	59¾
Erie Assessment Scrip	....	....	....	....	....	....
N. York and Harlem	....	12¾	....	12¾	12¼	12¼
N. Y. and H. "pref."	30¼	30¼	....	30¼	30¼	30
Panama	....	121	....	121¼	....	....
Phila. and Reading	....	42¼	....	44	44	44¼
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	....	....	....	....	....	82
Chic. and N. W. 1st M.	....	....	....	....	47	48
" " 2d M. 17	17	....	....	....	18	18
" S. F.	....	....	....	....	87	....
Cl. & Tol. S. F. 7 p.c. '85	85	....	....	85	86	....
Chi., Bur. and Q. 8 p.c.	....	99	....	99¼	....	99
Chi. and R. I. 1st M. '70	....	100	....	100	....	100
D. L. & W. 1 M. 8 p.c. '71-5	....	....	....	....	....	....
" 2 M. 8 p.c. '81	....	....	....	....	....	....
Gal. & Ch. 1 M. 8 p.c. '63-100	....	....	....	100	100	....
" 2 M. 8 p.c. '75	....	98	....	....	....	....
Hann. & St. J. 1 M. 8s	....	40	....	....	....	....
Hudson R. 1 M. 7 p.c. '69	....	107	....	....	....	....
" 2 M. 7 p.c. '60	....	....	....	....	83	....
" 3 M. 7 p.c. '75	....	86	....	85	84	....
" sink. fund	....	....	....	....	101¼	....
Illinois Centr. 7 p.c. '75	93¼	93¼	....	....	....	95
" " 6 p.c. '75	93¼	93¼	....	....	....	95
L. Erie & Wab. 1 M.	....	....	....	77¼	....	77¼
" " 2 M. 48	....	....	....	50	49¾	49¾
La Crosse & Mil. L. G.	....	....	....	....	....	....
Mil. and P. du C. 1st M.	....	90	....	....	90	....
Mich. Cen. S. F. 8 p.c. '82	....	....	....	....	....	....
" conv. 8 p.c. '69	102	102	....	102	....	102¼
Mich. Southern 1st M.	91	....	....	....	....	....
" " 2d M. Ass.	....	....	....	....	....	....
" " 2d M.	69¼	....	....	70	70¼	72
" " S. F.	....	....	....	89	90¾	91¼
M. S. & N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M. 8 p.c. '77	....	....	....	....	....	....
Northern Ind. 1 M.	89¾	90	....	90	90¼	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
N. Y. C. 6 p.c. certif. '83	98	98	....	98	....	....
" 1 M. 7 p.c. '64	103	....	....	....	....	....
" bonds 1876	....	....	....	....	....	....
N. Y. & E. 1 M. 7 p.c. '67	....	....	....	106¼	....	....
" 2 M. 7 p.c. '64	....	....	....	....	....	....
" 3 M. 7 p.c. '83	....	96¼	....	96	96¼	96
" 4 M. 7 p.c. '80	85	86	....	86¼	....	....
" 5 M. 7 p.c. '83	....	....	....	....	....	....
" conv. 7 p.c. '62	....	....	....	....	....	....
" " 7 p.c. '71	....	....	....	....	....	....
" S. F. '75	....	....	....	....	....	....
N. Y. & H. 1 M. 7 p.c. '73	101	101	....	....	101	100¾
" 2 M. 7 p.c. '64	....	....	....	....	94¾	94¼
" 3 M. 7 p.c. '67	....	....	....	....	....	....
Miscellaneous:—						
Del. and Hud. Canal	96	95	....	....	....	....
Penn's Coal Co.	....	....	....	....	....	85
Pacific Mail S. S. Co.	93¾	94¼	....	94	93	92

The following are the closing prices in the London Market on the 8th February:

United States 5s, 1874	66	to	68¼
Virginia 6s	47¼	"	48¾
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	60	"	62
Erie shares, ex assessment scrip	28¼	"	29¼
Erie shares, 7 per cent. preference	47¾	"	48¾
Erie shares, assessment scrip	1¾	"	2
Illinois Central 6s, 1875 x.c.	77	"	79
Illinois Central 7s, 1875	79	"	80
Illinois Central $100 shares, $80 paid, dis.	44	"	43
Illinois Central, all paid	53¾	"	54¼
Michigan Central 8s, Convertible, 1869	81	"	83
Michigan Central Sinking Fund 8s, 1862 x.c.	83	"	85
Michigan South. and North. Indiana 7s, 1885	..	"	..
New York Central 6s, 1883	78	"	80
New York Central 7s, 1864	86	"	88
New York Central 7s, 1876	86	"	88
New York Central 7s, 1876	86	"	88
New York Central $100 shares	70	"	72
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 x.c.	85	"	90
New York and Erie, 3d mort., '83, assented	77	"	78
New York and Erie, 4th mort.	..	"	..
New York and Erie Bonds, 1862, '71, '75	..	"	..
New York and Erie shares, assented	..	"	..
Panama, 1st mortgage 7s, 1865	97	"	100
Panama, 2d mortgage 7s, 1872 x.c.	97	"	100
Pennsylvania Central 6s	82½	"	83¼
Pennsylvania Central 2d mortgage	83	"	85
Pennsylvania Central $50 shares	34	"	35
Philadelphia and Reading $50 shares	17	"	19

American Railroad Journal.

Saturday, March 1, 1862.

Share and Money Market.

The Share Market, after showing great buoyancy the first part of the week, and an advance of two or three per cent., and a much larger one on Border State Stocks, has fallen off under realizations, and the absence of exciting intelligence. Governments form an exception to the fall, the prices for these remaining firm. The Treasury Note Bill which passed on the 25th ult., has yet exerted no apparent influence upon the market. This provides for an issue of Treasury Notes of $150,000,000 in addition to the issue in July of $50,000,000, and makes the latter receivable for custom duties. The bill makes all the notes legal tender in all contracts, public and private. It will be weeks, we presume, before they can be issued. Money has been active for the week, owing, chiefly, to the demand for stock operations, which have been unusually heavy. American gold is weaker, selling on the 27th down to 102½. Exchange is also dull and weak, selling nominally at 113½ to 114¼.

The interest, due March 1, on the mortgage bonds of the Cleveland and Pittsburg Railroad Company, will be paid at No. 25 William street, by H. C. Kingsley.

The interest on the Second and Third mortgage Bonds of the Erie Railway Company will be paid on presentation of the coupons at the office of the Treasurer, in Erie Place, on the first day of March inst.

At the same time and place the holders of the certificates of D. S. Gregory and J. C. B. Davis, Trustees, will receive payment of the coupon of the Fourth Mortgage bonds, due April 1, 1860, with interest from May 1, 1861, to March 1, 1862.

The Covington and Lexington Railroad Company being unable to pay the principal of the 1st mortgage bonds, maturing on the 1st of March, 1862, asks an extension of the same for ten years, and proposes to issue new coupon sheets to be attached to the bonds. Holders are requested to present the bonds for the new coupon sheets to Schuchardt & Gebhard, No. 21 Nassau st.

The balance of principal unpaid of St. Louis County Bonds, due Dec. 1, 1861—say 50 per cent., with three months' interest thereon, making $508 75 upon each bond—will be paid on and after 1st March, upon presentation at Bank of Commerce in New York.

The 5 per cent. dollar bonds of the State of Alabama, due 1st November last, at the Phœnix Bank, will be paid, principal and interest, by Messrs. Duncan, Sherman & Co.

Central Railroad Company of New Jersey.

This company is a consolidation of the *Elizabeth and Somerville* and the *Somerville and Easton* Railroad Companies. The former company was chartered in 1831, and empowered to construct a railroad from Elizabethport to Somerville, a distance of about 25 miles. The road was completed and brought into use in March, 1839. The latter company was chartered in 1847, to continue the line from Somerville to the Delaware, and by supplement to its charter in 1849, was authorized to purchase the former road, and to change its title to that of the "Central Railroad Company of New Jersey." Under the original charter, 9¼ miles, from Somerville to Whitehouse, had already been constructed at a cost of $236,461. In July, 1850, the two companies were consolidated. The construction of the extension was commenced in September of the same year, and completed and the road opened to Phillipsburg, opposite Easton, 63.80 miles from Elizabethport, in July, 1852. In 1856, a second track was completed from Elizabethport to Hampton, a point of junction with the Warren (Delaware, Lackawanna and Western) Railroad, 48 miles, and a third rail laid for the wide gauge cars of that road. Extensive accommodations have also been provided at Elizabethport for the coal trade of the two companies. By agreement between them, the Central Company receives 1¼ cent per ton per mile from the Delaware, Lackawanna and Western Company for the use of its road; the former furnishing motive power for its trains. The contract is a perpetual one, but subject to revision every five years. The company also has an arrangement with the Lehigh Valley Railroad Company, whereby coal is transported over it from the Lehigh mines—the two companies sharing in expenses and profits in ratio of mileage, after allowing 26 cents per ton to the Lehigh Valley Company for the use of its cars. From Elizabeth to New York, 14 miles, the cars of the Central are drawn over the road of the New Jersey Company, at a charge of 15 cents per passenger.

The amount of capital stock authorized was $2,500,000, which has since been increased to $3,630,000, by the conversion of second mortgage bonds, income bonds, wharf loans, and six per cent. loans. The funded debt of the company is as follows:

First mortgage 7 per cent coupon bonds $1,400,000. The original issue was $1,500,000, dated August 1, 1850, and payable, principal in three series of $500,000 each—one in 10 years, one in 15 years, and one in 20 years, and coupons semi-annually, Feb. 1, and Aug. 1, in New York. The series which became due in 1860, the holders were allowed to extend to 1870, and new sheets of coupons annexed to the bonds, with the exception of $100,000, which were not presented in time, and were therefore paid at maturity.

Second mortgage 7 per cent. coupon bonds,

$600,000. The original issue was $1,500,000, dated May 1, 1855, and payable principal in 20 years, and coupons semi-annually, May 1, and Nov. 1, in New York. $900,000 of these bonds, together with $88,000 income 7 per cent. convertible bonds, $100,000 six per cent. loan of 1859, and $57,000 wharf loans of various dates, amounting in all to $1,145,000, have been converted into stock. The bonded indebtedness has thus been reduced $1,245,000. We give elsewhere the report of the company for the past fiscal year. Since 1853, the company have paid dividends amounting in the aggregate to $1,498,293, or 60 per cent., an average of nearly 7 per cent. upon the capital stock, viz:

In 1853.....	5	per cent. or	$76,359
In 1854.....	7	"	117,173
In 1855.....	.	"	.....
In 1856.....	7	"	140,000
In 1857.....	3½	"	70,000
In 1858.....	10	"	200,000
In 1859.....	7½	"	170,000
In 1860.....	10	"	361,460
In 1861.....	10	"	363,000
Total	60	"	$1,498,293

War Debt of Kentucky.

The following is a statement of the amount of money borrowed from the banks since the re-organization of the Military Board in September last:

From the Bank of Kentucky	$500,000 00
" Northern Bank	350,000 00
" Bank of Louisville	200,000 00
" Farmers Bank	250,000 00
" Commercial Bank	100,000 00
" Bank of Ashland	35,000 00
	$1,435,000 00
Amount borrowed prior to the re-organization of the Board	80,000 00
	$1,515,000 00
Add to this the amount of the direct tax apportioned to Kentucky	713,695 33
And we have	$2,228,695 33

—as the aggregate of the War Debt of Kentucky at the present time.

(From the London Engineer.)

The Railways of the World.

(Continued from p. 140.)

Spain.—The Madrid and Alicante line, 282 miles long, increased by the Toledo and Cuidad Real branches to 370 miles, has been open for a considerable length of time. The line from Madrid to Jadraque is 65 miles long; that from Barcelona *via* Saragossa to Pamplona is 337 miles long, and 99½ miles of other railway line also extend from Barcelona. A railway of 80½ miles is open between Cordova and Seville, a line extending 94¾ miles from the latter point to Cadiz. A line 73 miles long reaches from Valencia to Almansa, 60 miles north of Alicante, on the railway connecting that port with Madrid. In the north, about 255 miles of railway are open from Santander and Barcena inland, and extended (with the exception of an interruption at the Sierra de Guadarama or Cantabrian Mountains), southward *via* Valladolid with a branch to Burgos.

We have thus enumerated 1,875 miles of Spanish railways, but it is believed that about 1,450 are now open in Spain, while upwards of 1,000 miles more are in course of construction, the contemplated "system" covering the whole kingdom from Bayonne to Cadiz, and from Corunna to Alicante, and thence along the Mediterranean to the French frontier. The actual cost of Spanish railways already executed may be set down at £26,000,000.

Italy.—We have already, improperly perhaps, included the Lombard lines with the great Austrian system to which it belongs. Thus, besides the line entering Milan from Venice, the South Austrian Company work the line from Piacenza to Bologna, and from Plaisance to Bologna, the Piacenza line being 105, and the Plaisance line 91 miles long. Of the whole "system" of 1,294 miles, upwards of 300 are in that part of Italy now subject to the rule of Victor Emanuel. Including this portion, the whole mileage of railways in the kingdom of Italy was, a few months ago, 1,115. Of this, 524 miles were at work, besides 66 miles about to be opened within the Sardinian territory, 212 in the Emilia, 222½ in Tuscany, besides 121 miles in construction, and 125 miles nearly completed in the Neapolitan territory. The Bologna and Ancona, 126 miles long, has since been opened, and, altogether, the present length may be taken at 1,350 miles. In our concluding summary we shall deduct from the mileage already given for Austria the 200 miles of Italian line worked in connection with the South Austrian system, and shall thus give full credit to Italy in respect of railway enterprise.

The Roman States.—The line towards Naples is reported to have so far progressed that it was expected to run locomotives to Ceprano, by the present year. The line to Frascati already open is 11½ miles long, besides a short branch.

Russia.—The St. Petersburg and Moscow line, 400 miles, is owned by the Russian Government, and its cost has never, we believe, been stated officially. Bayard Taylor, an intelligent traveller, who spent some time in Russia and paid much attention to this railway, states that its cost was £18,000,000, or £45,000 per mile.

The Grand Russian Railway Company had 501 miles of line at work at the date of their last report, and expected to open 568 miles more early in the ensuing season. As the company has been authorized to abandon its Southern line to the Crimea, the complete *reseau* will include 1,069 miles only, instead of nearly 2,600, as originally intended. The company's capital has been fixed at £20,000,000, most of which probably has been expended.

The St. Petersburg and Peterhof line, owned by Baron Stieglitz, is 18½ miles long, and is about to be extended to Narva.

The Riga and Dunaburg line, owned by an English company, is 135 miles long, and we may estimate its cost at £1,500,000.

The Warsaw South Western line, extending to the Austrian frontier, and including branches, is 235 miles long. Taking its cost at £3,500,000, we shall have 1,289½ miles, and £43,185,000 capital expenditure, represented in part by extensive works in progress.

Denmark.—The following enumeration includes the railways in Schleswig and Holstein.

Altona and Kiel, 65 miles; and branches to Itzehoe and Rendsburg, 42 miles. Flensburg to Tonning, with branch to Rendsburg, 70 miles; and Copenhagen to Corsoer, 56 miles. The Lubeck branch of the Berlin and Hamburg line, 29 miles long, is in Holstein.

We thus have 262 miles of railway in Denmark, the cost of which may be taken at £3,000,000.

Norway.—The Norwegian Trunk Railway, from Christiania to Eidsvold, is 42 miles long. The Stor Hammer line, of 21 miles, has been opened from the Trunk line to Elverum, and the Kongsvinger line, which is above 60 miles long, is expected to be opened in the spring.

Sweden.—From Gottenburg, the Government railway is open for 113 miles to Toreboda, in the direction of Stockholm. About 50 miles of railway are open also from Malmo, nearly opposite Copenhagen. Of the Royal Swedish Railway extending towards Lake Wener, 45 miles are open. A line of 80 miles is completed also from Gefle inland to Falum. There are thus 288 miles of railway open in Sweden, which have probably cost about £5,000,000, the Government having contracted a debt of £2,200,000 for railway purposes.

Belgium.—The railway system in Belgium is the most complicated, for its extent, of any on the globe. Its extent is now 955 miles, divided in at least 24 lines, most of which are worked by the State. The mileage given includes the Sambre and Meuse line, and that portion of the Great Luxemburg within Belgium, the remainder properly belonging to Holland. The capital expenditure on the Belgian lines has probably reached £18,000,000.

Holland.—The Dutch lines may be set down as 308 miles, including 37 miles of the Great Luxemburg, and portions of other lines which, although not absolutely in Holland, are part of its own railways, and are not included with those of other countries. The Dutch lines have probably cost about £6,000,000 all told. The Government of the Netherlands have resolved to carry out an extensive system of railways, embracing, in addition to those already noted, 668 miles of "first class," and 171 miles of "second class" railway. These lines will involve the construction of extensive bridges, some of which will require to have spans of unusual width.

Switzerland.—The Swiss lines are already upwards of 600 miles in extent, and a large sum has been voted to their extension, *via* the Splugen pass, into Italy.

Portugal.—The two lines, one from Lisbon to Porte d'Asseca, and the other from Barreiro to Vendas Novas, and measuring together rather more than 80 miles, are all that are yet in operation. During the past year, however, upwards of 22,000 men have been employed on the new lines.

Turkey.—In European Turkey the Kustendje and Black Sea line, 40 miles long, and costing £300,000, is open. In Asiatic Turkey, 40 miles of the Smyrna and Aidin line are at work. The whole length of this line will be 80 miles, and its cost is estimated at £1,200,000.

Algeria.—The Algiers and Bildah line has been commenced, and also the Constantine and Philippeville line.

Egypt.—The Alexandria, Cairo, and Suez line, 204 miles long, has cost, probably, about £1,000,000.

NORTH AMERICA.

Returning now to America, the length and cost of British American railways being already given, we come to the United and Confederate States. These countries have, together, by far the most extensive railway system in the world. The railway companies do not report to the national Governments, and only in a few States is any report made to the local Governments. The length and cost, however, of all the lines in the States have been carefully collected, for many years by trustworthy statisticians, among whom the most authoritative is Mr. Henry V. Poor, of New York, for many years the editor of the *American Railroad Journal*. These statistics gave the following results on the 1st of January, 1861, or one year ago:

United States.	Miles open.	Cost.
Six New England States, including 149 miles leased to G'd Trunk of Canada..	3,715¼	£30,249,842
N. York, New Jersey, Pennsylvania, Delaware, Maryland & Dist. of Columbia.	6,922	72,382,200
Ohio, Mich., Indiana, Illinois, Wisconsin and Iowa	10,333	79,579,612
California	70	740,741
Missouri and Kentucky	1,344	10,689,237
Total in the "loyal" States.	22,884¼	£193,591,632
CONFEDERATE STATES.		
Railways in the 11 seceded States	8,784	48,793,300
Total, United and Confederate States	31,168¼	£242,384,932

The railways in the "loyal" States have cost on the average £8,648 10s. per mile. Those in the Confederate States have averaged £5,555 per mile. The average cost of all the lines in the United and Confederate States has been £7,777 per mile.

Of the whole cost of £242,384,932, it is estimated, by the best authorities, that £60,600,000 are held in debentures and shares (chiefly the former), in Great Britain, and probably £40,000,000 on the continent. The gross earnings of all the 31,169 miles was estimated for 1860 at £28,806,584, or 12 per cent. on the whole cost, the net earnings being similarly estimated at £12,245,678, or 5 per cent. As, however, more than one-half of the whole cost of American railways is represented by debentures, bearing from 6 to 10 per cent. interest, the actual average dividends on shares could hardly have averaged as much as 3 per cent., and the whole share capital of American railways did not, previous to the breaking out of the present war, average much more than 50 per cent. of its par value in the share market.

On the 1st of January, 1861, there were, in the 34 States, and in addition to the 31,169 miles of railways then open, 17,080 miles, on which more or less work had been done, making the total of lines constructed, and in course of construction, 48,101 miles. Thus, in the State of Texas, which had but 294½ miles of railway open, there were 2,572½ miles in progress. Minnesota, which had no railways open, had 1,167 miles in progress.

The progressive increase of railways in the States is shown in the following statement of the miles open and in use at the end of quintennial periods:

1831	54 miles
1836	1,102 "
1841	3,319 "
1846	4,870 "
1851	8,856 "
1856	21,440 "
1861	31,169 "

This increase is strikingly illustrated in certain of the principle States, North and South, as follows:

	Miles in 1861.	Miles in 1851.	Increase.
Ohio	3,057	497	2,560
Pennsylvania	2,943	...	.....
Illinois	2,924½	148	2,777
New York	2,809	1,304	1,505
Indiana	2,055	215	1,843
Virginia	1,805	413	1,392
Georgia	1,402½	655	737
Massachusetts	1,314	1,150	164

In Mexico a short line is open from the city of Mexico towards Vera Cruz.

West Indies.—In Cuba upwards of 500 miles of railway are open and in use, the average cost of which may be taken at £11,000 per mile, equal to, in all, £5,500,000.

SOUTH AMERICA.

New Granada.—The Panama Railway across the Isthmus of Panama (Darien) is 49½ miles long, and cost £1,600,000, or say £32,000 per mile. The net receipts have averaged about £400,000, or 25 per cent. on the cost.

Venezuela.—Two or three lines have been commenced—one from Puerto Coabello to San Felipa, a distance of 53 miles, and another running from La Guayra towards Caraccas.

Brazil.—In Brazil 27 miles of the Bahia line are open, and up to the 30th of June last £1,236,405 had been expended on the whole line, open and in progress.

There are also open 36½ miles of the Pernambuco line, the cost of which, thus far, has been £1,409,000.

The Don Pedro II. Railway is open for 38 miles from Rio de Janeiro to Belem, and 220 miles are in course of construction.

On 88 miles of the San Paulo line £314,000 had been expended up to the date of the last report.

Chili.—In Chili the Copiapo Railway extends from the Pacific coast at Caldera, 74 miles inland, *via* Copiapo to Pabellon, whence the Copiapo Extension Railway, 26 miles long, extends to Chanaxillo, 100 miles from the sea. A branch of 53½ miles is in course of construction by the Copiapo Extension Railway Company.

From Valparaiso a line of railway has been opened for nearly one-half the distance of 110 miles to Santiago, the Capital of the Republic. Another line is in progress from Santiago southward to Talca, a distance of 162 miles, upwards of 60 miles being open.

Peru.—Three lines are open in Peru—the Arica and Tacna, 38½ miles long, and one of 8¾ miles from Callao to Lima, and one from Chorillas to Lima. These three lines, nearly 50 miles in extent, may be set down at, in all, £500,000.

RECAPITULATION.

Great Britain and Ireland:	Miles open.	Cost.
England and Wales	7,583	
Scotland	1,486	
Ireland	1,364	
	10,433	£348,140,327
India	1,408	34,306,445
Canada	1,826	20,648,049
New Brunswick	175	1,050,000
Nova Scotia	99	1,000,000
Victoria	183	9,878,233
New South Wales	125	1,750,000
Cape of Good Hope	28	500,000
Total, Gt. Britain & Col'ies.	14,277	£417,353,054
Continental Railways.		
France	6,147	184,440,000
Prussia	3,162	44,080,000
Austria, deducting 300 miles in Lombardy and Central Italy, but worked as part of the South Austrian "system"	3,165	45,243,400
Other German States	3,239	58,302,000
Spain	1,450	25,000,000
Italy	1,850	25,000,000
Rome	50	1,000,000
Russia	1,289½	43,185,000
Denmark	262	3,000,000
Norway	63	700,000
Sweden	288	5,000,000
Belgium	955	18,000,000
Holland	308	6,000,000
Switzerland	600	10,000,000
Portugal	80	1,600,000
Turkey	80	1,000,000
Egypt	204	4,000,000
Total	22,692½	£476,550,460
North and South America,		
Exclusive of British America, the railways of which are included with Great Britain and Colonies.		
United States	22,384½	£193,591,632
Confederate States	8,784	48,793,300
Mexico	20	200,000
Cuba	500	5,500,000
New Granada	49½	1,600,000
Brazil	111½	5,000,000
Paraguay	8	80,000
Chili	195	2,000,000
Peru	50	500,000
	32,102½	£257,264,932
Grand total of all the railways in the world	69,072	1,151,168,446

Inasmuch as the particulars given for the various countries are in some cases derived from returns a year, and in a very few cases two years old, it is probable that the actual extent of railway now open in the whole world is about 70,000 miles; and that the capital expenditure to date has been nearly £1,170,000,000.

Syracuse and Cortland Railroad.

This is a short road, only about four miles in length, connecting the village of Sycamore in DeKalb county, with Cortland, a station on the Dixon Air Line Railroad. We are informed that it is a paying investment for the shareholders. William J. Hunt is President and Treasurer, and Norman Beckley, Superintendent.

Commercial Prospects of the Country.

We copy from the Circular of Samuel Hallett & Co. the following remarks in reference to the Foreign Commerce of the country, which, considering the existence of civil war, is certainly in a very favorable position.

The country has now passed through the most trying period, as far as its foreign commercial relations have been concerned, to which a civil war has exposed it, in a manner which has fully justified the ground taken by ourselves in the outset, that it could part with cotton as an article of export, and still maintain its position as creditor in the great family of nations. In an aggregate of exports for 1860, of $372,000,000, cotton stood for $191,000,000. The relation of the latter to the aggregate exports for 1861 was not much different. At the commencement of the civil war, the crop for 1860–'61, had fortunately nearly all reached market. That of 1861–'62, none whatever. We have now reached a period at which the greater part of the crop has usually gone forward, and the whole of it in a position to be realized upon, without using a single cotton bill, or feeling the necessity of using one to make good foreign balances against us. During the year just closed we have imported at least $50,000,000 in specie, to make good balances in our favor, nearly the whole of which still remains in the country. Our mines in the same time have produced at least $65,000,000. The Northern States alone, without realizing a penny on cotton, have been able, within the year, to accumulate at least $115,000,000 in the precious metals, as a capital to be drawn upon in the future, without foreign balances against us, or balances that will call for shipments of gold exceeding for the future, the regular produce of our mines. The year that has closed has been one of great domestic losses, but no embarrassment whatever has been caused on account of foreign commerce, our importations having been reduced in vastly greater ratio than our exports.

But the opening of the spring bids fair to find us in a stronger position than ever in reference to our foreign trade. There were never before such extensive accumulations of breadstuffs in the interior. These will begin to come forward in two months, upon the opening of the canals. We shall have consequently in greater abundance than ever, the staples which make up the bulk of our exports for 1861. In sixty days more, peace will be restored to the entire Tobacco producing section of the country, including perhaps Virginia, so that tobacco will be speedily added to the list of our exports. Kentucky and Missouri are now cleared of rebels in arms, and will soon resume their wonted commerce. It is altogether probable that the next sixty days will witness the opening of every important cotton port, and order restored to a large portion of the cotton States. We have seen enough to prove that all that is wanted to bring forward a large amount of the cotton, is protection against a cabal, which has overawed the whole South, even in sections where the unionists greatly outnumbered the rebels. A fair crop has been grown. It must come to market. All that is wanting is a way, and this will soon be provided by the success of our arms. In the next six months, it is more than probable that we shall have cotton bills to the amount of $100,000,000, in addition to exports from other sources quite equal to our imports, and which will create a balance to a nearly equal amount in our favor, a portion of which must be liquidated in gold; for under the high rates of duty which are likely to prevail, we do not see how we can largely increase our imports over the past year. Upon many

articles which we have been accustomed largely to import, the duties are nearly prohibitory, and must immediately cause a large amount of capital to be invested in this country in their production.

As far as our foreign relations are concerned everything is as favorable as could be desired. We cannot fail to keep other nations largely in our debt. At home the prospect of a speedy termination of the war is fast solving some of the most difficult problems before us. We can certainly see the end of the war. The Treasury Note Bill in its present shape is an unfortunate measure; but we trust we shall not repeat it. Certainly we need not if Congress will only provide an adequate system of taxation. The worst feature in the future, is an inflation in prices, and a wide difference in the market value of gold and a paper currency; but this may in time be restored by providing adequate revenues, which shall convert the Treasury Notes into machinery for their collection, and thus render the market and nominal value of the two currencies identical. It is in the government finances that all our danger for the future lies. The people of the North never possessed greater elements of prosperity. Their industries were never more prosperous or productive. If government will display the prudence and capacity in the management of its affairs that the people have in theirs, all will be well. The Treasury Note Bill has been, by the action of the Senate, divested of many of its worst features, though the most objectionable of all, the legal tender clause, still remains.

Lake Trade and Lake Defences.

We have a copy of a report of the Committee of Public Defence of Buffalo, of which Mr. Vice-President Filmore is President, from which we make the following extract of the American and Canadian Tonnage of the Lakes and River St. Lawrence in 1861.

UNITED STATES TONNAGE.

Description.	No.	Tonnage.	Value.	Av. Tons.	No. of Men.	Total Men.
Steamers	71	40,125	$1,493,300	565	25	1,775
Propellers	182	56,203	2,597,100	309	20	3,640
Barks	44	18,331	447,300	416	12	528
Brigs	70	20,613	107,600	294	11	770
Schooners	789	174,015	4,496,800	220	10	7,890
Sloops	10	345	5,750	34	4	40
Total	1,166	309,632	$9,447,850	—	—	14,643

CANADIAN TONNAGE.

Description.	No.	Tonnage.	Value.	Av. Tons.	No. of Men.	Total Men.
Steamers	76	24,544	$1,175,600	321	25	1,900
Propellers	21	4,748	207,600	226	20	420
Barks	18	6,787	189,600	377	12	216
Brigs	16	4,278	93,500	266	11	176
Schooners	200	30,885	752,100	154	10	2,000
Sloops	10	345	6,100	56	4	20
Total	336	71,505	$2,414,600	—	—	3,732

Condition of Minnesota.

The annual message of the Governor of Minnesota, states that the total expenditures in 1861 were but $76,000; a reduction of two-thirds since 1858. The population of the state is 200,000; an increase of 28,000 since June 1st, 1860. The farmers in three years have nearly doubled the dominion of the plough and the reaper. In place of importing a part of their food, their exports of grain have swollen, in the same short period, to three or four million bushels. In the meantime the expenses of the state government have been reduced; the state tax has been lessened twenty per cent., while the taxable property has largely increased.

The products of Minnesota for 1861 are estimated at the following values:

Products of agriculture	$6,000,000
Products of manufactures	2,500,000
Furs, cranberries, ginseng, and other products	350,000
	$8,850,000

The taxable valuation being about $39,000,000, this is equivalent to a return of about 22 per cent. The exports of wheat in 1861 are given at about 3,000,000 bushels, against 1,650,000 bushels in 1860, and 370,000 bushels in 1859.

Hudson River Railroad.

The annual report of this Company, made to the Legislature, for the year ending September 30, 1861, gives the following statement of business:

EARNINGS.

From Passengers	$1,037,655 88
From freight	892,570 22
From other sources	58,787 64
Total	$1,989,013 74

EXPENDITURES, OTHER THAN FOR CONSTRUCTION.

For transportation expenses	$1,422,552 32
Interest	695,547 99
Total	$2,118,100 81
Construction account; 1860	$11,800,445 50
Construction account, 1861	12,094,599 95
Increase	$294,154 45
Expenditures more than earnings, for year ending Sept. 30, 1861	$423,241 52

HUDSON RIVER RAILROAD STOCK AND DEBTS.

Capital stock as by charter	$4,000,000 00
Amount of stock subscribed	3,770,926 59
Amount paid in as by last report	3,758,466 59
Total amount now paid in of capital stock	3,758,466 59
Funded debt, as by last report*	9,107,000 00
Total amount now of funded debt*	9,137,000 00
Floating debt, as by last report	182,106 10
The amount now of floating debt	773,411 27
Total amount now of funded and floating debt	9,910,411 27
Average rate per annum of interest on funded debt	6.9 per cent.

* Mortgages amounting to $226,750, given for real estate, purchased in the City of New York, during the year 1860, not included in the above.

Montreal and Champlain Railroad.

The annual meeting of this Company was held in Montreal on the 12th ult., at which the following gentlemen were elected Directors for the ensuing year:—Wm. Dow, E. M. Hopkins, Wm. Malson, John Ostell, W. E. Phillips, Johnston Thomson, Wm. Workman, Chas. S. Peirce, and W. Macdonald.

The Report of the Directors was submitted, from which we learn that the business of the past, compared with the previous year, was as follows:

	Earnings.	Expenses.	Nett.
1860	$229,820 01	$136,349 62	$93,470 39
1861	213,706 63	123,247 26	90,459 37
Decrease	$16,113 38	$13,102 36	$3,011 02

Extraordinary expenditures are included in the above, amounting in 1860 to $9,255, and in 1861 to $6,510. The amount of interest paid was $94,011 27. The report says:

Your Directors have the gratification to announce that an agreement has been concluded and carried into effect with the Grand Trunk Company, for the joint use and occupation of the line from the Tanneries Junction, and of the Bonaventure street Station, as a City Terminus; the rental from which will hereafter add to your Company's revenue. Much mutual advantage is expected from this arrangement (so long called for by the public) as the two Companies are brought into closer and more friendly relations.

The question of continuing your line into a more central part of the city, is still under the consideration of the Corporation; it is hoped their decision will result in carrying out a public improvement so very desirable.

The connection with the Grand Trunk at St. Lambert, alluded to in last year's report, is already productive of favorable results.

The Stanstead, Shefford, and Chambly Railroad was completed to Stukely Line, beyond Waterloo last season, not however in time to afford any facility to summer tourists to visit Lake Memphremagog, but it is anticipated that much of the pleasure travel will take advantage of that route in future.

The tracks and bridges of your line are in good order, ten of the latter in the Rouses Point section having been rebuilt in the past year.

Your Directors are enabled again gratefully to report that no passenger has sustained personal injury within the year, showing that the employees in charge of your trains have been careful and attentive.

Since their election last year your Directors have used every exertion to effect a consolidation of the Company's indebtedness, in accordance with the provisions of the Act of 1860. They regret to say, their efforts have been unsuccessful.

The failure is not attributable to the state of the Company's own affairs, but rather to the great distrust exhibited by the monied interests in Canadian Railway enterprises. This difficulty combined with the unsettled state of American affairs, has compelled your Directors to suspend for the present, their negotiations in the English Money market.

Bonds to the amount of £50,000, secured by a first mortgage on the Lachine Section of your Road, matured on the 11th inst. It is hardly necessary to state that the Company has been unable to meet them, but an effort has been made to overcome any difficulty on that account by inducing the holders of the Bonds to grant a delay of one year, to enable the Company to make further efforts to consolidate its debts. The holders of £37,000 of Bonds have already granted such delay.

In conclusion, your Directors now about to retire from office, take the liberty of impressing upon the Stockholders the permanent necessity of effecting a consolidation of the entire Bonded and Floating debt, a measure in which both Bond and Stockholders are deeply interested.

The nett revenue of the Road is more than sufficient to meet the interest on the proposed Consolidation Loan of £300,000 sterling, and your Directors trust the new Board may feel with them that a day should not be lost in devising means to carry out the desirable object.

Railways in Iowa.

Iowa is one of the young giant states of the West, whose progress is almost of a mythical character. Settled almost within the recollection of the youngest inhabitant, its fertile, beautiful prairies, its varied landscape of hill and valley, and its mineral wealth, have attracted a large population, and the tide of immigration has hardly yet begun. In 1840 the territory of Iowa contained 43,112 inhabitants, all told. In 1850 it had become a state, and had a population of 192,114. In 1860 the number reached 674,948, or an increase of over 300 per cent. in a single decade. Notwithstanding the extreme youth of the state, and the exceedingly financial depressed condition of the entire country for nearly one half the period of its existence, it has inaugurated, and in a measure completed, a system of railways which is ahead of many of the older states, and bids fair to rival a large majority of them. Iowa has more lines of railway completed to-day than Kentucky. The following is a list of railways

chartered, with their contemplated length, and the distance already completed, within the boundary of the state

	Whole length.	Miles completed.
Burlington and Missouri	276½	120
Chicago, Iowa and Nebraska	82	82
Cedar Rapids and Missouri	240	40
Dubuque and Sioux City	320	141
Dubuque, Marion and Western	90	51
Keokuk and DesMoines	140	92
Keokuk and Muscatine	68½	25
Mahaska County	12	12
Mississippi and Missouri, about	300	85
Oakaloosa Branch	103	50
Total	1,632	598

The area of Iowa is 50,914 square miles. There is therefore complete and running one mile of railway to about seventy-five square miles of surface; but as few of the roads are completed one hundred miles west of the Mississippi, and the state is nearly 300 miles in breadth, in the settled portion of the state there may be said to be about one mile of railway to twenty-six miles of surface.

Proposed Lines: Minnesota and Cedar Rapids R. R.—North Missouri R. R.—St. Louis to Ottumwa—Open, St. Louis to Macon City in Missouri, 168 miles. Platte County R. R.—Parkeville, Mo., to Council Bluffs, Iowa, 150 miles. Open, Weston, Mo. to Savannah, Mo., 52 miles.

It will be seen that Iowa will be crossed from east to west by three grand trunk lines, viz: The Dubuque and Sioux City, the Cedar Rapids and Missouri Line, branching to Dubuque, Clinton and Davenport on the Mississippi, and the Burlington and Missouri Railroad Line branching to Davenport, Muscatine, Burlington and Keokuk. There is no line as yet which proposes to cross the state its whole length from north to south, and as facilities are afforded for this class of business by the east and west lines, and the rivers Mississippi and Missouri, it is probable that a strictly north and south line of railroad will be delayed some long time yet. The agricultural and mineral wealth of this state are but just beginning to be known and developed, and it is quite probable that the next ten years will exhibit even a greater increase of population and resources than the past.—*Chicago Tribune.*

Railroad Earnings--Weekly.

The earnings of the St. Louis, Alton and Chicago Railroad for the 2d week in Feb., were:

1862	$19,100 92
1861	22,515 69
Decrease	$3,414 77

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 2d week of February, 1862, were:

For passengers	$3,330 81
For freight	11,049 79
For mails and rents	1,015 94
Total	$15,396 54
Corresponding week, 1861	9,489 08
Increase	$5,907 46

The earnings of the Toledo and Wabash Railroad for 2d week of Feb., 1862, were $11,983 42
Do., 1861 12,135 33
Decrease $151 91

The earnings of the Galena and Chicago Railroad the 3d week in Feb., 1862, were $23,569
Do., 1861 18,189
Increase $5,380

The earnings of the Cleveland and Toledo Railroad for the 3d week in Feb., 1862, were $21,876
Do., 1861 20,561
Increase $1,315

The following are the earnings of the Buffalo, New York and Erie Railroad for the first half of

February, 1862	$31,100 98
Do., 1861	17,751 28
Increase	$13,349 70

The earnings of the Detroit and Milwaukee Railroad for the week ending February 13th,

1862	$10,217 00
1861	5,734 73
Increase	$4,482 27

The receipts of the Grand Trunk Railway of Canada for the week ending Feb. 15, 1862, were:

10,846 passengers	$22,382 56
Mails and sundries	3,432 28
13,397 tons of freight and live stock	60,199 27
Total	$86,014 11
Corresponding week, 1861	42,226 94
Increase	$43,787 17

The traffic of the Great Western Railway of Canada for the week ending Feb. 21, 1862, was as follows:

Passenger	$10,992 45
Freight and live stock	38,695 82
Mails and sundries	1,289 93
Total	$50,978 20
Corresponding week of last year	40,034 20
Increase	$10,944 00

The earnings of the Michigan Central Railroad, for the 3d week of Feb., 1862, were $38,776 10
Do. 1861 26,454 10
Increase $12,322 00

The Chicago and Rock Island Railroad earned the 3d week in February, 1862 $20,642 00
Do., 1861 15,154 48
Increase $5,447 52

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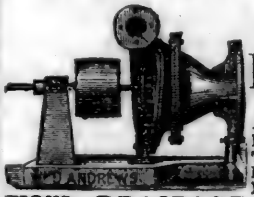
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OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, Feb. 10, 1862.

AT a meeting of the Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY, held at their office in New York, this day, it was

Resolved, That an assessment of FIVE DOLLARS per Share, upon the Scrip Shares of the Capital Stock of the Company, be, and the same is hereby called, payable on the 10th of March, 1862; and that the same be payable on the Stock registered in the City of New York at the office of the Company in that City; and on the Stock registered in London, at the office of Messrs. ROBERT BENSON & Co., London; and that parties desiring to pay their assessment in London, may pay the same at the rate of four shillings and two pence sterling to the dollar.

Resolved, That the transfer books be closed on the afternoon of the 1st March next, and re-opened on the 10th of the same month; and that no transfer be permitted on or after that day of Shares upon which the foregoing assessment shall not have been paid.

THOMAS E. WALKER, Treasurer.

NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, Feb. 6, 1862.

SEVENTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of Three per cent. on the capital stock thereof, payable on the 20th day of February inst. upon stock registered at New York, Boston, or Albany, and on the 20th day of March next, upon stock registered at London. Stockholders whose stock is registered at New York, will receive their dividends at the office of DUNCAN, SHERMAN & CO.; those whose stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose stock is registered at Albany, at the ALBANY CITY BANK; those whose stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s. 1d. to the dollar. The transfer books, which are now closed, will be re-opened at New York, Albany and Boston, on the morning of Monday, the 24th day of February instant.

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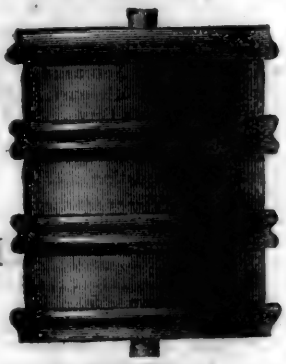


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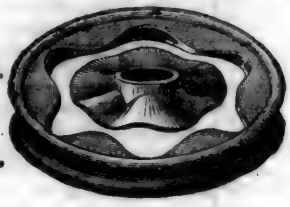
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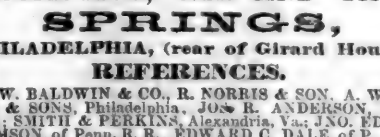
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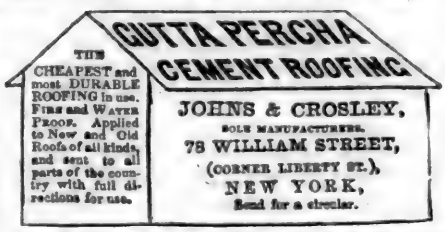
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6.	" 15 "	"	1 to 1	18.	" 28 "	"	¼ to 1
7.	" 15 "	"	1½ to 1	19.	" 30 "	"	1 to 1
8.	" 16 "	"	¼ to 1	20.	" 30 "	"	1¼ to 1
9	" 16 "	"	1 to 1	21.	" 30 "	"	1½ to 1
10.	" 18 "	"	¼ to 1	22.	" 32 "	"	1 to 1
11.	" 18 "	"	½ to 1	23.	" 32 "	"	1¼ to 1
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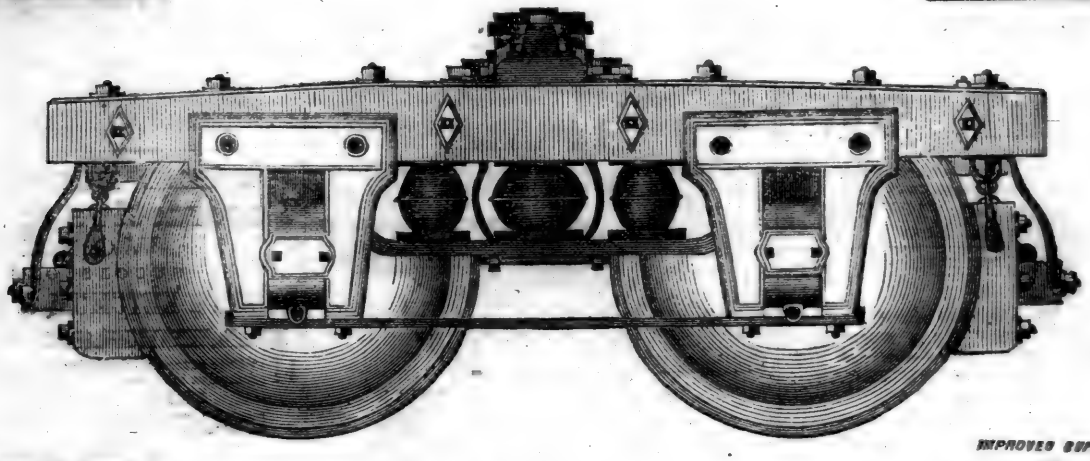


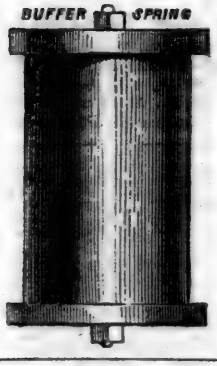
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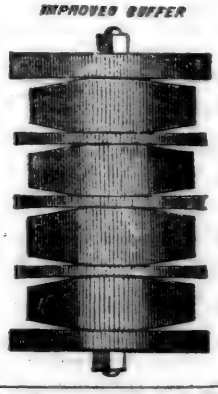




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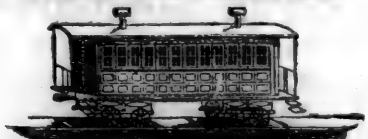
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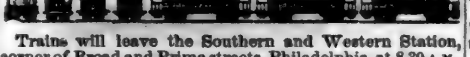
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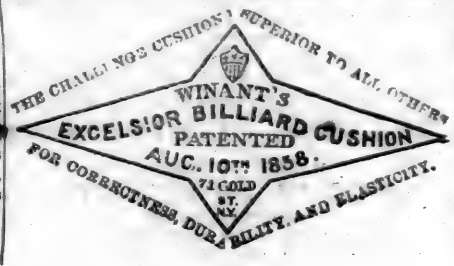
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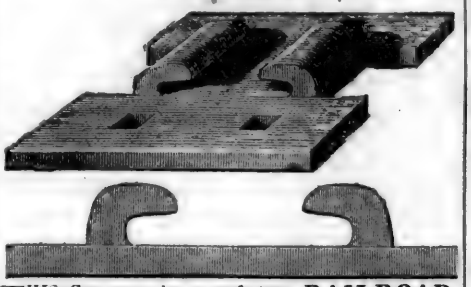
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With **Single** or **Double Continuous Lips,** weighing from eight pounds each, to any size required. Also,
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Weighing from seven to eighteen pounds each.
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Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops.

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LOCOMOTIVES,
EITHER FOR BURNING WOOD OR COAL,
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

EDITED BY

HENRY V. POOR AND JOHN H. SCHULTZ.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, March 8, 1862.

Foreign Commerce of the United States for 1861.

We have the Annual Report on the Finances of the Country for the year ending June 30th, 1861. The total value of the imports are shown to have been $334,350,453, against $362,163,942 for 1860—a falling off of only $27,813,489. Of the imports, $46,339,611 were in specie, against $8,556,135 for 1860, showing a reduction in imports of merchandise equal to $65,602,965. The total exports were $248,505,454, against $400,122,296 for 1860. The exports of specie for the year were $23,799,870, against $56,946,851 for the year previous. The falling off in the exports of general merchandise, or produce, consequently was $183,431,861. The value of cotton exported is put down at only $34,051,483, against $191,806,555 for 1860; the excess in value for that year being $157,755,078. The total crop for 1860, of 3,656,000 bales, went to market, and it is probable that the value of that exported was fully up to $175,000,000, of which amount $140,948,517 was not reported to the Treasury, in consequence of the seizure by the rebels of the Custom-houses in the seceding States. The whole crop went into commerce, and the ordinary business relations between the North and the South were not discontinued till after its proceeds were distributed as fully as in former years. The falling off in the exports of tobacco was not so great as in cotton; the value of that exported for 1861, being $13,784,710, against $15,906,547 for 1860. The value of exports of Rice for the past year were $1,382,178 against $2,567,399 for the previous one. The exports of both of these articles for 1861 were probably as great as in 1860. If we assume that the value of Southern produce exported for 1861, deducting cotton, of which the crop was a short one, to equal that exported for 1860, we shall have a larger exportation for the whole country for the past year, than for 1860, with a reduction of imports, exclusive of specie, of more than $65,000,000. The large balance that was manifestly in favor of the country, resulting from its foreign commerce of the last fiscal year, explains the financial ease which has prevailed, and which enabled us to accumulate specie reserves unprecedentedly large.

The cotton went forward at a very early day at high prices. When the Southern ports were closed, they were entirely clear of produce. The demand for breadstuffs then set in, which has continued to the present moment. The exportation of these have not been affected by the war. In the meantime our imports had become reduced one-half their ordinary volume, enabling our people to meet the payment of them, for the first time, almost, in their history, with the produce of the Northern States. The value of the exports, being the products of agriculture of these States was $101,655,833 for 1861, against $48,451,894 for 1860. But no portion of the crop of 1861 went forward in that year. It is probable that the exports of domestic produce for 1862 will exceed that of 1861 by at least $50,000,000. With the exports of manufactures, and the products of the forest and the sea, and foreign merchandise re-exported, together with some portion of the tobacco and cotton crops, and perhaps the whole of them, it will be readily seen that we are likely to have the balance of trade with foreign nations still more largely in our favor for the current than the past fiscal year. The falling off in our exports, counting cotton out, will be by no means in ratio to that of our imports. The imports into the port of New York, for the first six months of the present fiscal year, have been only $60,196,000, against $131,941,000 for the previous year. The exports of domestic produce, for the same period, were $81,810,000 against $66,990,000 for 1860—a result most remarkable and most fortunate, considering the trying position of the country.

St. Louis, Alton and Chicago Railroad.

We have received a copy of the Second yearly report of the Receiver of this road to the trustees, of which the following is an abstract:

The earnings of the road for the fiscal year ending December 31, 1861, were:

From passengers	$426,388 96
" freight	630,420 82
" mails	24,127 58
" express, etc.	17,528 03
	$1,098,464 89

And the expenses were:

Repairs of road	$112,818 18	
" bridges	13,597 98	
" build'gs, etc.	13,913 71	
" locomotives.	62,075 46	
" cars	112,728 88	
Locomotive running	126,728 10	
Traffic expenses	189,765 54	
General charges	65,744 97	
		646,372 27
Total net earnings—41.16 per cent.		$452,092 62

Extraordinary renewals, viz:

Locomotives	$12,025 00
Cars	12,507 98
Road	133,118 81
Bridges and culverts	39,945 90
Buildings, etc.	14,459 67
	212,056 86
Balance of earnings	$239,935 76

The receipts of the road from December 5th, 1859, (the commencement of the Receivership) to December 31, 1860, being five days less than 13 months, amounted to $994,569 40. The expenses of its operation, and maintaining its ordinary repairs and rolling stock, for the same period, amounted to $768,783 20, or 77.52 per cent. of its receipts—being an excess of 18.68 per cent. over the average expenses of 1861.

The cost of extraordinary renewals in 1859-'60 were $285,517 70; in 1861, $212,056 86—making a total of $497,574 56. In addition to which the

sum of $317,017 34 has been expended in the extinguishment of liens and liabilities directed to be paid by the "Decree," besides other general expenses, inclusive of interest on loan from bondholders, amounting to $212,056 76—making a total of $814,591 80 met from earnings, less $240,405 70 loan from bondholders and receipts from other sources, leaving the total balance of assets in the hands of the Receiver December 31, 1861, over and above current and outstanding liabilities, inclusive of cash and stores, of $88,759 68, from which $22,054 58 should be deducted for the interest of 1861, due on bondholders' loan, now being paid, leaving the assets proper of the Receivership December 31, 1861, $66,695 10. Its liabilities outstanding under the decree creating it, it is impossible to fix until the Commissioners, appointed to examine and verify various claims, file their award. If the liabilities of all classes outstanding are fixed at $580,000, and $50,000 of assets on hand as available in reducing them, about $530,000 will have to be met by the future profits of the road, or liquidated by arrangements between the trustees and the creditors, before redeeming the road from the jurisdiction of the U. S. Court.

The decree of Nov. 30, 1859, directs that $50,000 be expended annually out of the net earnings of the road in defraying the expenses of extraordinary renewals. As this appropriation was inadequate to meet the outlays of necessary improvements, the Court ordered an additional expenditure of $400,000, which, if we include the present year, it being the third of the Receivership, gives the right to expend $550,000 on permanent renewals. Of this sum, $497,574 56 have been expended, leaving $52,425 44 as applicable to future renewals.

Since the 3d of December, 1859, 14 locomotives, 6 passenger (including 1 sleeping car), 2 mail and express, 30 box freight, 20 cattle and 20 platform cars, costing in the aggregate $190,489 60, have been added to the equipment of the road; which amount is included in the cost of permanent renewals.

The lease of the Joliet and Chicago Railroad, which expired on the 1st of July last, has been continued since as a verbal agreement, subject, however to the conditions previously made, viz: $1,666 66 per month in consideration of the exclusive right to use and control its road stations and depots, with the benefit of its local business. 2d, the division of gross earnings of the line from Chicago to Alton, in proportion of 220 to 37, these numbers being the respective length in miles of each road. 3d, 35 per cent. is retained by the Receiver out of the proportion of gross earnings on the division above stated, for the operating and other expenses of the two roads, besides $3,333 33 per month is computed as compensation for use of rolling stock, divided in the proportion of 220 to 37. 4th, the Joliet and Chicago Railroad Company maintains at its own cost, the repairs of its track, stations, turn-outs and depots.

The traffic over the Terre Haute road between Alton and East St. Louis, is fixed by an agreed tariff, and freight carried by the Alton Packet Company is adjusted on like conditions. The amounts paid for service performed from December 5, 1859 to December 31, 1861, has been as follows:

	1860.	1861.
Joliet & Chicago R.R.	$118,111 84	$130,315 51
T. H. Alt. & St. Louis	37,620 13	27,057 56
Alton Packet Co.	42,103 46	21,226 26

The machine shops, a portion of the engines, and the important bridges are insured for $190,000 at a cost of $2,915 62.

The traffic of 1861, as well as that of the previous year, confirm the importance of the local over the through—the amount received from freight and passengers on the former being equal to 82.75 per cent of the total receipts of the road.

Within the last two years, new and re-rolled iron, to the amount of about 15 per cent. of the total iron in the main track has been substituted for rails most worn. So much of the old iron taken from the track as was fit has been repaired and re-laid—the remainder re-rolled and re-laid as new iron. Over 200,000 new cross-ties have been placed in the track. Two bridges, each 550 feet long, have been replaced with new and well constructed truss bridges.

During the past year 90,000 cubic yards of earth have been used in filling old and trestle bridges, and in widening embankments; 120,000 ties have been laid in the track; more than forty miles of track have been ballasted; considerable ditching has been done for the draining of the roadway; two new water tanks have been erected; a new coach house built at Bloomington; the engine house at Bloomington enlarged; a new engine house built at Alton; and nearly all the station buildings repaired and painted.

There have been used in repairs and renewals of road the past year 1000 tons of new, 607 tons of re-rolled, and 1,780 tons of repaired rails; 126,435 new ties; 16,047 wrought, and 3,450 cast chairs; and 185,000 lbs. spike. It is estimated that there will be required during the coming year 2,552 tons re-rolled and 1,584 tons repaired iron; 170,000 cross-ties, 21,000 chairs; and 183,000 lbs. of spike. In 1863 there will be required 2,552 tons re-rolled and 1,584 tons repaired rails; 95,000 ties; 5,000 chairs, and 155,000 lbs. spike.

The company have 50 locomotives; 80 passenger, 9 baggage and mail, and 754 freight cars.

General Balance Sheet.

Earnings since Dec. 5, 1859.	$2,093,034 29	
Loan made to Receivers	225,502 50	
Earnings prior to Dec. 5, 1859.....	13,077 78	
Balance at credit of insurance acc't.	362 92	
Old machinery sold	1,462 50	
Balances due to sundry persons....	114,098 26	
	$2,447,538 25	
Ordinary expenses	$1,415,155 47	
Extraordinary "	497,574 56	
Interest on loan to Receivers to Dec. 31, 1860	17,825 94	
Paid J. A. Mattison	61,530 12	
Loan to trustees	2,360 84	
Back wages.	195,070 80	
Other loans and liabilities directed to be paid by the decree....	40,230 14	
Loss on Illinois currency	12,980 71	
Balance due on loan to Receivers paid December 31, 1861	1,962 87	
Stores on hand unused	26,562 00	
Balances due by sundry persons ...	148,476 13	
Cash in hand....	27,809 77	
	$2,447,538 25	

Receiver—James Robb.
Superintendent—C. H. Allen.
Treasurer—Joseph Price.

New London Northern Railroad.

The New London Northern Railroad is the successor of the New London, Willimantic and Palmer Railroad, which was commenced in 1848, and completed in 1850. The original company soon fell into financial embarrassments, and in consequence was forced into liquidation. At that time it was owing three classes of bonds, viz: First mortgage 7 per cent. coupon bonds, $500,000, issued in 1849, and payable in 1859, 1864, and 1869, interest payable May 1 and Nov. 1, in New London; Second mortgage, 6 per cent., $300,000, dated in 1850 and payable in 1857; and income and convertible 6 per cent. bonds, $152,000, dated in 1851 and payable in 1870—making a total of $952,000. It also owed the city of New London $100,000. The amount of capital stock paid in was $510,900. The proceedings for foreclosure being in favor of the first mortgage bondholders, they were authorized by law to convert their bonds with interest into the stock of the new company, which now constitutes its total share capital. All other kinds of indebtedness was cut off by the foreclosure. The road is 66 miles in length, extending from New London, Ct., via Norwich, Willimantic and Stafford, to Palmer, Mass., and cost, including equipment, $1,573,569. The following is a statement of its cost, earnings and expenses from 1851 to 1860, inclusive:

	Cost of road, etc.	Gross earnings.	Operating expenses.	Net earnings.
1851 ..	$1,450,400	$168,469	$86,200	$82,259
1852 ..	1,511,111	114,410	62,519	51,901
1853 ..	1,524,329	128,715	73,820	54,891
1854 ..	1,527,827	137,060	79,031	58,029
1855 ..	1,594,882	124,043	64,732	59,311
1856 ..	1,603,230	120,571	75,866	44,705
1857 ..	1,608,230	115,803	78,790	37,013
1858 ..	1,575,147	104,464	73,622	80,842
1859 ..	1,573,569	119,146	119,146	.. ....
1860 ..	1,573,569	130,295	130,310	(loss, $15)

During 1859, 1860 and a portion of 1861, the road was operated by trustees of the First mortgage bondholders. No report, except to the Legislature, has been made since 1858.

The organization of the present company was completed, March 31, 1861, and the directors received from the trustees possession of the road and all its equipment on the 1st of April, 1861. We have received the report of the directors giving a statement of the operations of the road from that time to the 31st of December last, during which time the earnings were:

From passengers	$44,403 55	
" freight.	41,547 13	
" mails, express and rents..	7,884 34	
		$93,835 02
And the expenses were:		
Repairs of road	$9,998 42	
" rolling stock 10,082 39		
New bridges	12.026 87	
Salaries and wages	16,989 42	
Rent to City of New London.	2,250 00	
Fuel	9,036 19	
Fencing.....	4,256 64	
Oil and waste	1,324 51	
Taxes and insurance	1,015 00	
All other expenses..... ...	9,685 16	
Interest	3,000 27	
		79,664 87
Balance net earnings.....		$14,170 15

The road, when delivered up by the trustees, had the ordinary stock of wood and materials on hand; also about 100 tons of old rails, which have been

applied towards the purchase of new iron. The company also received from the trustees $401 89 in cash.

On the 13th of April, a contract was concluded between this company and the Norwich and Worcester Railroad Co. and the Norwich and New York Transp. Co., to continue in force till July 1, 1871, by the terms of which the latter agreed to transact their through passenger and express freight business over that portion of the road lying between New London and Norwich. In order to accommodate this business, a new wharf, depot accommodations, side tracks, etc., were required, involving an expenditure of $85,936 53. The payment of this amount was provided for by a mortgage to the Savings Bank of New London for $25,000, and the issue of $60,000 7 per cent. bonds, payable in ten years, secured by a mortgage of all the road and equipment in the State of Connecticut. At the date of the report only $36,500 of these bonds had been sold.

When the road passed into the hands of the trustees, it was found that extensive repairs and renewals were required to place it in a safe and reliable condition. Measures were accordingly taken for the rebuilding and general repairs of road, bridges, buildings and equipment. The work was commenced in April, 1859, and has progressed to the present time with favorable results. Of the bridges built by the old company, only five were covered. All the rest, 26 in number, have been re-built and properly covered. They measure 2,187 feet in length, and may be expected to remain serviceable for 30 years. All the pile bridges have been re-built with top pile timbers, ties and iron, and additional piles. About 900 tons of iron have been added and 10,238 rails repaired and replaced—making over 24 miles of track renewed. Over 9,000 chairs, 23 tons of spike and 83,000 cross-ties have been placed in the road. Extensive repairs and additions have been made to the motive power and rolling stock. The equipment now consists of 7 locomotives; 7 passenger, 4 baggage, 32 house freight, 49 flat, 8 gravel and 8 hand cars. A large and convenient workshop has been erected at New London, a new car house at Palmer, a turn-table at Norwich, and 5,500 rods of fence on the line of the road. These extensive repairs and expenditures have required the purchase and use of over 3,000,000 feet of timber and lumber, 800 tons of iron and steel and 10 tons of nails, exclusive of railroad iron and spike.

Although the stockholders have not been directly remunerated by dividends, still the large amount expended, has placed the road in good condition, and been the means of circulating its receipts in New London and upon the line of the road. Over $100,000 have been expended in the city of New London, and $130,000 on the line of the road for labor, materials, etc.

On the 1st of January last the directors declared a dividend of $2 per share, amounting to $12,042 76—leaving a surplus of $2,132 23.

BALANCE SHEET, January 1, 1862.

First mortgage bonds surrendered	$602,138 00
Stock cancelled	601 89
New wharf and depot	85,936 53
Due from agents and U. S. Gov.	976 14
Cash on hand	13,287 69
	$702,940 25
Capital stock	$602,138 00
Seven per cent. bonds issued	86,500 00
Due Savings Bank mortgage	24,800 00
Bills payable	24,300 00
Bond for cancelled stock	601 89
Received from Trustees	401 89
Due agents	23 48
Dividend	12,042 76
Profit and loss	2,132 23
	$702,940 25

President—HENRY P. HAVEN.
Superintendent—RICHARD N. DOWD.

Hudson River Railroad.

The following is a statement of the earnings of the Hudson River Railroad since Sept. 30, 1861. The increase of the five months will do something toward compensating for the unfavorable showing of the annual report for the fiscal year ending Sept. 30, 1861, submitted to the Legislature:

Earnings for—	1860-'61.	1861-'62.		
October	$193,951	$173,261	Dec.	$20,690
November	169,549	197,662	Inc.	28,113
December	220,370	246,283	Inc.	25,913
January	223,157	307,330	Inc.	84,173
February	205,343	281,568	Inc.	76,225
Increase in Nov., Dec., Jan. and Feb.				$214,424
Decrease in October				20,690
Increase for five months				$193,734

The annual report of the Hudson River Railroad is made up to September 20, 1861, the above figures show the increase of earnings since that time.

Financial Condition of the Country.

At no time since the commencement of our political troubles have affairs presented an aspect so favorable as at the present moment. The financial condition of the Northern States is very satisfactory, while the steady extension of the authority of the United States is enlarging the area of their trade, which is fast assuming its wonted volume. The following *resume* from the Circular of Samuel Hallett & Co. gives a cheerful, and we believe a correct view of the financial condition of Government and the country:

We have now reached a point at which we can daily witness progress toward the solution of the embarrassments by which the nation has so long been surrounded, and which at one time created in the minds of many, great apprehensions as to the maintenance of our national integrity. With military success every thing else follows as a matter of course; not perhaps instant pacification, but such a strengthening of the arms of government as to render continued resistance entirely hopeless. The capture of Nashville is perhaps more important than would be that of Richmond. If that point could not be held nothing can. Its capture has been followed by the evacuation of other important points, among them Columbus and Bowling Green; and though it may not be a termination of the campaign in the West, it renders the issue there no longer doubtful.

The assumed confidence in the strength of government has had the natural effect upon its securities, which have largely advanced. They are still low, in consequence of the immense prospective issue; but it is certain that at about the ordinary rate of interest, government can now command the available capital of the country, provided, of course, that the various tax measures proposed make their appearance in due time, and are satisfactory, of which no doubt is now felt. The passage of the Treasury Note Bill will give it at once $100,000,000; while the issuing of certificates of indebtedness for the demands against the Treasury, to bear 6 per cent. interest, and payable in a year, will prove a most efficient aid to the Treasury, as they will in effect, be a loan to the amount issued. They are considered so desirable a security, as to be readily taken at about par. The two measures, consequently, will do all that can be done for the immediate necessities of government, and give it so large an amount of money, as to relieve all apprehensions for the future, confident as the people are that a few months more will see an end to the rebellion.

Such, to-day, is the position of government. Its relations to capital are now most favorable. The suspension of specie payment unquestionably immensely increased its present means, whatever may be the final effect of this step. The next question naturally asked, is—how will all this influence business and trade. There can be no doubt that the tendency of both will be toward an inflation; for the new currency is to act the part of capital, while the shape in which the claims against the Treasury are to be put, will tend to draw out and put into circulation all the active capital of the country. Business, consequently, will receive a great impetus. What will be the effect upon the price of money? It will certainly make it very active, and keep up the rates and may end in creating a scarcity; especially should the present abundance lead to speculation in real estate and other kinds of property. But we have so little experience of the kind, it is perhaps useless to predict the result, as this may be greatly modified by causes which, at this early day, cannot be taken into consideration.

With regard to commercial affairs, the season opens most favorably. The possession of the Tennessee and Cumberland rivers, has already been followed by an order opening them to the trade of the whole country. This is both politic and beneficient. The government makes no distinction, but the moment we regain a foot of territory, we restore the rights it has forfeited, without too nice an inquiry into the guilt of the people occupying it. We leave no apology for contumacy; neither do we inflict unnecessary humiliation. The result will be an immediate restoration of trade, however long political matters may remain in abeyance. The Southern people show no disposition to resort to the desperate expedients of destroying, so often threatened, either themselves or their property. We may regard, therefore, the Cotton question as pretty nearly solved. A fortnight more ought to take us to Memphis, which is the great entrepot of the Northern district of production. With the war closed, as it speedily will be, the entire crop of the great valley can come to market through the Northern routes, should the blockade of New Orleans be indefinetely prolonged. Europe can receive the crop as well through the port of New York, as through the accustomed Southern channels—as expeditiously and as cheaply. When this is seen we do not believe that the people of New Orleans or any other Southern port will persist in a resistance which enriches others at the same time it destroys them.

There is every reason for expecting with the opening of the Spring, an active internal and a heavy export trade. We never had so large a surplus of breadstuffs of the crops of previous years, and probably never a more active and extensive demand. We shall soon commence the exportation of cotton and tobacco, which should have gone forward in the fall and winter months. With these entirely excluded from our list of exports, we accumulated last

year an immense reserve of specie. If we can add $100,000,000 to our exports for 1861, we should place foreign countries still morelargely in our debt. We cannot probably have large increase in our imports on account of the high rate of duties which prevail, and which are still further to be increased. We enter upon the Spring and Summer business, consequently, with prospects much brighter than they were a year ago, when the foundation on which we stood seemed crumbling beneath our feet. Our political integrity will soon be established, with our material strength unimpaired.

Liability of Directors as Stockholders.

WHAT IS COMPETENT EVIDENCE OF SUBSCRIPTION TO STOCK BY A DIRECTOR: CALLS MADE BY A TREASURER UNDER A GENERAL AUTHORITY OF THE BOARD ARE VALID.

The Pittsburg and Steubenville Railroad Company recently brought suit in the District Court of Alleghany County, Pennsylvania, against Robert S. Hays and George Block, partners trading as Hays & Block, to recover an alleged subscription for one hundred shares of stock of said company, amounting to $5,000, and the penalty of twelve per cent. interest thereon.

At the trial evidence was given that the original subscription book was lost, or could not be found, among the books and papers of the company; and the plaintiffs offered in evidence and relied on the following matters, which it was contended estopped the defendants from denying that they had made a valid subscription for one hundred shares to the capital stock of the company, to wit: That the defendants were returned by the commissioners and incorporated by the Letters Patent as stockholders owning one hundred shares, which report of the commissioners and letters patent were ordered to be engrossed on the minutes on the 4th of December, 1851, and were so engrossed. That Block, one of the defendants, was elected a director on the 12th day of January, 1852, and continued to act as such till July 6th, 1853, when he resigned. That R. S. Hays, the other defendant, was elected a director on the 8th of January, 1855, attended the meetings of the board, and took an active part in the business of the company till the 2d day of July, 1855, when he resigned. That Block was present at nearly all the meetings of the board while he was a director, and actively participated in the proceedings. That on the 12th of January, 1852, the defendants paid $500 on account of said subscription, being five dollars a share; and on twenty shares of their subscription they paid nine instalments, of $100 each. That Block was present at a meeting of directors on the 5th of August, 1852, at which were read and approved the minutes of the previous meeting of July 1, 1852, when the second instalments were called in. He was also present at a meeting of the board on the 12th of November, 1852, when the fourth and all subsequent instalments were called in, and voted for the call, and with his knowledge the firm of Hays & Block were returned to the Mayor as subscribers for one hundred shares of stock, with a credit of $500 paid thereon as a preliminary to obtaining the subscription of the City of Pittsburg to the stock of the company; and was one of the committee of the company to procure said subscription. That he was also a member of the committee on accounts, to which was referred the report of the treasurer of the company, showing that Hays & Block were subscribers for one hundred shares of stock, upon which they had paid $500. That the defendants had assumed to be proprietors of the same stock, by assigning 81 shares of it to Edwin M. Stanton.

The defendants' counsel then produced the original subscription book, found in the possession of Edwin M. Stanton, and objected to the admission of the foregoing evidence, on the ground that it was irrelevant and incomplete, and the subscription book being in court, such evidence was only secondary evidence. The plaintiffs' then offered the book in evidence: which was objected to, on the ground that the contract of subscription offered was variant from the contract declared on; but the court overruled the objection, and admitted the evidence.

The plaintiffs then proved, under exception, by the stock book or ledger of the company, the transfer of eighty shares of the stock held by Hays & Block to Mr. Stanton at his request; the credits for the instalments paid by them from time to time; the calls made by the treasurer by order of the board of directors; and the published notice given of the several calls.

The defendants' counsel submitted among other points that the plaintiffs were not entitled to recover without proof that the moneys mentioned in the added count of the declaration, were duly called for agreeably to the 8th section of an act of Pennsylvania regulating Railroad Companies, and due and public notice of said calls were published according to said act; and that the evidence given by the plaintiffs was wholly insufficient to prove that said money were called for, as required by said act.

A verdict and a judgment was rendered in favor of the plaintiffs, and the defendants appealed to the Supreme Court. The following is that portion of the opinion delivered by the court necessary to a correct understanding of the principal points in the case.

STRONG, J.—The second assignment of error is to the admission of proof of such acts of the defendants as in the case of Groff *vs.* Pittsburg and Steubenville Railroad Company, 7 Casey, 494, were held sufficient to establish a subscription without the production of the original contract. These acts were, such as serving as directors of the company by both the defendants, after the commissioners had reported to the Governor, the names of the original subscribers, including a subscription by Hays & Block for one hundred shares, and after letters patent had been issued and engrossed upon the minutes of the company. Other acts of the defendants were, serving as judge at a meeting of the stockholders; holding themselves out as owners of one hundred shares stock; offering to transfer some of those shares; making payments on account of instalments; and active participation in a movement to obtain a municipal subscription from the City of Pittsburg, which was obtained on the faith of an actual subscription certified to have been previously made by individuals among whom the defendants are named as subscribers for one hundred shares. These acts are such as were held in the case cited to be not merely evidentical of an original subscription, but conclusive, amounting to an estoppel upon the defendants against denying it. The objection to this evidence is that it was secondary, that the primary proof was within the reach of the plaintiffs, and that it had actually been laid before the jury in the book obtained from Mr. Stanton. The answer to the objection is direct and easy. It is fallacious in assuming that that the Stanton book was primary evidence of the identical thing, of which that received by the court was secondary proof. The evidence received was not secondary to anything contained in that book. It indicated the existence of a subscription to the stock of the plaintiffs, but it did not point to any such writing as the defendants allege was the original contract. On the contrary it pointed to an entirely different subscription, in regard to which there was full preliminary proof that it could not be found, of that other subscription, the one declared upon, it was the best evidence of which the case was susceptible, assuming that the proof was made that the original could not be produced. And if the first piece of evidence offered by the plaintiffs, failed to prove their case as laid, it cannot be doubted that it was competent for them to adduce other and more permanent proof.

The fourth, sixth, seventh, tenth, eleventh, twelfth and fourteenth assignments may be considered together. They attack the sufficiency of the evidence that calls were made for the instalments on the stock subscribed. They might all be dismissed with the remark that the same evidence was adjudged sufficient in the case reported in 10 Casey 858. But it may be well to notice what the evidence was. * * * *

Now were we to hold that proof of these facts was not properly submitted to the jury, because it was not evidence that calls for instalments had been duly made, we should be, in our judgment, trifling with the administration of Justice. It is insisted that it fails to show that the directors specified the times and places of payment, and the proportions or amounts of each instalment, and the time and place of payment. The treasurer was the instrument of the board of directors, and was by them required to give notice of the calls which they had made. Why then was not his action their action? It is time that the law required them to keep minutes of their proceedings, fairly entered in a suitable book to be kept for that purpose, but it does not follow from this that every act of theirs not recorded is of no effect. Nor can it be said that the statute direction to keep minutes of their proceedings required that full and minute details of every act should be recorded. And how can these defendants be permitted to deny that the directors fixed the amount of each call, and the time and place of each payment, when the calls were made by one of themselves? If these particulars of the calls should have been spread upon the minutes, whose fault is it that they were not? Can these defendants relieve themselves from liability by setting up their own failure to keep proper minutes? Shall they be permitted to say that the calls under which they required payment from other subscribers are insufficient to charge them? May they do this in face of the fact that they recognized their sufficiency, by making partial payments upon each of the instalments? We cannot return an affirmative answer to these questions. Whatever others might do, it is not for these defendants to say there was no adequate proof that the calls were duly made. Judgment affirmed.

The New Tax Bill.

The Committee of Ways and Means after a long delay have reported a bill for internal taxation, in which it is proposed to levy the following rates of duties:

Articles Taxed.	Amount of Tax. $	Cts.	Mls.
Spirituous liquors, per gallon	..	15	..
Ale and beer, per bbl.	1	..	..
Stem or leaf tobacco, per lb.	..	2	..
When manufactured, additional per lb.	..	5	..
Segars, per lb., according to value.	..	5	..
	..	10	..
	..	20	..
Lard, Linseed oil, burning fluid, per gal.	..	5	..
Coal oil, per gal.	..	5	..
Refined coal oil, per gal.	..	10	..
Gas, per 1,000 feet	..	25	..
Bank note paper, per lb.	..	5	..
Printing paper, per lb.	..	..	3
Soap, per lb.	..	..	5
Salt, per 100 lbs.	..	4	..
Sole leather, per lb.	..	1	..
Upper leather, per lb.	..	½	..
Flour, per bbl.	..	10	..
All other manufactures, per cent. ad valorem	..	3	..
Railroad passengers, per mile of travel.	..	..	2
Do. commutation tickets, per cent.	..	3	..
Steamboat passengers, per mile	..	..	1
Omnibuses, ferry boats and horse railroads, per cent. on gross receipts from passengers	..	3	..
Advertisements, per cent. on annual receipts	..	5	..
Carriages, per annum	1 to 10	..	..
Gold watches	1	..	..
Silver watches	..	50	..
Gold plate, per ounce	..	50	..
Silver plate, per ounce	..	3	..
Billiard tables	20	..	..
Slaughtered cattle, per head	..	50	..
" Hogs, per head	..	10	..
" Sheep, per head	..	5	..
Licenses—			
Bankers	100	..	..
Auctioneers	20	..	..
Wholesale dealers	50	..	..
Retail liquor dealers	20	..	..
Retail dealers in goods	10	..	..
Pawnbrokers	50	..	..
Rectifiers	100	..	..
Brewers	50	..	..
Hotels, inns and taverns, according to rental	5 to 200	..	..
Eating houses	10	..	..
Commercial brokers	50	..	..
Other brokers	20	..	..
Theatres	100	..	..
Circuses	50	..	..
Bowling alleys, each	5	..	..
Wholesale pedlers	50	..	..
Other pedlers	5 to 20	..	..
Coal oil distilleries	20	..	..
Income—			
On all over $600, excepting income from dividends, which are taxed separately, per cent.	..	3	..
Railroad bonds, dividends of banks and savings institutions, per cent.	..	3	..
All salaries of officers in the civil, military and naval service, also Senators and Members of Congress, per cent.	..	3	..
Legacies, and distributive shares of personal property of deceased persons, according to degree of relationship, per cent.	..	1 to 5	..
And stamp duties on all kinds of legal and commercial papers, all patent medicines, telegraphic messages, and all goods by expresses	..	..	..

The Bill is expected to produce, at least, one hundred millions of dollars.

Railroad Earnings--Weekly.

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 3d week of February

1862, were	$14,215 47
Corresponding week, 1861	8,672 88
Increase	$5,542 59

The earnings of the St. Louis, Alton and Chicago Railroad for the 3d week in Feb., were:

1862	$14,340 15
1861	20,552 21
Decrease	$6,212 06

The traffic of the Great Western Railway of Canada for the week ending Feb. 28, 1862, was as follows:

Passenger	$10,944 73
Freight and live stock	35,316 70
Mails and sundries	1,444 11
Total	$47,705 54
Corresponding week of last year	44,073 39
Increase	$3,632 15

The receipts of the Grand Trunk Railway of Canada for the week ending Feb. 22, 1862, were:

9,826 passengers	$17,231 09
Mails and sundries	2,709 28
9,933 tons of freight and live stock	50,016 39
Total	$69,956 76
Corresponding week, 1861	54,306 81
Increase	$15,649 95

Railroad Earnings--Monthly.

The earnings of the Michigan Central Railroad, for February, 1862, were $159,658 59
Do. 1861 119,763 97
Increase $39,894 62

The earnings of the Chicago and Rock Island Railroad for February, 1862, were $86,697
Do., 1861 64,015
Increase $22,682

The earnings of the Hudson River Railroad for February, 1862, were $281,568 10
" 1861 205,342 69
Increase $76,225 41

The earnings of the Cleveland and Toledo Railroad in February, 1862, were $90,657
Do., 1861 75 751
Increase $14,906

The following statement shows the business of the Philadelphia and Reading Railroad Company for January, 1862, compared with that of 1861:

	1861.	1861.
Rec'd from coal	$124,123 21	$105,474 80
" " merch'dise	40,007 62	32,080 40
" " travel, etc.	28,085 04	23,551 45
Total	$192,215 87	$161,106 15
Transportation, roadway, dumpage, renewal fund, and all charges	112,831 51	102,678 88
Net profit for the m'th,	$79,384 36	$58,427 27
Profit for the previous month	155,433 56	128,412 56
Total net profit 2 mos.	$234,817 92	$186,839 83

The earnings of the Cincinnati and Indianapolis Railroad in December were:

1861	$51,500
1860	32,000
Increase	$19,600

The following are the official earnings of the Cleveland and Pittsburg Railroad for the first two months of the new fiscal year:

December, 1861	$113,174 81
January, 1862	90,174 73
	$203,849 54

Same time previous year:

December, 1860	$68 980 91
January, 1861	62,208 27
	126,189 18
Increase in two months	$77,660 86

The earnings of the Galena and Chicago Railroad for February, 1862, were $101,593 27
Do., 1861 76,859 69
Increase $24,734 18

Detroit and Milwaukee Railway.

The following is an extract from the Annual Report of the Directors of this Company:

The liabilities of the company on December 31, 1861, were as follows:

Bills payable	$265,039 29
Coupons outstanding	28,394 12
Balance due by the Company	58,485 91
	$351,919 32
Less the balance in bankers' hands, and traffic debt due to the Company, including a large amount due by the United States Government for the carriage of troops, &c.	101,359 59
Balance	$250,559 73

The traffic is now nearly double what it was at the corresponding period of last year, and as there seems every prospect of its continuing good, it would seem to be a safe estimate to say that by May 15, after paying the accruing interest on the "Funded Coupon," the "Detroit and Pontiac," and the "Oakland and Ottawa" bonds, that the amount of floating debt ordered by the court to be paid in cash will be reduced to $150 000.

The position of the company on the 15th of May, 1862, will then be in round figures as follows:

Balance of debt ordered by the Court to be paid in cash	$150,000
Engineer's estimate to complete blasting, &c.	50,700
River front mortgages	102,679
	$303,379

To this must be added $50,000 to perfect the harbor at Grand Haven, and to include all contingencies that may arise, the whole amount is placed at $400,000.

The cost of the line, on the 15th of May, 1862, will stand at about $7,000,000, and with the liabilities and expenditures as just stated, may be called in round figures, $7,400,000. For this the company will possess 189 miles of well-built railway, which can be cheaply worked—a fair amount of rolling stock, stations and sidings sufficient for a considerably increased traffic—and two powerful steames on Lake Michigan, expressly built for the requirements of the line, besides an interest in a ferry steamer on the Detroit river.

The net revenue for the year 1861, notwithstanding the adverse circumstances already mentioned, of the civil war in America and the great freshet in the Grand River, amounted to $318,264.

The interest charges for that year were as follows:

On Detroit and Pontiac bonds	$40,000	paid.
On Oakland and Ottawa "	12,622	paid.
On 1st D. & M. Mortgage bonds	171,750	funded.
On 2d do. do. "	79,840	
On River Front "	9,624	
On funded Coupons "	16 504	paid.
	$330,640	
Difference	$12,876	

The traffic for the month of January, 1862, is

nearly double that of the corresponding month last year, whilst the expenses are not materially larger.

The Legal Tender Note Bill.

The following is an official copy of the Loan and Treasury Bill, passed by Congress, and approved by the President on the 25th ult.:

An Act to authorize the issue of United States Notes, and for the Redemption or Funding thereof, and for Funding the Floating Debt of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury is hereby authorized to issue, on the credit of the United States, one hundred and fifty millions of dollars of United States notes, not bearing interest, payable to bearer at the Treasury of the United States, and of such denomination as he may deem expedient, not less than five dollars each; that fifty millions of said notes shall be in lieu of the Demand Treasury notes authorized to be issued by the act of July 17, 1861; which said demand notes shall be taken up as rapidly as practicable, and the notes herein provided for substituted for them; that the amount of the two kinds of notes together shall at no time exceed the sum of one hundred and fifty millions of dollars, and such notes herein authorized shall be receivable in payment of all taxes, internal duties, excises, debts and demands of every kind due to the United States except duties on imports (and for all salaries, debts and demands owing by the United States to individuals, corporations and associations within the United States), and of all claims and demands against the United States of every kind whatsoever, except for interest upon bonds and notes, which shall be paid in coin, and shall also be lawful money and a legal tender in payment of all debts, public and private, within the United States, except interest and duties on imports as aforesaid. And any holders of said United States notes depositing any sum not less than fifty dollars, or some multiple of fifty dollars, with the Treasurer of the United States, or either of the Assistant Treasurers, shall receive in exchange therefor duplicate certificates of deposit, one of which may be transmitted to the Secretary of the Treasury, who shall thereupon issue to the holder an equal amount of bonds of the United States, coupon or registered, as may by said holder be desired, bearing interest at the rate of six per centum per annum, payable semi-annually at the treasury or sub-treasuries of the United States, and redeemable at the pleasure of the United States after five years, payable twenty years from the date thereof. And such United States notes shall be received the same as coin, at their par value, in payment for any loans that may be hereafter sold or negotiated by the Secretary of the Treasury, and may be reissued from time to time as the exigencies of the public interests shall require. [There shall be printed on the back of the United States notes which may be issued under the provisions of this act the following words: "The within note is a legal tender in payment of all debts, public and private, and is exchangeable for bonds of the United States bearing six per centum interest, at twenty years, or in seven per centum bonds at five years."]

Section 2. *And be it further enacted*, That to enable the Secretary of the Treasury to fund the Treasury notes and floating debt of the United States, he is hereby authorized to issue, on the credit of the United States, coupon bonds, or registered bonds, to an amount not exceeding five hundred millions dollars, [and] redeemable at the pleasure of the United States after five years, and payable at twenty years from date, and bearing interest at the rate of six per centum per annum, payable semi-annually. And the bonds herein authorized shall be of such denominations, not less than fifty dollars, as may be determined upon by the Secretary of the Treasury. And the Secretary of the Treasury may dispose of such bonds at any time, at the market value thereof, for the coin of the United States, or for any of the Treasury notes that have been, or may hereafter be, issued under any former act of Congress, or for United States notes that may be issued under the provisions of this act, and all stocks, bonds and other securities of the United States held by individuals, corporations, or associations within the United States shall be exempt from taxation by or under State authority.

Section 3. *And be it further enacted*, That the United States notes, and the coupon or registered bonds authorized by this act shall be in such form as the Secretary of the Treasury may direct, and shall bear the written or engraved signatures of the Treasurer of the United States and the Register of the Treasury, and also, as evidence of lawful issue, the imprint of a copy of the seal of the Treasury Department, which imprint shall be under the direction of the Secretary, after the said notes or bonds shall be received from the engravers, and before they are issued; or the said notes and bonds shall be signed by the Treasurer of the United States, or for the Treasurer, by such persons as may be specially appointed by the Secretary of the Treasury for that purpose, and shall be countersigned by the Register of the Treasury, or for the Register by such persons as the Secretary of the Treasury may specially appoint for that purpose; and all the provisions of the act entitled "An act to authorize the issue of Treasury notes," approved the twenty-third day of December, eighteen hundred and fifty-seven, so far as they can be applied to this act, and not inconsistent therewith, are hereby revived and re-enacted, and the sum of three hundred thousand dollars is hereby appropriated, out of any money in the Treasury not otherwise appropriated, to enable the Secretary of the Treasury to carry this act into effect.

Section 4. *And be it further enacted*, That the Secretary of the Treasury may receive from any person or persons, or any corporation, United States notes on deposit for not less than thirty days, in sums of not less than one hundred dollars, with any of the Assistant Treasurers or designated depositaries of the United States authorized by the Secretary of the Treasury to receive them, who shall issue therefor certificates of deposit, made in such form as the Secretary of the Treasury shall prescribe, and said certificates of deposit shall bear interest at the rate of five per centum per annum; and any amount of United States notes so deposited may be withdrawn from deposit at any time after ten days' notice on the return of said certificates. Provided, that the interest on all such deposits shall cease and determine at the pleasure of the Secretary of the Treasury; and provided, further, that the aggregate of such deposits shall at no time exceed the amount of twenty-five million dollars.

Section 5. *And be it further enacted*, That all duties on imported goods shall be paid in coin, or in notes payable, or in demand notes heretofore authorized to be received, and by law receivable in payment of public dues, and the same so paid shall be set apart as a special fund, and applied as follows:

First—To the payment in coin of the interest on the bonds and notes of the United States.

Second—To the purchase or payment of one per centum of the entire debt of the United States, to be made within each fiscal year after the first day of July, eighteen hundred and sixty-two, which is to be set apart as a sinking fund, and the interest of which shall, in like manner, be applied to the purchase or payment of the public debt, as the Secretary of the Treasury shall, from time to time direct.

Third—The residue thereof to be paid into the Treasury of the United States.

Section 6. *And be it further enacted*, That if any person or persons shall falsely make, forge, counterfeit, or alter, or cause or procure to be falsely made, forged, counterfeited, or altered, or shall willingly aid or assist in falsely making, forging, counterfeiting, or altering, any note, bond, coupon, or other security issued under the authority of this act or heretofore issued under acts to authorize the issue of Treasury notes or bonds; or shall pass, utter, publish, or sell, or attempt to pass, utter, publish, or sell, or bring into the United States from any foreign place, with intent to pass, utter, publish, or sell, or shall have or keep in possession or conceal with intent to utter, publish, or sell, any such false, forged, counterfeited, or altered note, bond, coupon, or other security, with intent to defraud any body corporate or politic, or any other person or persons whatsoever, every person so offending shall be deemed guilty of felony, and shall, on conviction thereof, be punished by fine not exceeding five thousand dollars, and by imprisonment and confinement to hard labor not exceeding fifteen years, according to the aggravation of the offence.

Section 7. *And be it further enacted*, That if any person, having the custody of any plate or plates from which any notes, bonds, coupons, or other securities mentioned in this act, or any part thereof, shall have been printed, or which shall have been prepared for the purpose of *printing* any such notes, bonds, coupons, or other securities, or any part thereof, shall use such plate or plates, or knowingly permit the same to be used for the purpose of *printing* any notes, bonds, coupons, or other securities, *or any part thereof*, except such as shall be printed for the use of the United States by order of the proper officer thereof; or if any person shall engrave, or cause or procure to be engraved, or shall aid in engraving, any plate or plates in the likeness or similitude of any plate or plates designed for the printing of any such notes, bonds, coupons, or other securities, or any part thereof, or shall vend or sell any such plate or plates, or shall bring into the United States from any foreign place any such plate or plates, with any other intent or for any purpose, in either case, than that such plate or plates shall be used for printing of such notes, bonds, coupons, or other securities, or some part or parts thereof for the use of the United States, or shall have in his custody or possession any metallic plate engraved after the similitude of any plate from which any such notes, bonds, coupons or other securities, or any part or parts thereof, shall have been printed, with intent to use such plate or plates, or cause or suffer the same to be used, in forging or counterfeiting any such notes, bonds, coupons, or other securities, or any part or parts thereof, issued as aforesaid, or shall have in his custody or possession any blank note or notes, bond or bonds, coupon or coupons, or other security or securities, engraved and printed after the similitude of any notes, bonds, coupons, or other securities, issued as aforesaid, with intent to sell or otherwise use the same; or if any person shall print, photograph, or in any other manner execute, or cause to be printed, photographed, or in any manner executed, or shall aid in printing, photographing, or executing any engraving, photograph, or other print, or impression, in the likeness or similitude of any such notes, bonds, coupons, or other securities, or any part or parts thereof, except for the use of the United States, and by order of the proper officer thereof, or shall vend or sell any such engraving, photograph, print, or other impression, except to the United States, or shall bring into the United States from any foreign place any such engraving, photograph, print, or other impression for the purpose of vending or selling the same, except by the direction of some proper officer of the United States, or shall have in his custody or possession any paper adapted to the making of such notes, bonds, coupons, or other securities, and similar to the paper upon which any such notes, bonds, coupons, or other securities shall have been issued, with intent to use such paper, or cause or suffer the same to be used, in forging or counterfeiting any of the notes, bonds, coupons, or other securities issued as aforesaid, every such person so offending shall be deemed guilty of a felony, and shall, on conviction thereof, be punished by fine not exceeding five thousand dollars, and by imprisonment and confinement to hard labor not exceeding fifteen years, according to the aggravation of the offence

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its int rest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	533,100	6	1890	70
Stock, convert. (Coupon)	710,000	6	'65-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500.000	6	1885	70
" "	700,000	6	1880	68
" "	1,128,500	6	1875	71
" "	1,000,000	6	1867	81
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	400,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Steri'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,030,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	52
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	106
2d Mortgage	600,000	7	1875	100
Central Ohio:				
1st Mortgage	450,000	7	1861	62½
1st Mortgage	800,000	7	1864	43
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1895	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	99½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	99½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	99
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	87
1st Mortgage	3,600,000	7	------	48
2d Mortgage	2,000,000	7	------	18

Description.	Amount.	Interest.	Due.	Price.
Cincinn., Hamilton and Dayton:				
1st Mort. age	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	90
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564.000	7	1861	99
2d Mortgage	3?3,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	43
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	64-'80	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1864	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296 000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	18 5	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	86
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	104
1st Mortgage (E. Extension)	1,500,000	---	1875	104
2d Mortgage	2,600,000	---	1881	95½
Income (due 1862, '65 and '67	265,416	---	var.	88
Detriot and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	100½
2d Mortgage (convertible)	710,000	6	62-'72	98
3d Mortgage (convertible)	445,000	6	1874	101
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655.000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land. 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	62-'63	100½
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	103
2d Mortgage (S. F.) Coupon	1,455,000	7	1875	98

Description.	Amount.	Interest.	Due.	Price.
***Great Western, Ill:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E. D. 84 m.), 2d M. (W. D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	325,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	35
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1859	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	106
2d Mortgage	2,000,000	7	1860	83
3d Mortgage	1,840,000	7	1876	84½
Convertible	1,002,000	7	1867	75
Illinois Central:				
Optional Right Scrip	38,000	7	1868	64
Construction	12,885,000	7	1875	93½
Construction	4,115,000	6	1875	93½
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	8	1870	----
2d Mortgage	230,000	6?	1861	----
3d Mortgage	250,000	6?	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.				
City of Keokuk, 20 years	400,000	8?	------	----
City of Keokuk, (special tax)	150,000	10?	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	89½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	900,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	18½
2d Land Grant (Western Div.)	353,600	†	------	18½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	89
Long Island:				
1st Mortgage	500,000	6	1870	85
Extension Bonds	175,000	7	1890	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	245,000	---	------	----
Louisville and Nashville:				
State (Tenn.), 1st Lien	300.000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State (Tenn.)	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage (convertible)	2,500,000	7?	1868	----
2d Mortgage	2,000,000	7?	------	----
3d Mortgage	1,500,000	7?	------	----
Sterling Income	333,000	4	------	----
Domestic	925,617	---	'59-'62	----
Memphis and Charleston:				
State Tenn.) Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarksv. and Louisv.:				
State (Tenn.) Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State (Tenn.) Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	90
1st Mortgage St'g (convertible)	500,000	8	1869	100½
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	1[illegible]0
1st Mortgage (S. F.), convertible	4,153,000	8	1882	95
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	91
Northern Indiana, 1st	985,000	7	1861	92
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1868	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	89
Detroit and Toledo	611,000	7	1876	76
1st General Mortgage (S. F.)	2,850,000	7	1885	90
2d General Mortgage	2,466,000	7	1877	73
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,556,000	7	1891	90
Mississippi Central:				
1st Mortgage	1,007,368	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Ori'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Ori'ns, Opelousa and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	103
State Loan—Sch'dy and Troy	100,000	6	1867	90½
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100½
Stock Subscription	785,000	6	1883	97
Premium Consolidated Stock	7,745,000	6	1883	97
Real Estate	221,000	6	1883	97
New Convertible	3,000,000	7	1864	104
New York and Erie:				
1st Mortgage	3,000,000	7	1867	106
2d Mortgage	4,000,000	7	1864	104
3d Mortgage (convertible)	6,000,000	7	1883	93
4th Mortgage (convertible)	3,729,000	7	1880	84½
5th Mortgage	1,277,000	7	1883	78
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	100½
2d Mortgage	1,000,000	7	1864	94½
3d Mortgage	862,300	7	1867	74
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1876	----

Description.	Amount.	Interest.	Due.	Price.
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	61
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	66½
2d Mortgage	3,077,000	7†	1861	4
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	68
Chattel Mortgage	350,000	10	------	79½
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	2,319,000	6	1875	93
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	78½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	92
Mortgage	3,103,600	6	1870	90
Mortgage (convertible)	3,586,500	6	1886	73½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	73½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1883	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and L.)	1,000,000	7	1872	----
2d Mortgage (O. and L.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----

Description.	Amount.	Interest.	Due.	Price.
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$630,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1868	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1869	----
Registered	150,000	7	1880	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,000	6	1880	----
Richmond and Petersburg:				
Coupon	150,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	30
2d Mortgage	937,500	7	1868	----
3d Mortgage	435,050	7	1883	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	967,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,200,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1853	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1885	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	86½
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	93½
2d Mortgage (convertible)	2,000,000	7†	'68-'70	62
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	220,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	77½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	48
3d M. (L. Er., Wab. and St. Louis)	1,347,600	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	10½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	563,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	70
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,556	6	1863	----
Sterling, issued in 1868	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54 0	.....	101,102	37,886	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30 3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,806	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	600,431	.....	.....	600,431	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,789	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,624	446,000	10,725	811,949	—	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '60	23.8	—	2.6	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	.....	.....	23.8	45,543	77,028	34,966	16	....
31 Jun. '61	122.4	—	15.0	76.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,373,922	122.4	252,906	359,147	149,477	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	136½
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,088	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	.....	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120.671	149,317	149,317	5	....
31 Dec. '60	66.0	—	5.2	—	7	7	111	New London Northern	1,399,409	174,159	—	510,900	1,052,100	—	1,573,569	66.0	148,920	130,295	.....	—	....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890 000	—	1,717,523	117.4	579,659	925,075	325,573	—	....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	8½	40
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,562,257	.....	—	408,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,561	.....	—	744,520	.....	4,641	749,171	5.0	.....	21,195	.....	6	....
								FLORIDA.													
-- -- '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
-- -- '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
-- -- '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	735,700	129,500	.....	.....	53.0	.....	166,985	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,466	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	526,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102 5	226,241	404 618	212,676	10	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,584	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	—	8,500,000	4,500,000	.....	10 000,000	220.0	845,981	994,569	225,786	13m	....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	.....	10,195,25	168.0	.....	1,514,478	242,564	—	63½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,066	45.6	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,364,084	75,829	9,344,863	194 0	10 mo.	384,656	139,822	—	....
30 Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	55½
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580.000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '60	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,000	.....	10,469,355	261.8	792,029	1,462,752	652,260	....	67½
31 May, '61	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	2 391,000	.....	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '60	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	3,221,720	708.3	.....	2,721,591	850,630	—	64½
-- -- --	—	—	—	81.5	...	...	.....	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
-- -- --	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,588	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
-- -- --	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	ope.	by Chic.	& R. Is.	125,000	—	....
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
-- -- '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,556	*	—	800,000	1,200,000	.....	2,000,000	100 0	oper.by	Bur. &	Quincy	—	....
-- -- --	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	623,487	—	3,026,903	5,035,615	741,040	8,865,25	208.3	.....	823,767	.....	—	....
								INDIANA.													
-- -- --	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,879	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
-- -- --	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '61	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233.413	*	2,750	956,061	1,219,100	51,772	2,283,748	109.0	.....	249,887	119,342	—	....
31 Dec. '60	72.4	—	....	—	...	...	.....	Indiana Central	1,667,039	274,061	26,641	610,0 0	1,178,000	40,550	2,108,011	109.0	364,122	400,397	133,009	—	53
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,639,900	1,387,283	140.689	3,458,108	110.0	.....	448,858	230,834	9	30
31 Dec. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37.219	2,031,942	84.0	.....	277,952	119,745	—	....
-- -- '59	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	....
31 Dec. '60	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
-- -- '58	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,080	—	....
-- -- '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40-	—	....
30 Nov. '60	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73 0	.....	404,599	232,775	10	....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,769	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,0 4	.....	86 0	7 mo's.	85,239	46,771	—	....
31 May, '58	50.1	—	....	209.0	8	8	86	Dubuque and Pacific	1,579,985	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
-- -- --	—	—	—	438.0	...	...	.....	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
-- -- '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,99	171.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	624,024	*	—	sold, 1859,	for $26,0 00.	.....	.....	20.0	.....	.....	.....	—	....
-- -- '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13 0	oper.by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	—?	— }	—	—	—	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	.....	735,81	29 0	.....	106,944	43,267	—	30
30 Jun. '61	65.1	....	—	13	10	230		} Louisville and Frankfort	1,383.526	126,735	6,540	1,104,587	414,519	—	1,649,:51	65 1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,25	269 0	613,903	716,478	371,12-	—	....
-- -- '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
-- -- --	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
-- -- --	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	506,280	—	3,242,318	586,000	339,297	5,855,32	80.0	180,204	481,922	223,649	—	....
1 Mar. '61	206.0	—	....	205.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug. '60	53.7	—	....	138.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (incl. all other assets and liabilities).	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.														
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....		40,155	24,676	—	—
31 May,'61	55.0	—	—	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	187.0	.....		318,505	94,098	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791		545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,728	*		135,000	—	40,576	244,726	12.5	.....		30,830	Loss.	—	—
30 Sep. '61	65.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	189,953		172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—		—	—	—	—
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	—	70,566	—	—
31 May,'59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664		208,299	104,029	6	101
31 May,'59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....		55,403	28,404	—	—
31 May,'59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....		—	—	—	—
								MARYLAND.														
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....		3,922,203	2,305,788	6	49
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427		462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,226	9,041,851	218.0	.....		1,018,103	283,627	—	97
								MASSACHUSETTS.														
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—	—
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....		544,882	184,615	8	100
31 May,'60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484		915,626	450,096	8	108
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....		685,631	349,487	8	110
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954		1,045,683	439,284	8	112½
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	—	47.2	77,522		122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....		297,096	153,154	8	81½
31 May,'61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960 000	—	5,045,630	120.7	456,825		684,685	327,590	4	59
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	55 946		62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451		632,865	272,299	6	99
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	37,245		52,971	23,837	6	97
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H.&N'h	28,791	—	—	—
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	—	—
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511		251,683	72,097	8	110
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	62,644	—	500,000	—	19,800	564,707	21.8	49,241		136,565	30,677	5	78½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	598,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866		16,577	2,552	—	—
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,512	111,691	—	8.4	24,428		15,891	—	—	6
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	—	87.3	413,017		642,406	316,185	6	108
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160		48,169	26,769	6	—
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....		393 589	197,774	8	110
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	—	—
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529		59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	—	—
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082		156,015	27,817	8	100½
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	—	40½
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326		211,899	75,810	—	11½
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb.& W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....		1,881,351	888,254	—	121
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	975	1,408,409	45.7	180,153		229,332	102,604	6	56½
								MICHIGAN.														
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—		—	—	—	—
30 Sep. '60	188.6	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....		365,038	144,270	—	—
-- --	--	--	--	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
-- --	--	--	--	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
31 May,'61	284.8	—	23.4	—	98	55	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263		2,126,699	910,169	3	53½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377		2,076,459	1,035,629	—	24½
-- --	--	--	--	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
								MINNESOTA.														
-- --	'59	—	—	820.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....		.....	.....	.....	.....
-- --	'59	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....		.....	.....	.....	.....
-- --	'59	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....		.....	.....	.....	.....
-- --	'59	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....		.....	.....	.....	.....
-- --	'59	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
								MISSISSIPPI.														
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....		584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....		176,462	116,433	—	.....
31 Dec. '58	85.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....		250,047	121,659	—	.....
								MISSOURI.														
30 Nov. '61	37.0	—	.....	51.0	—	—	—	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....		.....	.....	—	—
31 Aug. '60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.		961,556	487,333	—	30
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.		292,428	78,975	—	—
-- --	--	--	--	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708		683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114.0	311.665		67,866	1,516	—	.....
30 Sep. '60	86.5	3.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827		235,291	59,438	—	—
								NEW HAMPSHIRE.														
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000		227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,086,925	738,200	84,327	3,163,731	63.6	.....		527,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....		61,698	21,866	—	—
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532		459,659	128,366	8	54½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	16,000	—	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182		16,603	1,528	—	—
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492.500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960		24,027	12,450	—	—
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108.259	1,005,459	ope	r. by Con	cord.	88,577	8	102½	
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282 504	52.7	.....		59,774	21,156	—	—
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657		353,101	187,136	4	52½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000		63,874	19,897	—	—
								NEW JERSEY.														
31 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....		274,204	162,841	—	—
31 Dec. '60	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....		1,997,065	783,660	12	122½
31 Dec. '60	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....		160,043	54,902	—	—
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871		1,185,847	710,396	10	122
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	—	—
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703		263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	—	—	—	New Jersey	3,609,089	400,378	1,249,621	4,397820	688,000	—	5,628,931	33.8	.....		992,767	579,981	10	124
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—		—	—	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—	—
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	—	—
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,600	600,000	713	1,740,713	18.7	6 mo.		235,553	112,441	6½	70
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,796	—	56,582	—	—	—		15,844	8,868	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60				140.0				Albany and Susquehanna	548,221			507,957		46,139	554,096						
30 Sep. '60	32.9		3.3		5	12	53	Albany and Vermont	1,557,502	136,088		439,005	1,575,099	60,000		ope	r. by Re	ns. & S	arat.		
30 Sep. '60	38.3		44.0					Albany and West Stockbridge	2,389,559			1,000,000	1,389,559		2,389,559	ope	r by W	estern.		6	100
30 Sep. '60	34.9		2.6	73.6	4	6	39	Black River and Utica	1,156,289	81,445		822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609		
30 Sep. '60	14.8		1.6					Blossburg and Corning	496,661			250,000	220,000		470,000	14.8	22,712	34,310	19,886		
30 Sep. '60	14.5		7.0			28		Brooklyn Central and Jamaica	546,372	40,247		448,750	85,000	42,102	576,852	14.5	325,499	68,676	28,168	3½	
30 Sep. '60	24.7	0.9	23.4	5.5		158		Brooklyn City	926,356	335,870		1,000,000		130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	
30 Sep. '61	142.0		14.9	18.5	28	32	402	Buffalo, New York and Erie	8,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 6	483,412	593 845	187,704		
30 Sep. '60	68.3		14.0		28	34	327	Buffalo and State Line	2,267,158	521,126		1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	121
30 Sep. '60	34.6		38.1					Cayuga and Susquehanna	719,050			343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427		
30 Sep. '60	17.4		2.1					Chemung	400,000			380,000	70,000		450,000	ope	r. by Er	ie.	24,000	6	
30 Sep. '60	46.8		2.9		10	8	83	Elmira, Jefferson & Canand.	500,000			500,000			500,000	ope	r. by Er	ie.	30,000	6	
30 Sep. '60	17.3		3.0					Hudson and Boston (West'rn)	175,000			175,000			175,000	17.3	46,981			6	
30 Sep. '60	144.0		115.1		58	107	554	Hudson River	10,618,073	1,182,372		3,758,466	9,107,000	182,106		150.0	967,065	2,047,145	778,121		37½
30 Sep. '60	84.0	2.5	10.8		17	40	126	Long Island	2,077,132	489,138		1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454		11½
30 Sep. '61	297.8	258.1	313.8		211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9		7,309,042	2,601,063	6	83½
30 Sep. '60	446.0	19.0	282.5		219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,826,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406		34½
30 Sep. '60	138.0	2.1	29.6		33	93	576	New York and Harlem	8,022,786	*		5,717,190	6,055,752			152.9		1,142,851	433,716		12½
30 Sep. '60	8.0				2	8	8	New York and Flushing	244,412	34,756		120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346		
30 Sep. '61	99.0							Niagara Bridge and Canand.	1,000,000			1,000,000			1,000,000	ope	r. by Ce	ntral.	60,000	6	
30 Sep. '60	118.0	3.8	17.7		28	14	578	Northern (Ogdensburg)	4,809,856			1,500,000	3,077,000		4,577,000	121.8	395,128	458,912	153,080		
30 Sep. '60	35.9		2.2		7	6	46	Oswego and Syracuse	791,002	*		396,340	213,500	4,875		35.9	69,759	119,666	64,753	8	
30 Sep. '60	75.4		2.3		6	4	33	Pottsdam and Watertown	1,537,509	62,517		665,419	1,000,000	192,748		75.4	-79,240	80,611	37,436		
30 Sep. '60	25.2		2.0		5	13	70	Rensselaer and Saratoga	755,124	157,048		610,000	140,000	750,000		59.2	119,325	269,353	131,525	6	
30 Sep. '60	18.5		1.2	21.3				Rochester and Genesee Valley	654,021			557,580	150,000	19,980		ope	r. by B.	N. Y. &	E. 22,047		
30 Sep. '60	18.0		1.0			1		Sacketts Harbor, Rome & N.Y.	70,468	1,060		10,305		61,213	71,518	18.0	3,365	634	54		
30 Sep. '60	21.0		1.6		2	2	11	Saratoga and Schenectady	480,684			300,000	83,000			ope	r. by Ren	s. & Sar.		5	
30 Sep. '60	40.8	6.7	3.8		9	11	84	Saratoga and Whitehall	820,518	81,166		500,000	378,000	3,376		47.3	114,731	175,604	60,113		
30 Sep. '60	13.0		0.3		2	6	6	Staten Island	251,389	36,443		62,731	162,087	63,374		13.0		15,720	11,800		
30 Sep. '60	81.3		7.6		13	12	117	Syracuse and Binghamton	2,854,212	*		1,200,130	1,643,153	121,065		81.0	191,579	227,488	139,817		
30 Sep. '60	31.9		3.5		10	9	123	Troy and Boston	1,366,326	168,437		695,911	806,500	247,155		112.0	280,643	312,066	160,237		
30 Sep. '60	6.0							Troy and Greenbush	258,835	36,073		274,400				ope	r. b. Hud	s. River.		6	
30 Sep. '60	2.1		2.1					Troy Union	752,601			30,000	680,000			ope	r. by oth	er Co's.			
30 Sep. '60				10.0				Warwick Valley	84,295			54,500	4,500	14,500							
30 Sep. '60	98.7		11.0		17	11	288	Watertown and Rome	1,948,640	327,304		1,499,000	772,400	66,112		96.7	212,235	351,167	178,067	10	36
								NORTH CAROLINA.													
31 May, '60	94.9		6.4					Atlantic and North Carolina	2,157,503	*		1,545,225	400,000	276,372	2,419,401	94.9		103,953	35,572		
-- -- '58	223.0							North Carolina	4,235,000	*		4,000,000				223.0					
-- -- '59	97.0							Raleigh and Gaston	1,240,241	*		973,300	126,200			97.0		206,917	108,541		
30 Sep. '60	161.5	15.0			23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9		469,458	219,688		
30 Sep. '59	161.9				24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	
15 Mar. '60	81.0	3.0		192.5				Western North Carolina	2,000,000	*	4,700	290,212		70,860	364,072						
								OHIO.													
-- -- '58								Atlantic and Great Western	613,231			866,939		77,294							
31 Dec. '60	118.2				17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2		314,091	102,765		
1 Aug. '61	137.0				41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0		699,716	230,551		
31 Mar. '61	60.3				22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000		3,708,392	198.3	352,987	644,229	282,700	7	88
31 Dec. '60	30.0			69.1				Cinc. and Indianapolis Junc.								32.0					28
1 May, '59	131.8			31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*		2,441,176	3,032,000	228,973		131.8	304,168	190,745	19,180		
31 Dec. '60	135.4	5.8			22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	109½
31 Dec. '60	67.0			18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003		89
31 Dec. '60	95.4	1.2	37.9		30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000			96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5			42			Cleveland and Pittsburg	9,320,288	*		3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	19½
31 May '61	109.2	79.4			32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6		919,971	493,956		45½
31 Dec. '58	61.4			53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*		369,673	575,250	632,486		61.5	75,120	68,128	19,763		
31 Dec. '58	72.0			31.0	6	9	103	Columbus and Indianapolis	2,555,000	*		750,000	1,600,000	205,000		72.0	144,000	84,000	17,760		50
30 Nov. '58	54.5		10.4					Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,966,539	ope	r. w. Lit.	Miami.	170,795	8	87½
31 Mar. '61	144.0		7.9					Dayton and Michigan	6,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0		375,002	212,107		
31 Aug. '60	36.6				5	3	87	Dayton and Western	999,173	104,912		307,240	716,000	80,845		36.6		62,025	3,565		
31 Aug. '58	16.0			47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*		437,838	422,658		1,104,086	16.0	40,064	64,000	33,000		
1 Nov. '61	45.0				6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694		45.0		102,180	52,408		
-- -- '59	36.0			84.0				Fremont and Indiana							1,358,887						
31 Oct. '61	32.0				6	5	68	Greenville and Miami	888,000	*		300,000	473,000	75,000		47.0		69,352			
30 Nov. '58	13.0			34.0	1	2	50	Iron	172,830	*		118,865	50,000	3,965		13.0	24,000	31,126	10,460		
30 Nov. '61	83.5		37.8		39	32	602	Little Miami	4,004,4 8	*		2,981,270	1,407,000			138.0		1,330,061	529,981	8	92
31 Dec. '58	173.8	21.6			33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	196.4	556,732	374,198	45,452		
30 Apr. '61	192.8				48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3		898,818	169,943		1½
31 Aug. '58	117.0	8.0			17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*		1,906,736	2,400,000	466,215		125.0					
30 Jun. '61	153.9	52.0			40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589		
31 Dec. '60	116.0	9.0			13	20	206	Sandusky, Mansfield & New'k	2,309,125	*		348,770	1,385,200	132,063	2,588,876	125.0		185,934	84 167		
30 Nov. '58	55.6			74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*		408,975	500,000	100,000		55.6	70,000	110,200	53,100		
31 Aug. '58	19.5			23.5				Springfield and Columbus	346,500			193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.			
30 Nov. '58	49.8			62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,206,000	*		1,000,000	1,050,000	200,000	2,250,000	49.8	222,000				
31 Aug. '60	243.0				35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,128,500	5,843,650	488,265	8,498,947	250.0		861,722	373,772		
								PENNSYLVANIA.													
31 Jan. '61	45.0		3.0	136.2	4	6	97	Alleghany Valley					378,455	62,624		45.0	61,634	94,342	45,161		
31 Aug. '59	20.5		23.2		15	2	1,005	Beaver Meadow	966,792	280,000		1,410,900	2,000		1,412,900	20.5		311,201	164,554	10	80½
31 Dec. '60	63.5		3.5		22	14	300	Catawissa	3,403,500	*		3,350,000	53,500			146.0					2½
30 Sep. '61	52.5		3.2		11	8	66	Cumberland Valley	1,126,574	*		956,900	270,500		1,308,919	52.5	181,067	249,778	159,531	8	
31 Dec. '60	110.8	2.3	36.0		74	17	4,422	Del., Lackawanna and West'n	9,145,961	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0		2,191,236	1,316,688	6	102
30 Nov. '59	36.3		2.5		3	3		East Pennsylvania	900,000	16,617		386,121	365,500	188,515	940,136	36.3					
30 Sep. '59	18.6		4.0					Erie and Northeast	700,000			600,000	400,000		1,000,000	ope	r. b. Buf.	& S. L.		10	
31 Aug. '60	36.9	18.6	21.9					Harrisburg and Lancaster	1,882,555			1,087,100	661,000		1,888,343	55.5		436,237	153,334	6	51
31 Aug. '59	32.3		1.2	44.1	3	2	17	Hempfield	1,388,168	*		1,809,568			1,809,568	32.3		32,411	7,267		
31 Aug. '59	30.9	11.3	4.6		6	3	1,000	Huntingdon and Broad Top	1,354,724	*		426,015	1,000,000	206,550	1,631,566	42.2		84,017	3,413		
30 Sep. '59	68.9		2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000		710,000	1,100,000	167,303	2,164,303	68.9		116,200	67,600		
30 Nov. '60	45.7		22.3	20.2	15	6		Lehigh Valley	3,787,533	*		1,966,350	1,500,000			45.7	183,500	679,908	342,039	6	55
30 Nov. '59	28.0	5.0	13.5			9		Little Schuylkill	3,299,600	*		2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.			19
31 Dec. '60	20.0		4.0					Lehigh Coal and Navigation	1,380,000		4,455,000	2,479,950	3,413,871	303 927	9,803,932			753,318	670,227	6	52
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,694,228	266,838		2,800,000			2,991,150	72.8		556,192	379,976	10	47
30 Jun. '61	55.6	10.1	9.7		17	20	504	North Pennsylvania	5,458,892	396,927		3,155,875	2,940,473	774,323	6,471,462	65.7	5 mos.	176,047	91,399		7
31 Dec. '60	331.1	28.1	391.7		205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402		46½
30 Sep. '59	12.0		0.3	67.0	1	1	1	Phila. and Baltimore Central	284,000	10,000			250,000	50,000		20.0		1,637			
30 Sep. '59	17.0	7.0			16			Phila., Germant'n & Norrist'n	1,422,977	228,555											
30 Nov. '60	147.4	4.0	61.0		145	64	5,696	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150		24,255,896	151.4		3,312,546	1,626,985		20½
31 Dec. '59	28.0							Philadelphia and Trenton	1,000,000			1,000,000			1,000,000	28.0	oper. by	Cam. &	Amboy		125
31 Oct. '60	98.0	6.0			30	93	521	Phila., Wilmington and Balt.	7,800,000	*		5,600,000	2,200,000			200.5	48,677	1,236,597	471,712	6½	48½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville ..	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	----
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791 166	18,487,835	467.5	1,943,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	...	...	----	Pittsburg and Steubenville ...	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	.....	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna..	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	----
30 Sep. '59	9.2	15.3	14.9	—	...	...	----	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29.604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	.....	.....	96,227	54,582	.....	----
31 Dec. '59	148.0	—	20.0	140.0	...	...	----	Sunbury (Phila.) and Erie.....	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	114,126	61,848	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	128	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	.....	78.0	199,878	238,420	860,339	—	4½
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,900	.....	.....	62.0	240,442	331,522	106,782	5	55
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	.....	----
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	.....	.....	.....	.....	----
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina.	1,719,045	*	—	1,201,000	334,000	.....	.....	109.6	.....	283,263	151,536	6	----
— — '58	40.3	—	....	—	...	...	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	.....	----
1 Jan. '59	143.2	21.3	....	—	...	...	....	Greenville and Columbia.....	2,489,769	324,161	—	1,429,008	1,145,000	245,240	2,919,584	164.5	.....	341,190	125,871	.....	----
31 Aug. '58	22.5	—	....	—	...	...	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	----
31 July '58	32.0	—	....	—	...	...	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	----
28 Feb. '59	102.0	—	....	—	...	...	....	North-Eastern	2,011,662	*	—	985,743	980,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina.....	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	----
31 July '58	25.1	—	....	41.9	...	...	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	.....	----
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	...	...	....	Central Southern (Tenn.)	1,021,439	58,133	—	805,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	----
1859.....	.....	—	....	17.0	2	—	11	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	----
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia...	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,406	—	----
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia .	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806.3	149,167	—	----
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston.....	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	----
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio.....	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	----
1859.....	100.0	—	30.6	55.8	...	...	....	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	----
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	----
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44.666	—	----
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester.	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga....	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	----
1859.....	.....	—	....	—	...	...	....	Nashville and Northwestern .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	----
1859.....	30.0	—	0.6	8.0	...	...	....	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	....	158.0	...	...	....	Buffalo Bayou, Braz.& Col'rdo	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	----
— — '58	56.0	—	....	184.0	...	...	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	----
— — '61	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria.....	1,250,000	.....	—	275-000	240,000	17,5??	.....	50.0	31.300	82,670	.....	—	----
1 May '61	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central ..	4,232,345	*	—	455,000	975,000	360,000	.....	70.0	102,200	282,846	196,568	—	----
— — '58	25.0	—	....	110.0	...	...	....	San Antonio & Mexican Gulf.	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	----
— — '58	28.0	—	....	756.0	...	...	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '61	119.6	—	13.0	—	26	18	600	Rutland and Burlington.....	3,989,708	617,743	—	2,233,376	3,172,550	579,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '61	62.0	....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	----
31 Aug. '61	119.0	—	20.0	—	42	28	885	Vermont Central.....	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	105
31 Aug. '61	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	.....	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	----
31 Aug. '61	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	703,200	.....	.....	23.7	47,950	45,930	8,522	—	----
31 Aug. '61	54.0	10.5	....	—	...	...	....	Western Vermont	1,083,500	*	—	532,000	700,000	.....	1,083,500	ope	r.h.Troy	& Bost.	55,858	.....	----
								VIRGINIA.													
31 Aug. '61	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	93,188	88,131	1,534,194	.....	.....	.....	.....	—	----
30 Sep. '61	77.8	8.9	3.5	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,881	775,500	118,789	.....	113.7	703,034	136,302	43,092	—	----
30 Sep. '61	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg.....	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	84,121	16,332	—	----
30 Sep. '61	103.5	—	....	—	8	—	—	Northwestern Virginia.....	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	----
30 Sep. '61	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,555	2,517,500	590,056	.....	167.7	270,846	450,427	222.214	—	----
30 Sep. '61	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg....	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201.344	—	----
30 Sep. '61	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	----
30 Sep. '61	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '61	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '61	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg ...	1,222,523	*	—	585,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '61	23.7	—	0.2	14.6	2	—	23	Richmond and York River....	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	----
31 Jan. '61	90.0	—	—	—	10	11	161	Seaboard and Roanoke.....	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	----
30 Sep. '61	178.2	—	21.3	7.0	27	19	738	Virginia Central	4,952,753	541.197	33,948	3.162,754	1,480,592	52,929	4,832,929	195.0	290 968	534,081	389.130	5	47½
31 Jan. '61	204.7	9.4	10.6	—	39	27	874	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '61	55.0	—	2.5	121.0	3	2	40	Kenosha and Rockford.....	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	----
31 Dec. '61	199.1	—	19.9	—	...	...	....	*Milwaukee and Minnesota.*	7,400,000	*	—	7,400,000	.....	.....	.....	199.9	.....	756,476	329,580	—	----
31 Dec. '59	40.0	—	....	—	5	10	75	Milwaukee and Chicago.....	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	62,182	—	----
— — '5	42.0	—	....	27.8	...	...	....	Milwaukee and Horicon.....	910,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	----
31 Dec. '61	191.9	42.5	28.3	—	...	...	....	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	.....	833,186	439,943	—	21
— — '57	50.0	—	....	85.0	...	...	....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	----
10 May, '61	104.4	—	....	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,706,720	1,417,000	1,085,328	5,692,471	104.0	228,627	22 ,850	68,438	—	----
— — '58	10.0	—	....	55.0	...	...	....	Wisconsin Central	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	----
								CANADA.													
31 July '61	161.0	—	....	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,519,800	188,000	—	7,150,000	16.10	400,078	1,771,780	363,670	—	----
— — '59	81.0	—	....	—	16	17	214	Montreal and Champlain.....	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	11
— — '58	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
0 Sep. '58	324.0	137.0	....	78.0	204	130	2,899	Grand Trunk	16,651,084	*	—	15,603,128	31,351,135	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	....	—	87	126	1,689	Great Western.....	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	----
— — '56	24.0	....	....	—	2	2	52	London and Port Stanley.....	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	----
— — '59	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.).....	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	----
— — '56	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	----
— — '56	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	----
								NEW BRUNSWICK.													
1 Oct. '61	103.0	0.9	12.0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	—	—	4,451,012	103 0	193,683	116,225	41,985	—	---
July, '61	60.0	—	....	....	....	....	....	New Brunswick and Canada.	1,402,748	102,388	—	1,390,000	13,100	136,000	1,779,232	60 0	.....	132,555	36,670	—	----
								NOVA SCOTIA.													
— — '59	61.0	—	....	60.1	...	...	....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	----
								NEW GRANADA.													
31 Dec. '61	48.7	—	—	—	...	...	....	Panama.....	8,000,000	*	620,804	5,000,000	2,400,000	—	9,606,530	48.7	.....	1,839,859	1,110,662	13	118

New York Stock Exchange.

Highest Sale Prices for the week ending March 5.

	Th.27.	F.28.	Sat.1	M.3.	Tu.4.	W.5.
Federal Stocks:—						
U. S. 6s, 1871	----	----	----	----	----	----
U. S. 5s, 1874	85	85½	85½	85½	85	
U. S. 5s, 1865	----	93	----	----	----	----
U. S. 6s, 1881, reg.	93	92½	92½	93½	93½	
U. S. 6s, 1881, cou.	93	92½	92½	93	93	92½
U. S. 6s, 1862	93½	92½	----	100	----	----
U. S. 6s, 1867	----	----	----	----	----	----
U. S. 6s, 1868	93	----	----	----	----	----
State Stocks:—						
California 7s	86½	87	85½	86½	86½	86½
Georgia 7s	----	----	----	----	----	----
Illinois Coupon bonds	90	----	87½	----	86½	----
" Canal bonds	----	----	----	----	----	----
Indiana 5s	----	----	78½	78½	78½	78½
Kentucky 6s	----	----	88	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	88	----	----	----	----	88
Minnesota 6s	88	----	----	----	----	89
Missouri 6s	51½	52½	53½	53½	54	53
Do. les. to H. & St. J. R.	64	----	----	----	60	62
New York 6s, 1864	----	----	----	103½	----	----
North Carolina 6s	71	----	----	----	----	----
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	98	100	----	----	----	97
Tennessee 6s, 1890	61	59½	60½	62	61½	60
Virginia 6s	60	59	59½	----	----	----
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. and Q.	64	64½	----	64	63½	
Chicago and Rock Isl.	56½	57	56½	56	56	55½
Clev., Col. and Cin.	109½	109½	----	----	----	109½
Clev. and Pittsburg	18	18½	19	20½	19½	19½
Clev. and Toledo	45	45½	45½	46	45½	45½
Del., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	68½	69	68½	69	68½	67½
Hudson River	35½	36½	38	37½	38	37½
Illinois Central (scrip)	63½	63½	64	65	63½	64½
Michigan Central	54	54½	54½	----	54½	53½
M. S. and N. I. guar'd,	48	48½	47½	48½	47½	47½
M. S. and N. I.	24	24½	24	24½	24	24½
Mil. and P. du Chien	20½	20	20½	20½	----	----
M. and P. du C. 1st pref.	----	----	----	----	----	----
M. and P. du C. 2d pref.	55	----	55	----	54½	54½
New Jersey	124	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	82½	83½	83½	83½	83½	83½
Erie	35	35½	34½	34½	35	34½
Erie pref.	58½	58½	58½	58½	57½	58½
Erie Assessment Scrip	----	----	----	----	----	----
N. York and Harlem	12	12½	----	12½	----	12½
N. Y. and H. "pref."	----	----	----	----	----	----
Panama	----	----	----	119½	----	118
Phila. and Reading	44	----	----	42½	42½	41½
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	82
Chic. and N. W. 1st M.	----	----	----	----	----	43
" " 2d M.	----	----	----	----	----	18
" S. F.	----	----	----	----	----	----
Cl. & Tol. S. F. 7 p.c. '85	87	----	----	----	----	----
Chi., Bur. and Q. 8 p.c.	99½	100	----	99½	100	99
Chi. and R. I. 1st M. '70	----	----	----	----	99	100
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Gal. & Ch. 1 M. 8 p.c. '63.	----	----	100	100	----	----
" 2 M. 8 p.c. '75	98	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	46	46	----	----	----
Hudson R. 1 M. 7 p.c. '61	106½	----	----	106	----	----
" 2 M. 7 p.c. '60	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	82½	83½	84½	84½
" sink. fund	----	----	----	----	----	----
Illinois Centr. 7 p.c. '75	94½	----	94	94	----	93½
" " 6 p.c. '75	94½	----	94	94	----	93½
L. Erie & Wab. 1 M.	----	77	----	----	77½	----
" " 2 M.	48	----	----	----	----	----
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. and P. du C. 1st M.	----	89½	----	----	89½	89½
Mich. Cen. S. F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	102½	----	----	----	----	----
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M. Ass.	----	----	----	----	----	----
" " 2d M.	----	73	----	----	73	73
" " S. F.	90½	90½	----	----	90	90
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	92	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83.	97	----	----	97	----	----
" 1 M. 7 p.c. '64	----	----	----	----	----	----
" bonds 1876	----	----	----	104	----	----
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '83	96½	----	----	----	----	92½
" 4 M. 7 p.c. '80	85	----	----	----	----	84½
" 5 M. 7 p.c. '83	----	----	----	----	----	----
" conv. 7 p.c. '62	----	----	----	----	----	----
" " 7 p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	100½	101½	100	100	100	100
" 2 M. 7 p.c. '64	----	----	----	93½	----	----
" 3 M. 7 p.c. '67	72	72	----	----	----	----
Miscellaneous:—						
Del. and Hud. Canal	92	----	----	----	91	----
Penn'a Coal Co.	----	----	88	----	----	----
Pacific Mail S. S. Co.	91½	93	95	94	94½	93

The following are the closing prices in the London Market on the 22d February:

United States 5s, 1874	66	to	67
Virginia 6s	47	"	48
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	61	"	63
Erie shares, ex assessment scrip	28½	"	29½
Erie shares, 7 per cent. preference	48	"	49
Erie shares, assessment scrip	1½	"	2
Illinois Central 6s, 1875	78	"	79
Illinois Central 7s, 1875	79	"	80
Illinois Central $100 shares, $85 paid, dis.	44½	"	43½
Illinois Central, all paid	53	"	54
Michigan Central 8s, Convertible, 1869	82	"	84
Michigan Central Sinking Fund 8s, 1862	84	"	86
Michigan South. and North. Indiana 7s, 1885.	--	"	--
New York Central 6s, 1883	80	"	82
New York Central 7s, 1864	--	"	--
New York Central 7s, 1876	--	"	--
New York Central 7s, 1876	86	"	88
New York Central $100 shares	--	"	--
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 x.c.	85	"	90
New York and Erie, 3d mort., '83, assented	78	"	80
New York and Erie, 4th mort.	--	"	--
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	--	"	--
Panama, 2d mortgage 7s, 1872 x.c.	99	"	101
Pennsylvania Central 6s	83	"	85
Pennsylvania Central 2d mortgage	83	"	85
Pennsylvania Central $50 shares	--	"	--
Philadelphia and Reading $50 shares	18	"	20

American Railroad Journal.

Saturday, March 8, 1862.

Share and Money Market.

The Share Market the past week has been pretty uniform, with a slight decline in nearly the whole list, but governments. The decline may be probably attributed to the embargo which is put upon intelligence from nearly all the scenes of military operations. The market, however, is strong, while the conviction is almost universal that an important improvement in prices is not far distant. This conviction has put a check upon operations for a fall. Money has been very active during the week, having been made so, in part, by the passage of the Treasury Note Bill, which for a short time had the effect to put the notes issued to a small premium. Greater ease is already manifest, and will be increased by the issue of the new notes, which must make their appearance in a few days. The belief is universal that money must soon be very abundant, and the advantage is fast coming to be in favor of the borrower. Gold is still weak, selling at 102⅛ to 102½. Sixty day bills on London are quoted at 113¼.

The Chemung Railroad Company has declared a quarterly dividend of 2 per cent., payable on demand at the office of the Treasurer, Park Fire Insurance Company, 237 Broadway.

The trustees of the 1st mortgage bondholders of the Vermont Valley Railroad Company have declared a dividend of 50 per cent. on coupons of April 1st, 1857, payable on and after March 10th, 1862. For the convenience of the bondholders in New York and elsewhere, the dividend will be paid for the space of one month, viz: from the 10th of March to the 10th of April, at the office of Alexander Hamilton, Jr., 41 Wall street, Jauncey Court, and thereafter will only be paid at the office of the treasurer in Bellows Falls.

Michigan Central Railroad.

The following table will show the earnings of the Michigan Central for the past three months, as compared with the corresponding months of the previous year:

Dec., 1860..	$129,022 26	Dec., 1861..	$200,133 76
Jan., 1861..	142,333 70	Jan., 1862..	230,159 08
Feb., 1861..	119,768 97	Feb., 1862..	159,658 64
Total ..	$391,129 93	Total...	$589,951 88

The Treasury Note Bill.

Since our last issue this bill has been passed by Congress and received the approval of the President. We give it entire elsewhere. The following is a synopsis of the several sections:

1. The Secretary of the Treasury is authorized to issue $150,000,000 of notes, not bearing interest, of no less denomination than $5, payable to bearer at the United States Treasury.

Fifty millions of this issue shall take the place of the notes issued under the act of July 17, 1861, and are to be substituted therefor as rapidly as practicable.

The amount of the two kinds of notes together shall at no time exceed $150,000,000.

The new notes are receivable in payment of all taxes, internal duties, excise, debts and demands of every kind to the United States, *except duties on imports, and for claims of all kinds against the United States, except interest on bonds and notes, which is to be paid in coin.* They shall also be lawful money and *a legal tender in payment of all debts, public and private,* (except duties on imports and interest.)

Holders of the notes depositing any sum not less than $50, or some multiple of $50, at the Treasury or Sub-Treasury, may receive duplicate certificates of deposit, entitling them to an equal amount of United States bonds (registered or unregistered as they may elect) at 6 per cent. interest, payable semi-annually, redeemable after five years and payable twenty years from date.

The notes are to be received the same as coin, at their par value, in payment of loans hereafter sold or negotiated, and may be reissued from time to time as the exigencies of the public interest may require.

2. Funding is provided for as follows: The Secretary of the Treasury may issue coupon or registered bonds, not exceeding $500,000,000, redeemable after 5 years, and payable in 20 years, bearing 6 per cent. interest, payable semi-annually. Denomination not to be less than $50. These bonds may be sold at the market value, at any time, for United States coin, or for Treasury notes issued under any former act of Congress, or for notes issued under this act.

All United States securities held by corporations or individuals within the United States are exempted from taxation by the State authority.

3. The notes and bonds are to be signed by or for the United States Treasurer and Register, and bear the seal of the Treasury Department, and be countersigned by or for the Register. The act of December 23, 1857, relating to Treasury notes, is revived and re-enacted in all its provisions not inconsistent with this act; and $300,000 is appropriated for the preparation of the new notes and bonds.

4. The Sub-Treasurers may receive the note on deposit for not less than 30 days, in sum not less than $100, for which certificates o deposit shall be issued, bearing 5 per cent. in

terest. Deposits may be withdrawn on ten days' notice. Interest to cease at the pleasure of the Secretary of the Treasury. Amount of such deposits limited to $25,000,000.

5. *Duties on imported goods must be paid in coin, or in demand notes heretofore issued* and by law receivable in payment of public dues.

The coin so paid is set apart as a special fund, to be applied to *the payment of interest on bonds;* to the payment of one per cent. on the entire debt of the United States; and the residue payable into the treasury.

6. Penalties for counterfeiting are fixed as follows: A fine of not more than $5,000, and imprisonment at hard labor not more than fifteen years.

7. Unauthorized persons who may print notes from the plates or copy them are punishable by similar penalties.

Finances of Michigan.

The State Auditor of Michigan reports to the Legislature that the total available means in the Treasury the past year, were $1,230,000, including $523,083 derived from the war fund and the balance from taxes, amount left over from the previous year, and other sources of revenue. The expenses of the year have been $1,258 235, (or $28,000 in excess of receipts,) the war portion of the expenses being $539.428. Of this sum the Government is sure to refund $500,000, or enough to turn upon that portion of the National tax which falls to Michigan. The deficit of $28,000 is more than balanced by the taxes due from the Detroit and Milwaukee and the Michigan Southern Railroads; from the former $22,000, and from the latter $35,000. The total debt of the State is $2,736,264, including $449,100 war loan bonds. The aggregate delinquent taxes returned in 1860, was $318,423 60. The State is debtor to the Counties $33,533 01, and credited by $200,146 72.

Pittsburgh Fort Wayne and Chicago R. R.

The bondholders of the old corporation of the Pittsburgh, Fort Wayne and Chicago Railroad Company, met at the office of the Company, on the 27th ult., to elect a Board of Directors for the new corporation of the Pittsburgh, Fort Wayne and Chicago Railway Company. The election resulted in the choice of the following gentlemen: J. F. D. Lanier, Louis H. Meyer, Samuel J. Tilden, of New York; J. Edgar Thomson, G. W. Gass, Springer Harbaugh, of Pennsylvania; Kent Jarvis, Willis Merriman, Robert McKelly, of Ohio; Sam'l Hanna, Josse L. Williams, Pliny Hoagland, of Indiana; Wm. B. Ogden of Illinois. The Board organized by the election of Geo. W. Cass as President and William H. Barnes as Secretary. The election of other necessary officers was postponed until the purchasing committee shall be ready to convey the railway, &c., to the new corporation.

Sault Ste. Marie Canal.

The annual report of the Superintendent, gives a very satisfactory exhibit of the business of the Canal for the past year, in spite of the diminution of traffic. While the receipts are one-third less than last year, and nearly the same amount has been expended on the embankment, the expenses are less by one-third than in 1860. The report presents some facts and figures to prove that the law regulating tolls operates onerously upon steamers for the benefit of sail craft. While only $4,183 20 has been received from 232 sail vessels, 295 steam vessels have paid $15,414 78; yet it is asserted that it costs as much, if not more, to lock the above number of sail vessels than it does the above number of steamers, including damage to gate locks, piers, and embankments.

Rates of Foreign Exchange.

The rates of Foreign Exchange, as quoted by N. Brandt, Broker, No. 39 Exchange-place, for the steamer of March 8, were as follows:

London—60 days' sight	112¾ per cent.
London—3 days' sight	113¼ "
Paris—60 days' sight, per dollar	5f. 2½c.
Paris—8 days' sight, per dollar	4f. 97½c.
Amsterdam—60 days' sight, per guilder	43c.
Hamburg—60 days' sight, per marc banco	37¾c.
Frankfort—60 days' sight, per florin	43½c.
Bremen—60 days' sight, per rix dollar	82⅞c.

Harlem Railroad.

The following is from the annual report of this company made to the Legislature of the State for the fiscal year ending September 30, 1861:

EARNINGS.

Passengers		$448,193 48
Freight		533,657 56
Mail service		6,525 00
Expresses		7,456 39
Rent receivable		15,961 55
Miscellaneous		966 65
New Haven Company—		
For passengers	$78,702 03	
For freight	12,038 86	
For mail	1,146 82	
For expresses	2,303 60	
For rent	14,999 92	
For haulage of cars	23,028 40	
		132,219 63
Total		$1,144,980 26

EXPENDITURES.

Transportation expenses	$753,727 26
Interest	403,318 47
Total	$1,157,045 67

STOCK AND DEBTS.

Capital stock, as by charter		$8,000,000 00
Amount of stock subscribed		5,717,100 00
Common stock		4,217,100 00
Preferred stock		1,500,000 00
Amount paid in, as by last report		5,717,100 00
Total amount now paid in of capital stock		5,717,100 00
Funded debt as by last report		5,372,179 21
Total amount now of funded debt—		
1st mortgage	$3,000,000 00	
2d "	1,000,000 00	
3d "	980,300 00	
4th "	72,750 00	
Unsecured bonds, due from 1862 to 1872	206,101 35	
Sinking Fund bonds, due 1881	69,270 00	
Past due bonds	209,243 06	
		5,537,664 41
Floating debt as by last report		None.
The amount now of floating debt		43,788 53
Total amount now of funded and floating debt		5,581,452 94
Average rate per annum of interest on funded debt*		7 per cent.

* Real estate mortgages not included above, amounting to $218,273 35.

There are outstanding $244,500 of Albany Extension Certificates, on which, according to a certain deed of trust, the Company is to pay interest out of the earnings of that part of the road between Dover Plains and Chatham. The Company is now exchanging these (at less than their par value) for the bonds of the Company.

The Company hold $1,755,500 of the $2,000,000 issued of Albany Extension Certificates, which was purchased by old stock, cash and bonds. This amount does not appear in the cost of the road, but is included in the above statement of stock and debts.

The increase in the funded debt (165,485 20) is caused by the issue of 3d Mortgage and Sinking Fund Bonds to retire the Albany Extension Certificates, of which $320,500 principal, and $125,386 24 accrued interest, have been thus retired during the current year.

This amount of floating debt is caused by the cash payments for retiring the Albany Extension Certificates, and for additional cars.

COST OF ROAD AND EQUIPMENT.

	Last Report.	Pres't Report.
Construction	$7,371,982 54	$7,385,739 50
Locomotives and fixtures & snow plows	306,410 73	306,410 73
Horses and stable equipage	52,506 92	52,506 92
Passenger, baggage freight and other cars	291,835 50	291,836 50
Total cost of road and equipment	$8,022,786 69	$8,036,543 65

The above amount ($7,385,739 50) covers only the cost of the road from New York to Dover Plains. The cost of the remaining distance, from Dover Plains to Chatham, is represented by $2,000,000 Albany Extension Certificates, of which the company hold $1,755,500. Within the past year, one locomotive engine and a large number of freight cars have been purchased.

The inventory of equipment taken Sep. 30, 1861, shows an increased value of $56,111 15 over the preceding year, which amount is included in the current expenses of the road.

Real estate owned by this company	$1,137,014 46
Less mortgages	218,573 35
Not inclu. in cost of road and equip.	$918,441 11

Railroads in New Jersey.

The following is an abstract of the Reports of the Railroad Companies of New Jersey, made to the Legislature of the State:

Camden and Amboy Railroad Co.—Capital stock of the railroad, $2,710,800; Capital stock of canal, $2,294,400. The funded debts are: Loan 6 per cent., $800,000; loan 5 per cent., $210,000; loan 6 per cent., $225.000; loan 6 per cent., $367,000; loan 3 per cent., $800,000; loan 6 per cent., $1,700,000. Also a loan authorized by the stockholders for straightening and doubling track, of $2,500,000. Of this loan only $867,000 has been issued. In addition to the above there has been a loan for £185,000 sterling for the stock of the Philadelphia and Trenton Railroad. Also a loan of $1,175,000 to the Belvidere Delaware Railroad and branches, and Freehold and Jamesburg Agricultural Railroad. Also, a premium loan in England of £48,333 for the extension of the sterling loan to 1860. A sinking fund has been established for redemption of said loans. The cost of the Delaware and Raritan Canal was $3,255,302 55; of the Railroad, $5,918,658 15. Receipts of the Canal last year, $469,895 73; expenses, $157,509 53, leaving net $312,387 20. Receipts of Railroad were $2,058,989 65; expenses, $1,145,159 85, leaving net $963,829 80.

Central Railroad Co.—Capital stock, $3,630,000; 1st mortgage bonds, $1,400,000; 2d mortgage bonds, $600,000; quarterly dividend 2½ per cent., due Jan. 15, $90,750; interest accrued, not yet due, $47,833 33; accounts payable, $29,057 57; balance to credit of revenue fund, $172.855 89. Total, $5,970,496 29. Cost of railroad &c., $4,-

904,667 99; equipments, $504,500; ferry-boats, &c., $426,407 81; cash and accounts receivable, $134,920 49. Total, $5,970,496 29. Receipts last year—passengers, $222,089 93; merchandise, $382,598 75; coal, $568,275 83; mails and express, rents, &c., $28,931 09; total, $1,201,895 60. Expenses, $522,452 30. Net earnings, $679,443 80. Dividends, amounting in the whole to ten per cent., have been made during the year.

Millstone and New Brunswick Railroad Co.—Capital stock, $102,365; debt, $8,749; cost, $111,-114; receipts last year, $8,385 02; expenses, $4,-653 22; total, $3,731 80. No accidents.

Hackensack and New York Railroad.—Capital stock, $70,000; less not paid, $3,000—total $67,-000. Mortgage bonds, $40,000; less not issued, $6,000—total, $36,000. Unsecured debt, $7,000; cost of main line, $108,000; cost of Lodi Branch, $20,000. Receipts past year, $15,700; expenses, $15,200. No loss of life.

Millville and Glassboro Railroad.—Capital stock, etc., $189,998 56; cost of road, $190,422 06; receipts last year, $12,231 40; expenses, $8,910 87.

Paterson and Hudson River Railroad.—Capital stock, $630,000; cost, $630,000. Road is leased and worked by another company, which pays $53,400 rent per annum. Dividends of 4 per cent. are paid semi-annually. Seven lives lost by accident during the year.

Camden and Atlantic Railroad.—Capital stock paid in, $899,363 56; funded debt, $1,037,375 80; floating debt, $92,211 20; cost of road and equipments, $1,833,934 88; receipts during past year, $99,432 61; expenses, $69,356 70. No accidents.

Morris and Essex Railroad.—Capital stock, $1,157,800; funded debt, $340,000; contingent fund, $260,181 12; cost of road, &c., $1,757,991 12; receipts past year, $210,984 01; expenses, $121,949 41; interest, $22,543 70. Dividends have been paid amounting to $81,046; passengers carried, 455,107; miles run, 155,000; 3 lives lost by accident.

Sussex Railroad Co.—Capital stock, $187,776; funded debt, $266,855 86; floating debt, $3,021 18; cost of road, &c., $417,143 04; receipts during the past year, $23,811 51; expenses, $13,746 89; no dividends, no accidents.

Belvidere Delaware Railroad.—Capital stock, $997,862 24; funded debt, $2,082,000; special loans, $75,086 70; temporary loans, $81,105 31; cost of road and equipments, $3,134,656 39; receipts during past year, $241,502 64; on the Flemington Railroad, $11,599 94; expenses, $162,647 68.

Morris Canal and Banking Co.—Capital stock, $2,200,000; debts, $773,000 22; cost of canal, &c., $2,882,544; income during year past, $290,-890 83; navigation, $29,292 25; repairs, 81,458 90; superintendence and management, $32,599 56; dividends paid, $138,000.

West Jersey Railroad.—Capital stock, $556,370 43; loan at 6 per cent., $210,500; debt, $23,075 82; cost, &c., $780,455 05; receipts past year, $34,801 76; expenses, $17,645 47; passengers carried, 96,966½

Newark and Bloomfield Railroad.—Capital stock, $103,950; cost of road, &c., $110,098 47; receipts past year, $16,736 65; expenses, $13,-359 80. Dividend of 8 per cent. declared.

Flemington Railroad.—Capital stock, $150,011; debt funded, $93,100; other debts, $91,673 66; cost of road, $287,086 74; receipts past year, $11,599 94; expenses, $12,838 95.

Freehold and Jamesburg Railroad.—Capital stock, $230,844 80; cost of road, $231,173 96; receipts past year, $31,683; expenses, $21,487 85.

Paterson and Ramapo Railroad.—Capital stock $248,000; funded debt, $100,000; other debts, $1,089; cost of road and equipments, $350,000; income, (rent from Erie Road,) $26,500; dividends paid from earnings, 5¼ per cent., $13,020. This road is leased to the Erie Road.

Warren Railroad.—Capital stock, $1,276,000; bonds, $600,000; debts, $712 92, which is the amount of the cost of the road; receipts, $220,-827 12; expenses, $114,830 10.

Northern Railroad Co.—Capital stock, $156,-850; funded debt, (bonds,) $200,000; floating debt, $60,785 73; floating debt unadjusted, (estimated,) $10,000; cost of road and equipments, $411,929 16; receipts for the year ending Sept. 30, 1861, $890,804 41; expenses, $80,050 49; passengers carried, 131,867½; no dividends.

Central Railroad of New Jersey.

We give below the Annual Report of the Superintendent of this Road on the subject of Fuel. It gives, in detail, the additional light thrown by another year's experience on the substitution of coal, whether anthracite or bituminous, for wood:

REPORT ON FUEL.

To the President and Directors of the Central Railroad Company of New Jersey.

Gentlemen—In compliance with your request, that the Superintendent should annually make a special and separate report, giving the experience of the Company in the use of different kinds of fuel, I respectfully report, that, for the year 1861, our locomotive engines have run, in the aggregate, 662,393 miles; using for fuel 11,303.25 cords of wood, rated at $5 per cord, ready for the tender; and 2,071.5 tons of bituminous coal, at $5 per ton; and 6,188.03 tons of anthracite coal, at $3 per ton, making the aggregate cost of fuel used, $85,-437 84, averaging 12.88 cents for each mile run.

Twenty-two of the engines burnt wood exclusively, consuming 10,069, and running 350,915 miles, using a cord of wood for every 34.85 miles run, and at an average cost of 14.34 cents per mile run.

Seven of the engines burned both wood and bituminous coal, consuming 796.25 cords of wood, and 2,071.50 tons of coal, averaging 41 miles to a ton of coal or cord of wood consumed, and at a cost of 12.23 cents for each mile run.

The ten engines burning anthracite coal, and wood for kindling fires only, run 193,898 miles, consuming 436 cords of wood, and 6,188.03 tons of coal, averaging 28.05 miles to a ton of coal used, and at a cost of 10.44 cents per mile run.

All the bituminous coal burning engines, with the exception of the Mulford and the Craneville, have a portion of the time burnt wood, and the mileage, while burning wood, not having been kept separate from the mileage when burning coal, prevents a correct comparison of the difference in the costs between bituminous coal and wood for these engines.

The only anthracite coal burning engine, running upon passenger trains, is the Essex. She has run 25,216 miles, averaging 52.26 miles to a ton of coal used, and at a cost of 5.70 cents per mile run; and in comparing her with the New York, one of the most economical wood-burning engines, which has run upon like trains 27,392 miles, averaging 57.30 miles to a cord of wood, at a cost of 8.72 cents per mile run, the capacity and services of the two engines being about equal, shows the cost of fuel to be 3 cents per mile run, or about 35 per cent. in favor of anthracite coal over wood upon a passenger train.

Other engines, running upon merchandise, iron, cattle, mixed and passenger trains, have not uniformly taken full trains, or were uniformly performing the same kinds of service, some of them a part of the time burning soft coal, at other times wood, which renders a difficulty in making a comparison at all reliable.

Annexed will be found an abstract table giving in detail the capacities and performances of all the principal engines employed in hauling coal, showing the difference in the results of the different engines with the same kinds of fuel, as well as the comparative results between the different kinds of fuel used which, if carefully examined, will be found interesting.

	Names of Engine.	No. of Driving Wheels.	Size of Driving Wheels.	Size of Cylinders.	No. of 5 ton Cars hauled to each load.	Miles run.	Cost of Fuel.	Cost in cents per mile run.	Tons of Coal moved one mile.	Cost in mills of a ton a mile.	Kinds of Fuel used.
20	Bound Brook	4	4½	16×22	55	13,600	$2,270 00	16.69	1,795,200	1.26	Wood.
21	Somerville	4	4½	16×22	55	12,400	2,123 75	17.10	1,638,800	1.38	"
22	Phillipsburg	4	4½	16×22	55	14,857	2,458 75	19.91	1,921,562	1.53	"
24	Springtown	4	4½	16×21	55	17,596	2,952 50	16.78	2,322,512	1.22	"
25	New-Market	4	4	16×22	60	13,800	2,163 75	15.68	1,973,250	1.09	"
29	North-Branch	4	4	16×22	60	17,340	2,693 75	15.54	2,498,050	1.07	"
30	Clarksville	4	4	16×22	60	17,600	2,617 50	15.46	2,531,400	1.03	"
38	Valley	4	4	17×22	60	10,931	2,927 50	26.76	1,574,100	1.87	"
39	Mulford	4	4	16×22	60	8,125 40	14.69	3,062,850	1.02	Soft Coal.
23	Craneville	4	4½	17×22	60	533 00	16.10	465,200	1.18	"
"	"	4	4½	17×22	60	8,800	976 67	11.50	1,224,000	0.79	Hard Coal.
26	Middlesex	6	4	17×24	71	16,700	1,821 09	10.91	2,845,680	0.64	"
27	Union	4	4	16×22	60	23,100	2,419 50	10.47	3,820,400	0.72	"
31	Somerset	6	4	17×24	75	16,052	2,589 50	16.14	2,888,250	0.89	"
32	Hudson	6	4	17×24	75	13,136	1,662 99	13.71	2,184,562	0.76	"
33	Bergen	4	4½	16×24	60	25,000	2,490 25	9.96	8,600,000	0.29	"
35	Hunterdon	4	4½	16×24	60	24,282	2,467 37	10.19	8,489,800	0.70	"
36	Warren	4	4½	16×24	60	24,262	2,345 02	9.70	8,493,600	0.67	"
34	Passaic	6	4	18×24	82	18,700	2,531 68	14.09	8,680,160	0.68	"

It will be seen, by the foregoing exhibit, that the Craneville run 3,300 miles with bituminous coal, at a cost of 16.10 cents per mile run, and moved equal to 566,200 tons one mile, at a cost of 1.18 mills for the movement of a ton of coal one mile; then she had a new and larger fire-box put in to burn anthracite coal since which she has run 8,500 miles, at a cost of 11.50 cts. per mile run, and moved equal to 1,224,000 tons of coal one mile, at a cost of 0.72 mills for a ton of coal one mile, showing the saving of fuel to be a very large per centage in favor of anthracite over bituminous coal in the same engine. Still the comparison of the difference for the two kinds of fuel is not a true test; for a new and perfect fire-box, in either case, would consume less fuel in doing

the same amount of work, than one old, worn-out, and imperfect for the use, would.

It will also be seen, by comparing the cost of wood used by the engine Valley, with the cost of the bituminous coal used by the Mulford, there is a difference of over 90 per cent. in favor of the coal. These two engines are of the same man's make, size and capacity, except that the wood-burner has one inch the largest cylinder; this is also an unreliable comparison, for the wood-burner was employed at hauling coal from Phillipsburg to New Hampton, mostly all up grade and distance of only 16 miles, while the coal-burner run from New Hampton to Elizabethport, a distance of 48 miles.

By comparing the results of the Bergen, Hunterdon and Warren anthracite coal burners, with the New Market, North Branch and Clarksville wood-burners, the average cost of the three wood burners was 15.36 cents per mile run, and for the hauling of a ton of coal, one mile, 1.06 mills, while the average cost of the three coal-burners was but 9.80 cents per mile run, and 0.68 mills for the movement of a ton of coal one mile, showing 37 per cent. saving in favor of using anthracite coal instead of wood as a fuel to generate steam. These engines have all drawn equal loads, and their capacities are about equal in all respects, which makes the comparison of the difference in the cost for the kinds of fuel used a fair one.

By one year's more experience of the consumption of bituminous coal in the company's engines, has confirmed my opinion then expressed, that there was a large saving in the cost of fuel, by using it in proper constructed fire-boxes instead of wood as fuel; and the further experience has more than fully proved the fact, that not any of the fire boxes of our wood-burning engines, except the Mulford, are large enough to economically burn bituminous coal; consequently the expediency of altering more of them to burn it, does not at this time appear to be judicious; for if an enlargement of the fire-boxes is required, the interest of the Company would then be to construct them to burn anthracite coal. With the exception of the bituminous coal used in the Mulford, no fair test of its use has or could be made with deficient fire-boxes. Most of the engines burning bituminous coal the first part of the year, are now burning wood in consequence of the high price and difficulty of procuring the coal, and the injury being done to fire-boxes, caused by their deficiency in size for its use.

The further experience in the use of anthracite coal as a fuel to generate steam, both for passenger and freight engines, confirms the fact that there is a very large saving by its use instead of wood; but to arrive at an actual amount of saving, will require yet several years' more experience to average the cost of their maintenance, as most of the engines using it are comparatively new, with the approved (Millholland) fire box, some having recently been altered, and others with new and enlarged fire-boxes from wood burners; while the wood engines have been in use long enough to arrive at an average of their maintenance.

JOHN O. STEBBINS.
January, 1862. *Superintendent.*

Baltimore and Ohio Railroad.

Now that the Baltimore and Ohio Railroad Company has been granted by the Government the most effectual guard for such sections of the road as were destroyed by the Rebels, in order to protect the workmen engaged in the reconstruction of bridges, &c., a heavy force is engaged and a general resumption of trade is anticipated within a comparatively brief period of time. Detachments of men are hard at work in the building of bridges east of Hancock, viz.: Sleeping Creek, Cherry Run and Old Fort Frederick, and these will be completed before the close of the week. All the track has been relaid with the exception of about three miles west of Martinsburg, and as far as military operations are concerned the road will be open forthwith on next Saturday. The usual passenger and freight trains will be running according to the regular schedule about the latter part of the month. In addition to this work, there are several hundreds of our skilful mechanics and citizens earnestly engaged in the construction of locomotives and passenger and freight cars.—*Balt. Am., March 4.*

Cost of Transportation for the U. S. Army.

The following is a statement of all bills presented by railroad companies, for transportation for the United States Army, from April 1, 1861, to Feb. 1, 1862:

Allegheny Valley Railroad Company	$1,302 28
Androscoggin and Kennebec	7,084 80
Annapolis and Elk Ridge	5,780 00
Baltimore and Ohio	567,922 55
Boston and Worcester	10,011 53
Buffalo, New York and Erie	3,584 00
Buffalo and State Line	43 88
Boston and New York Express Co.	14 18
Boston and Providence	18,169 60
Cleveland and Pittsburg	105,852 00
Chicago, Burlington and Quincy	1,138 00
Camden and Amboy	48,110 70
Cincinnati and Chicago Air Line	10,103 00
Cleveland, Columbus and Cincinnati	77 00
Cleveland and Toledo	9,232 43
Central Ohio	831 64
Cleveland and Mahoning	5 96
Cumberland Valley	52,661 00
Connecticut River	25,611 30
Cincinnati, Hamilton and Dayton	1 40
Columbus, Piqua and Indianapolis	65 38
Chicago and Milwaukee	1,437 50
Chicago and Northwestern	186 99
Dayton and Michigan	4,518 00
Detroit and Milwaukee	14,022 19
Elmira and Williamsport	17,544 91
Eastern Railroad	1,191 25
Erie and Northeast	18,654 86
Fall River Railroad Line	14,387 50
Hudson River Railroad	3,923 38
Hudson River, Troy and Boston, Rutland and Burlington	5,370 00
Hannibal and St. Joseph	5,556 92
Hartford, Providence and Fishkill	7 85
Iron Mountain	2,314 00
Indianapolis and Cincinnati	70 20
Indiana Central	193 66
Kennebec and Portland	13,221 59
Keokuk, Fort Des Moines and Minnesota	127 50
Little Miami, Columbus and Xenia	177 00
Lackawanna and Bloomsburg	7 90
La Crosse and Milwaukee	8 00
Lake Shore and Michigan steamers	3,454 08
Lafayette and Indianapolis	3,000 00
Michigan Southern and Northern Indiana	110,321 55
Milwaukee and Chicago	2,860 00
Milwaukee and Prairie du Chien	30,581 98
Michigan Central steamers	1,026 24
Northern Central	223,610 24
New Jersey Railroad	32,428 00
New York and New Haven	2,475 05
New York Central	1,283 79
North Pennsylvania	564 46
Norwich and Worcester	8,207 40
New York and Boston Express	739 48
Naugatuck Railroad	84
New York, Providence and Boston	201 68
New York and Erie	9,618 18
Old Colony and Fall River	10,779 60
Pittsburg, Fort Wayne and Chicago	2,815 84
Philadelphia, Wilmington & Baltimore	69,389 78
Philadelphia and Erie	13,135 18
Pennsylvania Railroad	255,534 82
Portland, Saco and Portsmouth	26,177 32
Philadelphia and Reading	3,850 44
Rutland and Washington	2,050 00
Stonington Line Railroad	8 48
St. Louis, Alton and Chicago	5,660 44
Terre Haute and Richmond	370 58
Troy and Boston	51 78
Western Railroad	5,662 64
Worcester and Nashua	1,105 20

Imports of Foreign Dry Goods at New York for the month of February.

	1860.	1861.	1862.
Entered for consumption:			
Manufactures of Wool	$3,719,387	$1,229,034	$1,842,033
" Cotton	2,680,636	675,524	879,959
" Silk	5,004,497	2,193,700	526,486
" Flax	1,004,431	250,865	722,327
Miscellaneous Dry Goods	696,339	430,900	148,721
Total entered for consumption	$13,104,780	$4,780,073	$4,113,526
Withdrawn from warehouse:			
Manufactures of Wool	$284,256	$1,179,974	$421,788
" Cotton	465,690	1,280,431	268,577
" Silk	219,243	1,660,387	301,624
" Flax	123,322	432,069	114,795
Miscellaneous Dry Goods	85,225	207,061	43,268
Total withdr'n from warehouse	$1,177,746	$4,165,895	$1,150,039
Add entered for consumption	13,104,780	4,280,073	4,114,526
Total thrown on market	$14,282,526	$8,945,968	$5,263,565

	1860.	1861.	1862.
Entered for warehousing:			
Manufactures of Wool	$245,118	$524,024	$631,664
" Cotton	253,830	498,912	294,730
" Silk	152,970	641,380	149,677
" Flax	57,285	234,331	97,927
Miscellaneous Dry Goods	66,700	124,216	6,990
Total warehouse entries	$775,903	$2,022,863	$1,230,988
Add consumption entries	14,104,780	4,780,073	4,113,526
Total entered at the port	$13,880,683	$6,782,936	$5,344,514
Total thrown on market	$26,283,624	$14,930,446	$9,116,605

Imports of Foreign Dry Goods at New York for two months from January 1.

	1860.	1861.	1862.
Entered for consumption:			
Manufactures of Wool	$6,161,636	$3,047,996	$2,982,162
" Cotton	5,087,414	1,409,272	1,194,557
" Silk	9,559,135	3,698,336	928,696
" Flax	1,739,687	634,542	886,566
Miscellaneous	1,176,179	822,593	232,321
Total entered for consumption	$23,724,051	$9,603,039	$6,224,322

	1860.	1861.	1862.
Withdrawn from warehouse:			
Manufactures of Wool	$536,481	$1,472,849	$824,921
" Cotton	1,040,717	1,688,735	761,373
" Silk	550,619	1,374,494	625,548
" Flax	269,947	597,917	374,636
Miscellaneous Dry Goods	161,809	293,412	105,806
Total withdr'n from warehouse	$2,559,573	$5,327,407	$2,692,283
Add entered for consumption	23,724,951	9,603,039	6,224,322
Total thrown on market	$26,283,624	$14,930,446	$8,916,605

Entered for warehousing:

	1860.	1861.	1862.
Manufactures of Wool	$555,475	$2,294,647	$1,199,143
" Cotton	622,780	2,431,306	356,223
" Silk	402,845	2,324,916	335,232
" Flax	124,777	731,811	146,808
Miscellaneous Dry Goods	120,760	354,074	29,038
Total entered for warehousing	$1,926,637	$8,136,754	$2,065,444
Add entered for consumption	23,724,051	9,603,039	6,224,322
Total entered at the port	$25,650,688	$17,739,793	$8,309,766

The Brooklyn City Railroad Company.

The Brooklyn City Railroad Company comprises seven consolidated lines, with thirty miles of double track, 833 horses and 150 cars. They carried 11,500,000 passengers during the fiscal year ending September 30, 1861. Average fare from passengers (cash, and tickets twenty five for $1.) 4½ cents. Their expenses, with all economy, were 75 per cent. of the gross earnings. They pay $20 for each car run, repair between tracks and three feet outside of same, and pay tax on personalty and realty the same as other owners, provided it does not amount to more than the tax would be on *capital stock;* that is, they deduct bonds. The dividend for the year 1861 was $80.000—$1,350,000 stock, and $200,000 bonds—and they did much better than most other roads in the city.

Pacific Railroad.

The project of a railroad to the Pacific is attracting great attention in Congress, and Mr. MacDougall, United States Senator, from California, has introduced a bill into the body of which he is a member, for the construction of such a work with a line of telegraph, of which bill we give the following synopsis:

It conveys————alternate sections per mile each side of the road. All lands not sold in three years after its completion may be settled and preempted at ten shillings per acre, to be paid to the company. These grants to be made upon the completion of every forty consecutive miles, and in addition to this land grant the Secretary of the Treasury is required to issue to the company sixteen United States six per cent. 30 year bonds, of $1,000 each per mile, except for 300 miles along the base of the Sierra Nevada and Rocky Mountains—most difficult of construction—for which the number shall be trebled, for which bonds the company is to issue to the United States a first mortgage on every forty miles, free from all incumbrances.

The Government to have preference in the use of the road and telegraph, at reasonable rates, which, with five per cent. of the net earnings, is to be applied to the payment of their bonds.

The company must file their assent to this act in the Interior Department within one year after its passage; locate the route within two years thereafter, and complete the road and telegraph from the western boundary of Kansas to the eastern boundary of Nevada Territory, before July 1, 1874. The road and telegraph to run from the western boundary of Kansas, or at the 102d deg. parallel of longitude west of Greenwich, at the termination of the Leavenworth, Pawnee, and Western Railroad and Telegraph line, (which is to run from the Leavenworth, via Fort Ripley, to 102 deg. parallel), thence westerly upon the most direct, central, and practical route, through the Territories of the United States, to the eastern boundary of Nevada Territory, there to connect with the Nevada Railroad line across that Territory, and which connects the Central Pacific Railroad of California, running thence to San Francisco. The track upon the entire line is to be of uniform width, and the grades and curves not to exceed the maximum of those of the Baltimore and Ohio Railroad; and the road and telegraph to be operated as one continuous line from the Missouri River to the Pacific coast.

The Hannibal and St. Joseph and Pacific Railroads may extend their roads from St. Joseph, via Atchison, and from Kansas City, to connect with the road through Kansas; and up to such point of junction double the amount of lands and bonds are to be granted to them and equally divided. In case all the roads provided for in the bill are constructed, and in case of failure of these companies to construct such connections, any company organized by the State of Kansas may construct a connection on the same conditions.

The Dubuque and Sioux City, the Mississippi and Missouri, and the Burlington and Missouri River Railroads, may construct a single line, not to exceed three hundred miles, from a common point on the western boundary of Iowa, to connect with the Kansas line, on the same conditions.

In case the company incorporated by this bill does not complete the road and telegraph in a reasonable time, or keep the same in repair and use, Congress may pass an act to insure its speedy completion and use, and direct the income thereafter to be devoted to the use of the United States to repay all expenditures caused by default of the company.

The company is required to make an annual report to the Secretary of the Interior, showing the cost, income, and expenditures of the entire road and telegraph, and if the earnings, including the amount allowed for services rendered for the United States, after deducting all expenditures, shall exceed ten per centum on its cost, exclusive of the five per cent. to be paid to the Government, Congress may reduce the tariff of rate of fare, if unreasonable, and fix the same by law.

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New York, January 4, 1862

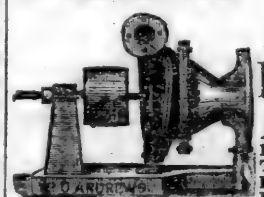
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OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, Feb. 10, 1862.

AT a meeting of the Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY, held at their office in New York, this day, it was

Resolved, That an assessment of FIVE DOLLARS per Share, upon the Scrip Shares of the Capital Stock of the Company, be, and the same is hereby called, payable on the 10th of March, 1862; and that the same be payable on the Stock registered in the City of New York at the office of the Company in that City; and on the Stock registered in London, at the office of Messrs. ROBERT BENSON & Co., London; and that parties desiring to pay their assessment in London, may pay the same at the rate of four shillings and two pence sterling to the dollar.

Resolved, That the transfer books be closed on the afternoon of the 1st March next, and re-opened on the 10th of the same month; and that no transfer be permitted on or after that day of Shares upon which the foregoing assessment shall not have been paid.

THOMAS E. WALKER, Treasurer.

NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, Feb. 6, 1862.

SEVENTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of Three per cent. on the capital stock thereof, payable on the 20th day of February inst. upon stock registered at New York, Boston, or Albany, and on the 20th day of March next, upon stock registered at London. Stockholders whose stock is registered at New York, will receive their dividends at the office of DUNCAN, SHERMAN & CO.; those whose stock is registered at Boston, at the office of J. E THAYER & BROTHER; those whose stock is registered at Albany, at the ALBANY CITY BANK; those whose stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s. 1d. to the dollar. The transfer books, which are now closed, will be re-opened at New York, Albany and Boston, on the morning of Monday, the 24th day of February instant.

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6t2 N. S. S. BEMAN, *President.*

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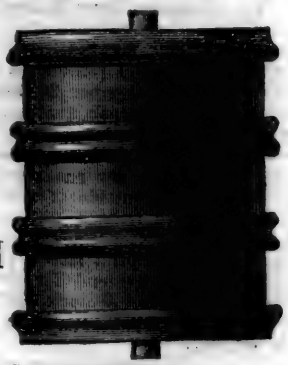


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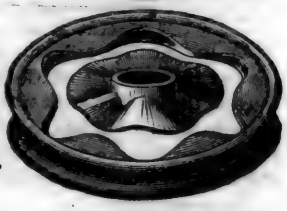
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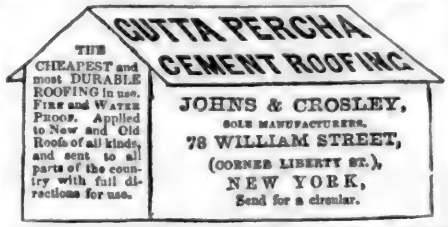
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7.	" 15 "		1½ to 1	19.	" 28 "		¾ to 1
8.	" 16 "		¾ to 1	20.	" 30 "		1 to 1
9	" 16 "		1 to 1	21.	" 30 "		1¼ to 1
10.	" 18 "		¾ to 1	22.	" 30 "		1½ to 1
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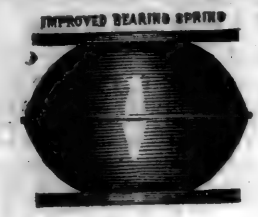
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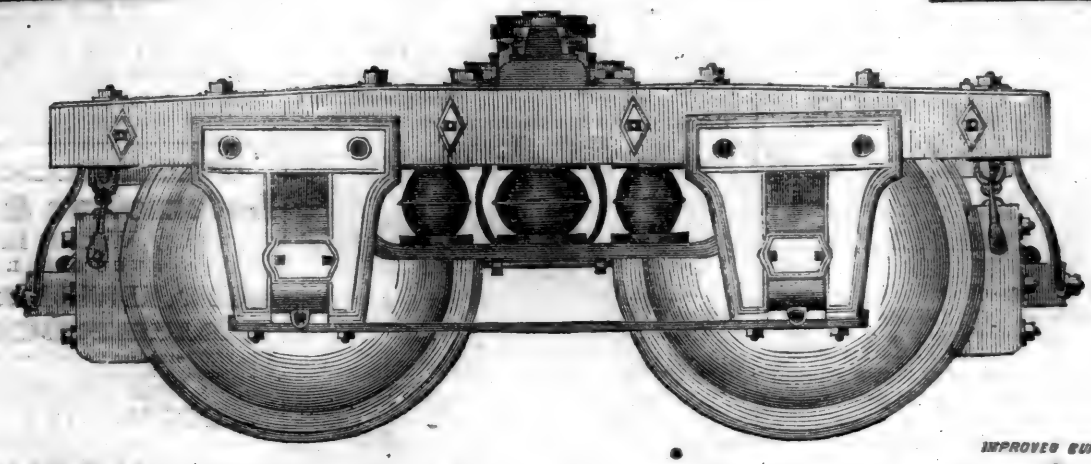


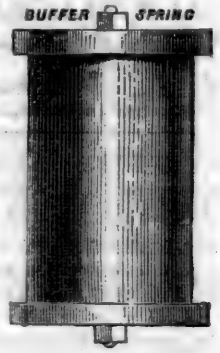
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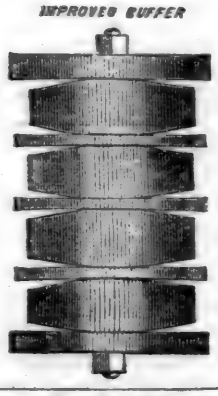




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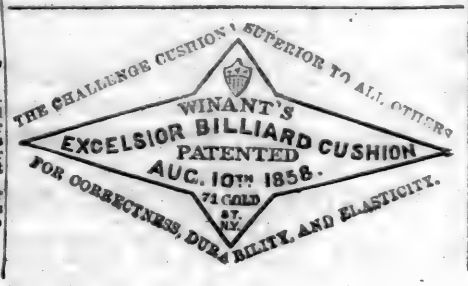
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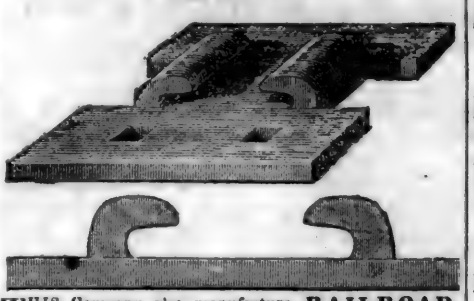
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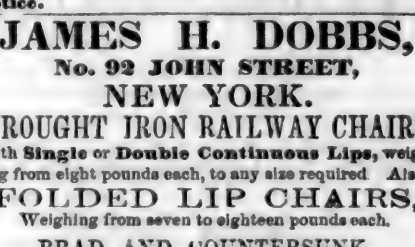
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American Railroad Journal.

New York, Saturday, March 15, 1862.

Survey of the Central Pacific Railroad.

This is the name of a projected railroad over the Sierra Nevada mountains, connecting the city of Sacramento, California, with the Washoe mineral region, and ultimately forming a great link in the system of railroads which will one day stretch across the continent. A copy of the surveys of this work, made by THEODORE D. JUDAH, Esq., has been received. Considering the well-known difficulties besetting such a work, we must say the result is eminently satisfactory. The gist of the report is that the Western slope of the mountains, which is much more arduous than the Eastern, can be ascended with a grade never exceeding one hundred and five feet to the mile, which is less than the steepest grade on the Baltimore and Ohio road in its passage over the great Alleghany.

Mr. Judah alludes to the physical obstacles which must be overcome in crossing the Sierra. The first of them is the great elevation of that range, the lowest practicable passes being 7,000 feet above tide level. This can only be reached, with an average grade of 100 feet to the mile on a base of 70 miles, allowing nothing for irregularities. This distance is only about the average length of the Western slope. In the present instance the distance is 81 miles.

The second obstacle consists in the impracticability of crossing rivers in the mountains, or even using their banks to any great extent. The principal streams between the extremes mentioned above have cut for themselves channels from 1,000 to 2,000 feet in depth; while their sides vary from perpendicular to an angle of forty-five degrees. The 'divides' between those rivers are often so narrow at the top that they will scarcely allow the passage of a wagon along them. No bridges have been or probably ever will be thrown across most of those canons. To visit a neighbor within speaking distance it may be necessary to journey twenty miles. Usually each of the ridges forms a county, having its own thoroughfare entirely independent of those of its neighbors. Sacramento and Marysville are the great *foci* of mountain travel.

The third great obstacle is the second summit of the Sierra Nevada, which is separated by a pretty broad table-land from the Western summit. But in the present instance a route has been discovered which entirely avoids the former. From the few facts here given, the reader will readily observe that engineering is but child's play in the Eastern States when compared with California.

The line surveyed takes a north-easterly course from Sacramento for 25 miles to Lincoln, the point of intersection with the California Central Railroad, which is 140 feet above Sacramento. Thence it follows an indentation in the "foot hills," with fifty feet grades, for six miles, when grades of eighty-four feet are first used. In its course here it traverses Doty's ravine, Shipley's ravine, Boyen Ranche, Sailor's ravine, Dry Creek, Clipper Gap and other localities, with grades ranging from fifty to one hundred and five feet (the maximum). Near Illinoistown it passes a summit with a tunnel of 500 feet; the shortest curves are also in that neighborhood. Further up, near Secrettown, two tunnels, each about 600 feet long, will be necessary. Beyond these the line reaches Dutch Flat, near which it finally leaves the crest of the ridge and bends over to Yuba river. For some distance up the latter the maximum grade will have to be used. The summit is exactly 7,027 feet above the sea level.

The descent is comparatively short and easy, though the maximum grade will exist for some distance downward. The route pursued follows the main Truckee for a distance; then seeks the valley of Donner Creek, and returns to the Truckee, which it follows to the Washoe region. The general results are expressed in the following statement of the prominent features of the line:

It crosses the Sierra Nevada Mountains, and reaches the Truckee River, in 123, and State line 140 miles from Sacramento.

Big Bend of Truckee, or Humboldt Desert, is reached in 178 miles.

It crosses the State at nearly its narrowest width.

It pursues nearly a direct course from Sacramento to Big Bend of Truckee.

It forms a local road for the counties of Sacramento, Placer, and Nevada.

It commands, and will perform, the entire business of Nevada Territory, Washoe, and the Silver mineral region.

It will also command the business of newly-discovered Humboldt mineral district, Pyramid Lake, Esmeralda, and Mono mineral districts.

It crosses the Truckee Meadows at the head of Steamboat Valley, which, with Washoe Valley and Eagle Valley, connects with Carson Valley, enabling a branch road, with light grades, to be built to any point on Carson River.

It reaches eastern base of Sierra Nevada in 11½ miles from Summit.

It follows the valley of Truckee River, without obstacle, to Big Bend or Humboldt Desert.

It entirely avoids the second summit of Sierra Nevada.

Its maximum grades is 105 feet per mile, or less than those of the Baltimore and Ohio Railroad.

The grades down the Truckee will not exceed 40 feet per mile.

The elevation of line is maintained, continuously, to the summit—there being no down grade running easterly to Summit.

An uniformly descending grade is maintained from the summit easterly to the Truckee, or eastern base.

Encounters no elevated plateau of table-land at Summit.

Running to and from Summit with maximum grades, cannot have an extensive snow-line.

Runs through extensive forests of Pitch and Sugar Pine, Fir, Cedar, and Tamarack, which latter two species of timber are abundant, and will furnish excellent cross-ties.

Crosses no deep river canons or gorges.

Its longest tunnel will not exceed 1,350 feet in length, and no shafting will be required.

Shortest radius of curvature, 573 feet.

Navigable waters of the Sacramento River at all seasons of the year its western terminus; Washoe and the great Basin its eastern terminus.

At Big Bend of Truckee, the line is in position to proceed *via* the Humboldt to Salt Lake, or follow the Simpson route to some point.

Saving in distance over route *via* Madelin Pass and head-waters of Sacramento, as surveyed by Lieut. Beckwith, from Lassers Meadows or Humboldt crossing, 184 miles.

Saving in cost of Pacific Railroad line, taking Lieut. Beckwith's estimate from Lasseur's Meadows or Humboldt crossing, as compared with cost of present proposed line, in thirteen and one-half millions of dollars.

Reduces the time of passenger transit to and from Washoe to 8½ hours. Passengers leaving Virginia station at 5 A. M., will reach San Francisco the same evening.

Saving in cost of transportation of freight to citizens of Washoe or Nevada Territory, one million of dollars per year.

Affords a market for low-class silver ores (now thrown aside), for shipment to Europe, from over 3,000 mining claims.

Is advantageously located for an extension to Oregon.

Completes first western link of Pacific Railroad, overcoming its greatest difficulties.

As to the obstructions apprehended from snows, it is believed that the road can be kept open during the year round. Numerous observations show that the greatest depth of undisturbed snow at the summit is thirteen feet, this being the accumulation of all the storms of the winter season. The snow line begins on the Western side near Dutch Flat and terminates at Niel's Flat, twelve miles east of the summit, making the whole distance where deep snows prevail, fifty-two miles. Occupying either the crest or the sides of ridges, it is believed the snow would be easily capable of removal by means of ploughs. As to the absence of shelter in case of storms, it is observed that the Placerville wagon road is kept open for travel all winter, hotels being established every few miles. With a railroad built upon this route, the objection would be speedily obviated.

The estimated cost of the road to the State line, 140 miles, is $12,380,000, or an average of $88,428 per mile for a single track. Adding estimates to Virginia station, it amounts to $13,270,000, or to Humboldt Desert (178 miles) $14,880,000.

Coal Oil Wells of Pennsylvania and Canada

The production of coal oil by the wells in Pennsylvania is enormous, and the amount goes on increasing every day. The prodigious quantity thrown on the market has caused a glut and reduced the prices below paying standard. A Venango paper says, that if a barrel of oil could be had for nothing at this time, it would not pay in New York the cost of freight, commission, &c. Still the product goes on, and the stock accumulates too fast to warrant its being stored away to wait for a rise. Some operators, however, are plugging up their wells in consequence of the low prices, but other wells are increasing in their yield. A fortnight since 20,000 barrels of oil were on the wharf at Oil City, Pa., waiting shipment to Pittsburg. At one of the great wells 114 large cisterns were counted, holding 30,000 barrels of oil. The chief vein, the Phillips, yields 3000 barrels daily. Like the others, it is fitted with a stop-cock, and only allowed to run as fast as the oil can be taken care of. The stop-cock is inserted in the tubing, which is sunk as soon as oil is reached. The bore of this well is five inches in diameter. One party at Oil Creek pays $3000 a day for the transportation of his oil to the various railroads, the nearest point being twenty miles distant. The lands are leased, the owners receiving one-half or quarter of the oil. Fleets of flatboats are building to go down the river with the spring freshets. They are to be drawn up alongside the flowing wells, and by a hose will be run full, and then floated down to Pittsburg, the oil being thus taken to the refineries in bulk, and the expense of barrels, which is from $2 to $2 25, being saved. Hundreds of thousands of dollars have been lost by sinking wells where no oil vein has been struck.

The oil wells of Enniskillen, Canada West, are reported to exceed in production those of Pennsylvania, enormous as that production is. The Yankees are said to have got ahead of the slow-moving Canadians in availing themselves of the newly discovered riches, and have opened numerous wells. The wells are only about fifty miles from Detroit, and many Michigan capitalists have invested in them. About three hundred wells have been sunk. The principal one is said to be capable of yielding oil sufficient to load a four hundred ton vessel daily. This flow has been curtailed by tubing, so that the daily yield is now only about six or seven hundred barrels. Several extensive refineries have been erected in Michigan for refining the oil from these wells.

Pittsburg and Connellsville Railroad.

This company was chartered April 8, 1837, with authority to construct a railroad from Pittsburg, by the course of the Monongahela and Yonghiogeny rivers, to some suitable point at or near Connellsville. The charter having lapsed, was revived by an act passed April 18, 1843, and the company authorized to extend their road beyond Connellsville to Smithfield, or any other point on the waters of the Youghiogeny. In January, 1853, the company obtained a charter from the State of Maryland, which conferred authority for the extension of the road into that State as far as Cumberland. The necessary surveys were commenced July 20, 1853, and the contract for the work on the division between West Newton and Connellsville, 25 miles, given out March 22, 1854. This portion of the road was completed and opened for business September, 1855, at a cost of $547,639. On the 26th of April, of the same year, that portion of the first division of the road between West Newton and Turtle Creek was contracted for, and the work immediately thereafter commenced, and in the Spring of 1856, the contract was given out for the tunnel at Sand Patch Summit. The road was opened from West Newton to Guffey's Station, 8 miles, August 10, 1856; and to the Mouth of Turtle Creek, 15 miles, January 14, 1857. Operations at the tunnel works were suspended October 1, 1857, and have not since been resumed. Early in 1859 the work of construction was commenced between Turtle Creek and Pittsburg, and the road completed and brought into use on the 10th of October, 1861. The length of the Turtle Creek Extension is 10⅙ miles. On the 1st of November, 1861, this company took a lease of the Fayette County Railroad, of 12 miles in length, from its junction with their road, a mile east of Connellsville, to Uniontown, at an annual rental of $4,000 out of the revenue of that road, which it is not doubted will enable them to meet the rent and all current engagements. The road having been injured by the great flood of September last, this company has agreed to repair the damage for a specific sum, reimbursable out of the rent, and also to purchase the rolling stock of the road, consisting of two small locomotives and a few cars, for the sum of $4,000, payable in two years. The total length of the Pittsburg and Connellsville Railroad, including the Fayette County Railroad, the Turtle Creek Extension, and the branch connecting with the Pennsylvania Railroad at Brinton's, will be 72 miles.

The road as far as constructed, with the exception of the Turtle Creek division, has been paid for chiefly in county and city bonds subscribed as capital. These securities are guaranteed in principal and interest by the company, and to a certain extent are a lien on the road. No interest on any class of securities has been paid since 1857, and those issued by the city of Pittsburg and the county of Allegheny have been repudiated. Their validity however has been established by the legal tribunals of the State, but these have not not thus far succeded in enforcing the payment of the accruing interest. Baltimore city has largely aided the company—at first by guaranteeing its bonds to the amount of $1,000,000, and subsequently by exchanging them for a like amount of its own stock and bonds. The work upon the Turtle Creek Extension was paid for by the proceeds of bonds secured only upon the work itself. The amount of capital stock authorized is $3,000,000, of which $1,756,636 60 has been paid.

Classes.	No. of shares.	Par value.	Paid in bonds.	Paid in cash.	Total paid.
Allegheny County	15,000	$750,000	$750,000	.....	$770,000
Pittsburg City	10,000	500,000	500,000	.....	500,000
Connellsville	2,000	100,000	100,000	.....	100,000
McKeesport	2,000	100,000	100,000	.....	100,000
B. and O. Railroad Company	700	85,000	.....	$85,000	85,000
Cumberland City	4,000	200,000	.....	.....	.....
Total corporate	33,700	$1,685,000	$1,450,000	$85,000	$1,485,000
Stock issued for real estate	371	18,550	.....	18,550	18,550
" right of way	153	7,650	.....	7,650	7,650
" to contractors	1,946	97,300	.....	97,300	97,300
Total real estate	2,470	$123,500	$1,450,000	.....	$123,500
Individual stock paid in full	2,568	128,400	.....	128,400	128,400
" " part	4,126	206,300	.....	18,569	13,569
" " forfeited	.....	.....	.....	6,167	6,167
Total individual	6,694	$334,700	.....	$148,136	$148,136
Grand total	42,864	$2,143,200	$1,450,000	$183,136	$1,756,646

The funded debt of the company, $1,500,000, is described as follows:

City of Baltimore, 6 per cent. loan, $1,000,000, dated July 1, 1856, and payable, July 1, 1886, and interest semi-annually, Jan. 1 and July 1, at Baltimore. On the 24th of June, 1843, an ordinance passed the Baltimore City Councils, which guaranteed the bonds of this company to the amount of $1,000,000. The price these bonds commanded in the market was unsatisfactory; and on representations of the company a supplementary ordinance

was passed, June 10, 1856, authorizing the issue of city coupon bonds and inscribed stock in exchange for the guaranteed bonds, which last were subsequently cancelled. This loan, which constitutes a first lien on the road, consists of $94,000 in city bonds, and $906,000 in city stock. A sinking fund, constituted of $12,000, payable annually, was provided for the redemption of the loan at maturity.

First mortgage construction 6 per cent. bonds $400,000, dated August 1, 1859, and payable August 1, 1889, and interest semi-annually February 1 and August 1, at New York. The whole provision under this mortgage is $400,000, which is secured on the section of road between Pittsburg and Turtle Creek, 10½ miles, a special release from the Baltimore mortgage to this extent having been granted.

Bonds given for real estate, $100,000, due in 1868 and 1883.

The following statement exhibits the present condition of bonds and stocks issued in favor of the company by corporate bodies, including the bonds issued by the company for the construction of the Turtle Creek Division:

	Amount issued.	Amount sold.	Per cent. realized.
City of Pittsburg..	$500,000	$500,000	80.70
Allegheny county.	750,000	660,000	80 1-16
Boro' of McKeesp't	100,000	100	100
" Connellsville.	100,000	100,000	15
Balt. guaranteed..	1,000,000	.....	....
" City.....	300,000	94,000	92.36
" " stock ...	906,000	906,000	89.90
T. C. Div. 1st mort.	400,000	268,000	96 3-5
	$4,056,000	$2,528,100	

The following is a statement of construction expenditures, (omitting organization expenses, profit and loss and interest account) distributed between the Eastern, Western and Turtle Creek Divisions:

	Expended last year.	Total expenditures.
At Sand Patch Tunnel and east thereof	$975 24	$219,900 52
West of S. P. Tunnel....	15,702 56	1,479,784 23
On T. C. Division.....	80,694 87	264,379 02
	$97,372 67	$1,964,063 77

The earnings of the road for the fiscal year ending October 31, 1861, have been as follows:

From passengers	$22,426 80
" freight.....	43,993 24
" mails, etc	3,686 21
	$70,105 75

And the expenses were:

Conducting transportation..	$11,980 26	
Maintenance of way	11,586 91	
" cars.....	3,162 93	
" motive power.	14,671 06	
		41,401 15
Difference		$28,704 60

The entire receipts of the company during the year were $70,228 20; and the current expenditures, $48,888 69—leaving $21,217 06 as the net revenue of the year. Of this amount, $10,310 95 has been expended upon the Turtle Creek Division for right of way, station houses, interest on construction bonds, etc.; $3,246 25 for interest on mortgage, debt and taxes on Monongahela depot; $2,954 93 for real estate; and $4,704 93 for new machinery and buildings. The floating debt has increased $17,442 78. The gross earnings show a decrease of $10,447 06; with a decrease in expenses of $9,461 07. The construction account has been increased $13,996 08 chiefly by the purchase of new equipment. The number of miles run by engines was 11,408—being 2,367 miles less than the previous year. The number of passengers carried was 60,968; the number carried one mile was 860,497. Tons of freight carried, 56,539.

The equipment of the road consists of 8 locomotives; 5 passenger, 3 baggage and mail, 48 freight, and 8 dumping cars.

CONDENSED BALANCE SHEET.

Payments on capital stock		$1,756,436 60
Real estate bonds.....		100,000 00
Loan from city of Baltimore		1,000,000 00
First mortgage construction bonds on Turtle Creek division.....		400,000 00
Bills payable.....		61,236 78
" on T. C. division		7,811 61
Sundry accounts		16,263 70
Receipts from transportation department	$123,723 49	
Total payments.....	88,636 30	
		85,087 19
		$3,426,835 87
Preliminary surveys		$8,965 47
Graduation, masonry, bridges, etc....		869,934 44
Superstructure.....		572,872 09
Right of way		88,859 88
Real estate		190,544 45
Station buildings.....		37,019 08
Rolling stock		90,802 69
Engineering expenses		114,031 14
General expenses.....		94,898 66
Discount on city and county bonds ..		511,768 32
" bonds T. C. division.....		9,025 00
Commissions on collections, etc.....		12,969 70
Sinking fund, Baltimore loan		12,000 00
Interest account.....		406,007 45
Securities on hand and hypothecated .		326,324 14
Debts due the company		175,244 90
Cash.....		5,568 47
		$3,426,835 88

The following statement will show the mileage, cost, earnings and expenses, for the years ending October 31:

	Cost of road, etc.	Mileage.	Gross earn'gs.	Operating expenses.	Difference.
1855 ...	$1,195,254	25	$1,533	$1,378	$155
1856 ...	1,818,155	33	9,306	13,724	loss.
1857 ...	2,285,605	48	45,587	41,268	4,319
1858 ...	2,383,738	48	48,887	41,475	7,412
1859 ...	2,441,300	48	57,938	43,371	14,467
1860 ...	2,905,939	48	80,553	50,862	29,691
1861 ...	2,919,698	48	70,106	41,401	28,705

President—BENJ. H. LATROBE, Baltimore.
Sec. and Treas.—W. O. HUGHART, Pittsburg.
Sup't—HENRY BLACKSTONE, Connellsville.

The Cumberland River.

The Cumberland river rises in the Cumberland Mountains, near the boundary between Virginia and Kentucky, and pursuing a westerly or southwesterly course enters Tennessee. After an extensive sweep to the south it turns north-westwardly and northerly, and enters and crosses Kentucky, entering the Ohio 11½ miles east of the mouth of Tennessee river, and 59 miles above the mouth of the Ohio. The entire length of the river is about 600 miles, and it drains a territory of 17,500 square miles. It is navigable for large steamboats and vessels to Nashville, 203 miles from the mouth, and for boats of 15 tons 300 miles further. At certain seasons of high water vessels of 400 tons can descend the river 400 miles to the Ohio, and for half its length boats may navigate it at all seasons. It is the second river in size which enters the Ohio, being inferior only to the Tennessee. Below Nashville, the river is deep and narrow. There are on the borders of the Cumberland 19 furnaces, 9 forges, and 2 rolling mills, producing annually 44,500 tons of iron, valued at $1,673,000.

The National Finances.

We copy the following as the leading article in the Circular of Samuel Hallett & Co.:—

The events of the past week have been of unusual interest and importance, and have exerted a corresponding influence upon financial and commercial affairs. The Banks have again extended important aid to government by making a large loan of Treasury Notes, which henceforth are to be used as specie in the settlement of balances at the Clearing House. The Treasury Certificates of deposit are to be used for the same purpose. Such an arrangement has the effect to put immediately into circulation a large amount of notes which have been accumulating in the banks, which are now, in commercial transactions, the equivalents of money, and which greatly facilitates the settlements between the banks. We are thus, at last, fairly launched, for better or worse, upon the broad sea of paper money. The result so far is certainly agreeable, as everybody appears to be benefitted thereby. Money is plenty. Business revives, and the expenditures of the war only seem to tend to increase the national prosperity.

Another important event is the message of the President recommending to Congress the passage of a resolution declaring it expedient to aid the several States in the emancipation of their slaves. Such a declaration has been favorably received by all shades of political parties, and bids fair to unite all upon a definite and uniform policy, which shall at the same time be humane in its intent, without working a violent change in the social condition of the country. The favorable reception of the message has exerted an influence over the Share and Money Market, as unity of sentiment gives increased confidence of strength.

Another favorable feature is the steady progress of the national authority. Every day adds to its area. The conviction is now universal that in a comparatively short time, the integrity of the country will be restored. Trade follows our arms, so that military and commercial progress go hand in hand.

Another important element toward an improved state of feeling is the tax bills recently prepared, and which are now fully reported. We do not deem it important to give these in greater detail than we have already done, till they become a law. They are looked upon as a guarantee for ample revenues to meet the wants of government, certainly on a peace footing. The effect upon government securities, consequently, has been marked. The leading transactions in the market have been in these. They are still firmly held, though the large amounts that must speedily be offered, will prevent for the present, we believe, a continued advance. Government wants money by the hundreds of millions, and though the country was apparently never richer, yet sums so vast cannot be supplied without making money active, which will have an effect upon governments, if not upon all kinds of securities. We entertain no doubt of the ability of the Treasury to borrow all that may be needed, but a party with wants so vast, whether it be an individual or a nation, must pay pretty much in proportion to its necessities. Such will be the result, however unclouded the present prospects.

The new batch of Treasury Notes must soon make their appearance. Their influence upon business and prices of all kinds will be a most interesting subject. As they are to perform all the functions of money, we do not see how

a great inflation of prices can be helped, to keep pace with the increased abundance of the common standard or measure of value. We anticipate a large increase in our foreign trade, notwithstanding the probable increase in rates of duties upon many articles. The consumer will pay with his Treasury Notes, while the importer must pay in coin. We anticipate from this cause an increase in the market value of this as of all other articles.

On the whole the aspect of affairs have at no time been so favorable since the commencement of our political disturbances. The progress of the national forces are now most rapid in every section of the country. Effectual resistance is already seen to be utterly hopeless. The insurgents can no longer oppose adequate forces or resources to those operating against them. They have lost the whole sea coast, and the provision growing districts of the west, a loss which must soon leave them without food; and have abandoned the works which they have been a year in constructing, and which during all this time have threatened Washington. We refer to these matters, for the reason that the commercial affairs of the country are bound up in its political affairs. Every inch of territory gained by our armies is so much added to the volume of our trade, and to the value of every kind of property.

An Atlantic Telegraph.

The London *Observer*, in an article relative to a telegraph between Europe and America, says:—

"There is reason to believe that attempts will shortly be made to connect England and America once more by the electric telegraph, and this time with greater increased prospects of permanent success. Recent occurrences have impressed the Government of England and of the United States with the enormous importance of such a means of communication, and the President and Government of the United States have decided on giving every support in their power to any well-considered project of that kind. The Government of the United States have, in a liberal manner, offered to subscribe one-half of the sum which would be required for making the cable, and give the use of vessels of their navy in assisting to lay it, provided the British Government will grant the remaining portion of the sum.

Mr. Cyrus Field, who took so active a part in reference to the former Atlantic telegraph, has, we are informed, undertaken a mission to this country for the purpose of inducing the British Government to act in a spirit of equal liberality and co-operation with this friendly offer on the part of the United States. As further evidence of the friendly spirit which has actuated this offer, the Government of the United States are perfectly content that the telegraph should have its terminus on British territory, as that will afford the nearest point of communication with England and Ireland. Any arrangements that would be entered into between the two Governments would, of course, provide for the efficient working and use of the line, and would guarantee its protection by both countries in the event of hostilities. We are at a loss to see upon what grounds our Government can refuse to respond favorably to the offer, which, if not already made, will shortly be submitted to its consideration.

The cost of the cable, calculated with the greatest amount of care, and with every improvement, would not be greater than that which was expended on the line from Malta to Alexandria, and which was wholly defrayed by the Government. Our interests with the American Continent are not less important than those with India, and, even if greater importance were to be attached to our Eastern possessions, it would only render still more necessary a line actoss the Atlantic, seeing that with the telegraphs which already exist on the American continent, and which now exist to the Pacific coast, it would afford a means of rapid and valuable communication, from the West, with China and our Indian Empire."

Albemarle and Chesapeake Canal.

The Albemarle and Chesapeake Canal commences in North Carolina, at the mouth of North River, a wide and deep tributary of Albemarle Sound. The line extends up that river to the canal, thence through the canal to Currituck Sound, and up the North Landing river to the Virginia section of canal, and thence westerly through said canal to the South-west branch of Elizabeth River in the vicinity of Norfolk.

The length of the company's line of navigation is about 65 miles, but all except 5½ miles in North Carolina from North River to Currituck Sound, and 8½ miles in Virginia through Great Bridge swamp, consists of natural water courses varying in width from 200 feet to several miles.

This improvement completed a chain of inland navigation from New York southward a distance of about 600 miles. It makes a line of continuous inland navigation from New York to Newbern, N. C., with only 71 miles of canal namely:—

Delaware and Raritan Canal in New Jersey, 43 miles; Chesapeake and Delaware Canal in Delaware, 14 miles; Albemarle and Chesapeake Canal in Virginia and North Carolina, 14 miles.

Albemarle, Pamlico and Currituck Sounds, receive the waters of twenty-one rivers, and a great number of smaller navigable streams, altogether watering upwards of twenty fertile counties, and affording about 1800 miles of navigation.

Old Colony and Fall River Railroad.

The Old Colony and Fall River Railroad Company is a consolidation of the Old Colony Railroad Company and the Fall River Railroad Company.

The Old Colony Railroad Company was incorporated in March, and organized on the 25th of June, 1844. The work of construction was immediately commenced, and the whole line between South Boston and Plymouth, 37.26 miles, opened Nov. 10, 1845. In 1846, the road was extended to its present station in the city. The Abington and Bridgewater branch, 7.76 miles in length, was constructed in 1846–7. In 1848 a second track was laid between Boston and South Braintree, the point of connection with the Fall River Railroad, 11 miles. In 1847 leases were taken of the South Shore Railroad, and the Dorchester and Milton Branch. That of the former was for a period of five years, during which the Old Colony Company agreed to run and maintain the road, and pay as rent, 6 per cent. on its cost. The lease terminated in 1854, resulting in a considerable loss to the Old Colony Company. The Dorchester and Milton road, 324 miles, was operated by the Old Colony Company up to the time of the consolidation, September 7, 1854. The cost of the Old Colony road at that date was $2,393,544; share capital $1,964,070; funded debt $223,200; floating debt $70,888. The following statement will show the earnings, expenses, etc., from 1846 to 1853, inclusive:

	Gross earnings.	Operating expenses.	Net earnings.	Divi- dends.	Per cent.
1846..	$125,711	$57,230	$68,481	$68,000	6
1847..	171,153	74,719	96,434	78,006	7½
1848..	237,350	87,379	139,971	91,362	7½
1849..	275,066	197,516	78,550	*nil.*	*nil.*
1850..	296,170	195,233	100,937	"	"
1851..	318,075	221,196	96,879	39,280	2
1852..	322,218	202,840	119,878	*nil.*	*nil.*
1853..	374,879	233,833	141,046	"	"
8 yrs.	2,110,617	1,264,646	841,171	271,648	22
Av....	263,827	158,681	105,146	33,956	2¾

The Fall River Railroad Company was a consolidation of the Fall River Branch, the Middleboro', and the Randolph and Bridgewater Companies. The Fall River Branch Company was incorporated in March, 1844, with authority to build a railroad from Fall River to Myrick's. The Randolph and Bridgewater Company was incorporated in March, 1845, and authorized to construct a railroad from Bridgewater to the Old Colony Railroad in Braintree or Quincy. The Middleboro' Company was also incorporated in March, 1845, with authority to construct a railroad from Bridgewater to the Fall River Branch at Myrick's. The three companies were consolidated on the 8th of August, 1845. The share capital of the original companies was as follows: of the Fall River Branch, $400,000; of the Randolph and Bridgewater, $400,000; and of the Middleboro', $250,000—making a total of $1,050,000. The road was opened from Fall River to Myrick's Station, on the 9th of June, 1845; and the whole road to its Junction with the Old Colony in Braintree, 42.24 miles, was completed and put in operation on the 16th of December, 1846. On the 7th of September, 1854, the Fall River and the Old Colony Railroad Companies were consolidated under authority conferred by an act of the Legislature, passed on the 25th of March previous. At that time the Fall River Company had no debt; and the cost of the road, etc., $1,050,000, was represented solely by the original share capital. The following statement will show the earnings, expenses, etc., from 1846, to 1853 inclusive:

	Gross earnings.	Operating expenses.	Net earnings.	Divi- dends.	Per cent.
1846...	$64,119	$53,784	$10,335	*nil.*	*nil.*
1847...	111,354	77,229	34,125	$31,500	3
1848...	184,344	71,924	112,420	68,250	6½
1849...	174,048	110,875	63,168	31,500	3
1850...	210,080	105,513	105,567	*nil.*	*nil.*
1851...	232,322	132,113	100,209	78,750	7½
1852...	229,445	129,855	99,590	84,000	8
1853...	294,183	167,593	126,590	84,000	8
8 yrs.	$1,499,890	$847,886	$652,004	$378,000	36
Av..	187,486	105,985	81,501	47,250	4½

The length of the united roads, from Boston to Fall River is 79.50 miles; of the Bridgewater Branch, 7.76 miles—making the total length of road owned by the company, 87.26 miles. Including the Dorchester and Milton Branch, 3.24 miles, (leased), the total length of road operated is 90.50 miles. In the agreement for consolidation, the value of the Old Colony Railroad was estimated at $1,650,000, and that of the Fall River Railroad at $1,050,000. The share capital of the former was $1,965,100; that of the latter $1,050,000; and it was agreed that the share capital of the new company should equal the aggregate of those of the two old companies, to be divided between the stockholders of each, in ratio to the estimated value of the respective roads. The company operates the Dorchester and Milton Branch under a contract which provides that it shall supply the rolling stock, and receive one-half the gross earnings of the road, and in addition 50 cents per mile for every mile run by its trains over it—the Dorchester and Milton Company to maintain its road. The amount of capital stock authorized is $3,200,000, of which $3,015,100 has been paid. Funded debt, $81,500, consisting of 6 per cent. coupon bonds, falling due April 1, 1862, 1863, and 1864; interest payable semi-annually April 1, and October 1, in Boston. Cost of road and equip-

ment, $3,434,164—less $71,216 charged off for depreciation.

The income account for the years ending November 30, 1860 and 1861 is as follows:

RECEIPTS.

	1860.	1861.
From passengers	$387,771 15	$315,086 52
From freight	226,471 79	151,073 77
Operat'g D. & M. road	3,673 00	3,189 40
U. S. Mails	10,750 00	10,750 00
Expresses	9,392 82	8,492 69
Extra baggage	4,347 42	3,407 29
Rents	13,024 12	13,321 10
Surplus from previous year	567,321 08	701,697 22
	$1,222,751 38	$1,207,017 99

DISBURSEMENTS:

	1860.	1861.
Maintenance of road	$60,465 71	$42,802 78
" bridges.	4,740 16	5,023 71
" locomotives.	27,855 55	19,536 50
" cars	33,793 35	23,217 49
" build'gs	6,942 86	6,418 89
" fences	2,123 39	2,289 38
Renewals of iron	33,786 70	25,915 47
Fuel	36,119 80	31,716 04
Oil and waste	8,246 18	6,959 60
Salaries wages, etc.	101,735 33	96,154 43
Gratuities and damages	7,460 29	16,490 00
Taxes and insurance	6,534 39	7,882 80
U. S. Mails	1,232 50	1,305 09
Interest	9,111 95	10,873 51
Dividend 6 per cent.	180,906 00	180,906 00
Surplus	701,697 22	729,526 69
	$1,222,751 38	$1,207,017 99

CONDENSED BALANCE SHEET.

	1860.	1861.
Construction	$3,362,948 60	$3,362,948 60
Materials on hand	135,938 00	142,405 00
Taxes and insurance	5,000 00	6,000 00
Post Office Departm.	4,456 87	3,380 76
Sinking fund	271,214 16	275,144 66
Bills receivable	29,446 49	37,430 12
Newport Extension.		17,511 73
Purchases and sales of real estate	168,441 27	168,532 30
Change of location.		4,206 04
Sundry accounts	22,450 10	20,241 91
Cash	23,958 08	7,559 46
	$4,023,853 57	$4,045,360 58

	1860.	1861.
Capital stock	$3,015,100 00	$3,015,100 00
Bonded debt	107,000 00	81,500 00
Coupons unpaid	210 00	
Bills payable	76,500 00	121,778 00
Connecting roads	5,880 77	1,704 31
Superintendent's department	21,360 00	
Income	701,697 22	729,526 69
Contingent fund	1,336 92	1,336 92
Dividends unpaid	4,315 66	3,961 66
Dividend payable January 1	90,453 00	90,453 00
	$4,023,853 57	$4,045,360 58

The following statement will show the earnings, expenses, etc., from 1854 to 1861, inclusive:

	Gross Earnings.	Operating Expenses.	Net Earnings.	Dividend.	Per ct.
1854.	$649,656	$490,270	$159,386	$90,453	3
1855.	652,899	357,762	295,137	180,906	6
1856.	683,356	378,217	305,139	180,906	6
1857.	604,552	342,371	262,181	180,906	6
1858.	551,399	283,755	267,644	180,906	6
1859.	646,755	340,342	306,413	180,906	6
1860.	655,430	340,148	315,282	180,906	6
1861.	505,320	296,585	208,735	180,906	6
8y's.	4,949,367	2,829,450	2,199,917	1,356,795	45
Av..	618,671	353,681	264,990	169,599	54

	1860.	1861.
Miles run by pass. trains	296,422	297,225
Do. freight do.	104,289	91,622
Do. other do.	12,306	3,403
Total miles run	413,017	392,330
Passengers carried	1,122,279	957,373
Do. carried one mile	16,430,160	13,280,415
Do. carried one mile to and from other roads	9,902,041	5,834,424
Tons of freight carried	207,765	142,242
Do. carried one mile	7,075,048	4,885,063
Do. carried one mile to and from other roads	1,801,129	1,141,809

Having obtained authority from the Legislature of Massachusetts to extend the road in Fall River to the State Line, there to connect with the Newport and Fall River Railroad, chartered by the Assembly of the State of Rhode Island, the directors have located the road through the city of Fall River to the State Line, and appointed Samuel F. Johnson, Esq. to superintend the engineering of the Extension. The construction of the road has been let to Messrs. Gilmore & Co. The directors have again petitioned the General Court for further legislation in regard to the extension to Newport and hope by another year to report the successful completion of the enterprise.

The company have 27 locomotives, 49 passenger and 15 baggage cars, and 363 cars for merchandise, etc.

President—ALEXANDER HOLMES.

Directors—James H. Beal, Wm. J. Walker, F. B. Crowninshield, C. C. Gilbert, Richard Borden, Geo. A. Kettle.

Treasurer—JOHN M. WASHBURN.

Superintendent—GEORGE HAVEN.

Mechanic's Liens upon Railroad Property.

CITY RAILROAD COMPANIES; WHEN THEIR PROPERTY IS LIABLE TO BE SOLD UNDER EXECUTION—WHEN THE RULE OF PROTECTION CEASES TO OPERATE, OR TO BE A BAR TO A MECHANIC'S LIEN.

It is a familiar principle of law, that the property of railroad companies is free from liability to seizure and sale under the ordinary execution against property; and for the reason that were such seizure and sale allowed by the Courts, at the suit of any and every individual who might have debts of either small or large amounts due to them, and who might have recovered judgments thereon, it would often result in the entire stoppage of the working of the road and the business of the company; and this would result in an injury to the public, who are supposed to have a permanent interest in the steady and continuous running of the cars. This rule, however, is limited to those cases in which the reason upon which it is founded exist; and where the sale of the property levied upon will not interrupt or interfere with the ordinary business of the company, the property may be sold. This has been recently held in a District Court in Pennsylvania, in the case of McIlvain *vs.* The Hestonville and Mantuaville Railroad Company.

The plaintiff had filed a mechanic's lien for materials furnished in and about the erection of a stable which was built and used by the company for the purpose of sheltering the horses employed in drawing the cars of the defendants over their road. The defendants pleaded in bar the allegation that the stable was necessary to the enjoyment of the corporate rights and privileges of the defendants. The court, however, held these facts insufficient; and that a stable so built and occupied by a Passenger Railway is liable to a mechanic's lien, and to a sale under the same. The following is the opinion of the court deliveredat the decision of the case:

HARE, J.—This case comes before us on a demurrer to a plea in bar, to a *scire facias* issued on a mechanic's lien filed for materials furnished in and about the erection of a stable, which the plea avers to have been built, and to be now used for sheltering the horses employed in drawing the cars of the defendants over their road, and to be, therefore, necessary to the enjoyment of the corporate rights and privileges of the defendants. The decisions undoubtedly establish that as the interest of the public in the administration of a public franchise, survives the grant by which it is made the property of a corporation, or an individual, and is paramount to the right of the creditors of the grantees, it cannot be taken in execution and sold for the payment of debts. This is true, not only of the franchise itself, as for instance, of the right to carry passengers or freight on a railroad, but of everything necessary to its enjoyment, and without which it cannot be exercised. It was accordingly said during the argument, that a *fieri facias* cannot be levied on the rolling stock of a railway, or on the building where a turnpike or canal company collects its tolls, and there is good authority for the latter position, if not for the former. The exception thus made in favor of the possessors of franchises of this description is, however, in derogation of the general rules of law, and should not be carried further than the necessity in which it has its origin requires. To sell the cars or locomotives of a railway to the highest bidder, is at once and necessarily to stop the working of the road, and the same result must follow, though indirectly, from the sale of the toll-houses of a canal, because tolls cannot be collected without the necessary means, nor the canal kept in repair without the collection of tolls. But it cannot be said to be absolutely requisite, that the stabling owned by the passenger railroads which traverse our great cities should be exempt from execution, because, although their cars are propelled by horses, and horses cannot be kept without proper buildings to keep them in, still those buildings may be rented and need not be owned by the company. And, although it may be more convenient to have the stable at the point which the company select as the terminus than elsewhere, yet any other point on or near the route, will do nearly as well, which cannot be said with regard to a toll-house, which must usually be placed at a particular spot, and cannot serve its purpose unless close to the line of the road or canal. The allegation in the plea that the stable in question is necessary for the enjoyment of the corporate rights and privileges of the defendants, is not admitted by the demurrer, because the necessity which exempts from liability to execution, must be a necessity implied by the law from the impossibility of using and enjoying the franchise without the aid of the specific thing sought to be exempted. We, therefore, think the plea insufficient, and give judgment for the plaintiff on the demurrer.

French Statistics.

The recent quinquennial report of the census exhibits the population of France to be 37,382,225. When the last census was taken, in 1856, it was 36,039,364. This has not, however, been all natural increase, as since that time the annexation of Savoy and Nice have added 669,059 new French citizens to the population of France. The Minister of France has just given publicity to the receipts of the past year. The direct taxes collected up to the 31st of December, 1861, amounted to 479,827,000 francs, upon a total of assessments of 492,936,000 francs. The indirect taxes yielded, in 1859, 1,094,644,000 francs; in 1860, 1,073,712,000 fancs, and in 1861, 1,099,566,000 francs. The augmentation of indirect taxes gathered from the sale of wines, liquors and tobacco, had been considerable. In 1859, the liquor taxes yielded 174,-

271,000 francs; in 1860, 176,036,000 francs, and in 1861, 195,316,000 francs. The product of the sale of tobacco amounted, in 1859, to 176,744,000 francs, and in 1861, to 215,255,000 francs. The price at which the government sells it has been raised twenty per cent. since the first named year. The number of suicides in France during the year just passed was 8899—an average of more than ten a day, and one in a little less than every ten thousand inhabitants. Three thousand fifty-seven of these were males and 842 females; 16 were children under 15 years of age; 38 men and 11 women were 90 years of age and upward, while the majority were between 40 and 60. Suicides were most frequent in the months of April, May, June and July, which in France, are usually the most pleasant of the year. The causes of death were: Hanging and drowning, 2833; suffocation by charcoal, 271; guns, 206; pistols, 189; cutting instruments, 153; jumping from high buildings, 110; poison, 93; not specified, 44.

South American Trade.

The British are making strong efforts to secure the trade of Chili and other South American States on the Pacific coast, by the establisment of a line of steamers between the Atlantic and Pacific, through the Straits of Magellan, which will connect Chili more closely with England, by way of Brazil on the Atlantic side, and thence in a direct line with Southampton.

Whilst the United States have almost a straight line, by way of the Isthmus of Panama, with Chili and the Pacific coast, and while she has a direct ocean communication with Brazil much nearer than England, yet she appears to be letting the trade of those countries, in a great measure, slip through her fingers, and run into a European channel. This apparent neglect or indifference will soon be felt and deeply regretted when her merchants shall behold a successful rival, with far less natural advantages, in the enjoyment of the commerce of South America.

It seems astonishing that the United States have no steam communication with Brazil—a country of the first importance in South America—and it appear like a fatal, or at least an unaccountable, exception to the general enterprise and sagacity of her intelligent commercial men. England has steam communication with Brazil, and her steamers carry the mail from Valparaiso in Chili. Should her present project of a line of steamers through the Straits of Magellan be carried into effect it will very materially operate against the interests of the American Panama line, and must injuriously affect our commerce with both the Atlantic and Pacific coasts of South Ameria.— *Philadelphia Com. List.*

The Tennessee River.

The Tennessee river has its course chiefly in the State of Tennessee, and is the largest tributary of the Ohio. Its most remore sources are Clinch and Holsten rivers, which rise in the Alleghany Mountains of Virginia. From Knoxville it pursues a south-west direction across the State and enters Alabama, when it pursues a westerly course for one hundred and fifty or two hundred miles, and then turns north and enters Tennessee again, crossing the State and the western portion of Kentucky and entering the Ohio eleven and a half miles below the mouth of the Cumberland, and forty-seven and a half miles above the mouth of the Ohio. The whole descent of the river from its most remote source to its mouth is about seventeen hundred feet. Its whole length by the course of the river is twelve hundred miles. It drains a surface of forty-one thousand square miles. There are no perpendicular falls and few rapids which obstruct navigation through its whole course. The greatest obstruction is at Muscle Shoals, Alabama, two hundred and fifty-seven miles from the mouth, to which point steamboats ascend. A canal thirty-six miles in length has been built around these shoals, and above the navigation for boats is unobstructed for two hundred and fifty miles. The river being rapid, is chiefly favorable for navigation down stream.

Table of Engines of the Central Railroad Company of New Jersey, 1861.

No. and Name.	Net tons.	Maker.	In use. Y'rs.	In use. M'ths.	Gauge.	Burner.	Miles run.	Repairs.	Present condition and duty.	Total Mileage.	Total Repairs.	Yearly Average Mileage.	Yearly Average Repairs.
1. General Wall.	13	Baldwin, rebuilt by Co.	10		Narrow.	Wood.	1,020	$295 99	Wants general repairs.	On gravel train.	51,994	$2,807 63	5,199	280 76
2. Commodore.	22	Norris, do.	14	2	"	"	.....	" "	"	Not in use.	109,612	6,360 49	7,787	879 80
3. Easton	22	Taunton Locomotive Co.	13	1	"	"	1,005	18	In fair order.	On gravel train.	218,881	8,063 88	16,786	616 31
4. Clinton	22	"	11	9	"	"	18,693	405 91	" "	On passenger train.	184,675	8,187 85	15,788	698 84
5. New York	26	"	9	9	"	"	27,392	1,502 35	In good order.		175,975	10,246 16	18,019	1,050 78
6. Pennsylvania	26	"	9	7	"	"	21,376	1,811 82	In fair order.		144,923	8,102 08	15,122	871 52
7. New Jersey	26	Rogers, Ketchum & Co.	9	8	"	"	23,585	829 67	" "	"	150,699	7,679 82	16,292	830 25
8. Delaware	26	"	9	3	"	"	11,266	821 01	" "	Spare engine.	132,534	4,864 23	14,928	525 86
9. Lehigh	26	"	9	3	"	"	19,075	2,548 57	In good order.	On passenger train.	196,825	8,146 22	21,116	860 67
10. Plainfield	26	Taunton Locomotive Co.	8	9	"	"	31,766	988 49	In shop for repairs.		184,431	8,618 91	21,078	986 02
11. Westfield	26	"	8	9	"	"	9,661	3,066 23	In good order.		213,561	12,095 76	24,407	1,382 37
12. Elizabeth	26	"	8	7	"	"	35,584	753 13	In fair order.		229,446	11,962 10	26,537	1,393 64
13. Raritan	26	"	8	5	"	"	20,406	253 97	Wants new fire-box.	On freight train.	149,264	6,611 15	17,737	736 48
14. Bloomsbury	26	"	7	9	"	"	16,510	981 97	In good order.	" "	139,781	5,603 90	18,020	723 08
15. Lebanon	27	N. Jersey Locomotive Co.	6	1	"	"	14,776	767 36	" "	" "	99,965	4,510 75	16,483	741 49
16. Asbury	27	"	6	1	"	"	17,708	627 86	" "	" "	98,609	5,341 42	16,222	878 04
17. Hampton	28	"	5	6	Broad.	"	22,800	805 84	" "	" "	136,323	3,912 26	24,395	711 82
18. Port	28	"	5	6	"	"	7,700	69 74	" "	On coal train.	105,782	8,913 88	19,283	711 61
19. Essex	25	Taunton, rebuilt by Co.	6	1	Narrow.	Hard Coal.	25,216	1,637 29	" "	On passenger train.	63,823	6,877 48	10,491	1,190 54
20. Bound Brook	28	N. Jersey Locomotive Co.	5	3	Broad.	Wood.	13,600	632 65	Rebuild'g for hard coal.	On coal train.	100,127	3,086 27	19,072	578 84
21. Somerville	28	"	5	3	"	"	12,400	1,171 57	" "	" "	101,810	4,588 78	19,302	874 05
22. Phillipsburg	27	"	5	2	Narrow.	"	14,857	544 20	In good order.	" "	97,183	3,275 03	18,809	633 87
23. Cranaville	28	"	4	10	Broad.	Hard Coal.	11,800	2,401 84	" "	" "	95,861	5,421 75	19,833	1,121 74
24. Springtown	28	"	4	9	Narrow.	Wood.	17,595	747 35	" "	" "	94,630	2,961 25	19,922	621 81
25. Active	25	Danforth, Cooke & Co.	4	11	"	"	6,900	878 46	" "	Shifting cars at E. P.	50,390	3,129 22	10,249	432 89
26. Middlesex	25	N. Jersey Locomotive Co.	4	7	"	"	16,700	628 87	Wants general repairs.	On coal train.	46,296	5,648 82	10,101	1,281 88
27. Union	35	"	3	11	Broad.	Hard Coal.	28,100	606 44	In good order.	" "	65,080	5,163 51	16,603	1,318 34
28. New Market	30	Rogers, Locomotive Co.	4	7	"	Wood.	13,800	478 97	" "	" "	100,274	2,242 82	21,878	489 34
29. N'rth Branch	30	"	4	6	"	"	17,340	211 96	" "	" "	60,740	1,774 31	20,164	894 29
30. Clarksville	30	"	4	5	"	"	17,600	544 46	" "	" "	82,599	2,615 39	18,702	592 16
31. Somerset	32	Danforth, Cooke & Co.	2	4	Narrow.	Hard Coal.	16,052	899 07	Wants new fire-box.		38,646	2,545 63	16,563	1,090 98
32. Hudson	32	"	2	4	"	"	12,186	1,938 81	In good order.		38,744	8,161 80	15,747	1,354 84
33. Bergen	33	N. Jersey Locomotive Co.	1	5	Broad.	"	25,000	609 49	" "	" "	94,700	773 72	24,494	199 94
34. Passaic	34	"	8		"	"	18,700	594 05	" "	" "	18,700	594 05	28,050	801 07
35. Hunterdon	32	Rogers Locomotive Co.	1	5	Narrow.	"	24,232	464 46	" "	" "	38,382	543 48	23,528	383 63
36. Warren	32	"	1	4	"	"	24,262	653 79	" "	" "	81,892	660 06	28,918	495 08
37. Dot	25	Danforth, Cooke & Co.	1	8	Broad.	Wood.	6,075	382 13	" "	Shifting cars at E. P.	10,425	460 12	6,255	276 07
38. Valley	33	Swinburne Locomotive Co.	1	10	"	"	10,931	791 76	" "	On coal train.	22,119	883 86	12,065	482 11
39. Mulford	33	"	1	9	"	Soft Coal.	21,270	1,138 79	Wants new fire-box.	" "	24,926	8,307 70	14,243	1,890 45
	662,393							$34,809 50			3,962,997	$184,696 62		

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	533,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1833	----
Mortgage Coupon	2,500,000	6	1885	70
" "	700,000	6	1880	68
" "	1,128,500	6	1875	71
" "	1,000,000	6	1867	81
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	870,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	400,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'72-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	95
Mort. (chgd from Sterl'g)	888,000	5	1864	95
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (tax'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1893	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	106
2d Mortgage	600,000	7	1875	100
Central Ohio:				
1st Mortgage	450,000	7	1851	62½
1st Mortgage	800,000	7	1864	43
2d Mortgage	800,000	7	1865	53
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	736,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1863	99½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	99½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1863	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	99
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	87
1st Mortgage	3,600,000	7	------	43
2d Mortgage	2,000,000	7	------	18
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	90
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	363,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,164,000	7	------	43
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1868	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296 000	7	1864	----
C. and T. Dividend (convert.)	168,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	86
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	8	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	800,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	104
1st Mortgage (E. Extension)	1,500,000	---	1875	104
2d Mortgage	2,600,000	---	1881	95½
Income (due 1862, '65 and '67	265,416	---	var.	58
Detriot and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	100½
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	445,000	6	1874	101
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	'62-'68	100
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	103
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	98
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	35
Land Security	5,000,000	7	1851	28
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	106
2d Mortgage	2,000,000	7	1860	83
3d Mortgage	1,840,000	7	1875	82½
Convertible	1,002,000	7	1867	75
Illinois Central:				
Optional Right Scrip	38,000	7	1863	64
Construction	12,885,000	7	1875	93
Construction	4,115,000	6	1875	93
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1886	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	58
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortage	289,000	7	1861	75
2d Mortgage	892,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	89½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	18½
2d Land Grant (Western Div.)	353,000	†	------	18½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	89
Long Island:				
1st Mortgage	500,000	6	1870	85
Extension Bonds	175,000	7	1890	82½
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State (Tenn.), 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1888	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	923,617	---	'59-'62	----
Memphis and Charleston:				
State Tenn.] Loan	1,100,000	6	1880	
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,439	6	1872	100
1st Mortgage St'g (convertible)	600,000	8	1869	104
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	104
1st Mortgage (S. F.), convertible	4,153,000	8	1882	96½
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	91
Northern Indiana, 1st	986,000	7	1861	92
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	89
Detroit and Toledo	611,000	7	1876	76
1st General Mortgage (S. F.)	2,850,000	7	1885	90½
2d General Mortgage	2,466,000	7	1877	73
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,566,000	7	1891	90
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	240,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4 '8	----
1st Mortgage Coupon	2,865,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	90½
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	100½
Stock Subscription	785,000	6	1883	96
Premium Consolidated Stock	7,745,000	6	1883	96
Real Estate	221,000	6	1883	96
New Convertible	3,000,000	7	1864	103
New York and Erie:				
1st Mortgage	3,000,000	7	1867	105½
2d Mortgage	4,000,000	7	1864	100
3d Mortgage (convertible)	6,000,000	7	1883	93
4th Mortgage (convertible)	3,729,000	7	1880	86
5th Mortgage	1,277,000	7	1883	76
Unsecured (convertible)	2,018,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	100½
2d Mortgage	1,000,000	7	1864	94½
3d Mortgage	862,300	7	1867	74
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	91
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1856	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	61
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	66½
2d Mortgage	3,077,000	7†	1861	4½
North Missouri:				
State Loan (30 years)	4,850,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	67½
Chattel Mortgage	350,000	10	18:5	85
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,198,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	99
2d Mortgage	2,319,000	6	1875	93
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	78½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,800	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	108,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859–'70–'75)	365,000	6	var.	----
3d Mortgage (1862–'70–'72)	378,000	6	var.	----
Special Mortgage (1865–'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	95
Mortgage	3,103,600	6	1870	90
Mortgage (convertible)	3,536,500	6	1886	78
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	78
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
McKeesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	82½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and L.)	1,000,000	7	1872	----
2d Mortgage (O. and L.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1878	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$580,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan (3½ years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Registered	150,000	7	1860	----
Richmond, Fred. and Potomac:				
Sterling (£267,000)	824,000	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	30
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	[997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	800,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	86½
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	93½
2d Mortgage (convertible)	2,000,000	7†	'68–'70	52
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	220,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	77½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	43
3d M. (L. Er., Wab. and St. Louis)	1,347,600	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	10½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	193,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1890	----
Western (Mass.):				
Sterling (£599,900)	4,319,520	5	'68–'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	73
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1875	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.,	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	—	50.6	—	—	—	*Alabama and Florida*	1,451,386	*	—	877,953	503,500	105,255	1,515,704	54.0	—	101,162	37,866	—	—
28 Feb. '59	30 3	—	—	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	—	55,791	31,852	—	—
31 May '60	109.6	—	—	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,087,006	777,777	240,485	2,476,028	109.6	—	207,626	111,232	—	—
30 Jun. '59	57.0	—	—	171.3	—	—	—	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	—
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	—
1 May, '61	469.3	13.5	—	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	—	—	—	—	—	—	1,402,858	695,370	—	—
29 Feb. '60	88.5	28.4	—	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	—	505,156	260,269	6	—
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	—	—	—	—	—	—	—	—	—	—	—	—	—
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '58	38.5	—	—	107.5	—	—	—	Memphis and Little Rock	563,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,856	22.5	—	230,251	104,594	—	—
								CONNECTICUT.													
31 July '60	23.8	—	2.6	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	—	23.8	45,545	77,028	34,866	16	—
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,147	149,477	—	—
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,688	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	136½
31 Dec. '60	74.0	—	—	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	—
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,818	263,209	94,591	8	—
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	—	—	—
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	—
31 Dec. '60	66.0	—	5.2	—	7	7	111	New London Northern	1,399,409	174,159	—	510,900	1,052,100	—	1,573,568	66.0	148,820	130,295	—	—	—
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	1,717,523	117.4	579,669	925,075	326,573	—	—
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	—	66.0	—	358,362	159,005	3½	40
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	408,132	870,000	271,877	1,607,684	84.3	136,631	133,970	41,466	—	—
31 Oct. '59	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	723,561	—	—	744,520	—	4,641	749,171	5.0	—	21,195	—	6	—
								FLORIDA.													
— — '62	154.2	—	—	150	—	—	—	*Florida*	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,435	195,000	75,894	619,112	32.0	—	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	—	—	—	*Flo., Atlantic and Gulf Central*	—	—	—	—	—	—	—	—	—	—	—	—	—
— — '62	100.0	3.9	10.0	153.5	—	—	—	*Pensacola and Georgia*	—	—	—	—	—	—	—	29.4	—	—	—	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	—	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	—	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	—	—	—	Atlantic and Gulf—M. Trunk	—	—	—	—	—	—	—	30.0	—	—	—	—	—
31 Dec. '60	53.0	—	—	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	—	53.0	—	168,988	95,612	—	—
30 Apr. '60	43.5	—	23.7	—	—	—	—	Brunswick and Florida	755,000	*	—	151,887	—	—	—	31.0	—	—	—	—	—
30 Nov. '60	191.0	—	—	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	—	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	—	1,159,158	528,043	8	100
30 Nov. '60	102.5	—	—	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	—	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	—	202,714	110,516	8	—
1 May, '58	68.1	—	—	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	—	—	—	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	—	—	388,853	13	—
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	—	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '60	220.0	—	—	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	—	—	8,500,000	4,500,000	—	10,000,000	220.0	845,981	994,569	225,786	13m	—
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	—	1,514,478	242,564	—	63½
31 Dec. '58	45.0	—	—	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	—
1 Apr. '60	194.0	—	—	—	—	—	—	Chicago and Northwestern	9,344,863	—	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	—
30 Jun. '60	181.8	—	—	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	—	1,093,934	309,567	3½	57
10 Nov. '58	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	—	84.0	—	—	—	—	—
31 Dec. '60	121.0	133.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,000	—	10,469,355	261.3	792,029	1,462,762	652,260	—	69½
31 May, '61	175.0	—	—	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	—	175.0	—	485,943	181,529	—	—
31 Dec. '60	454.8	252.5	—	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	—	2,721,591	850,630	—	65½
— — —	—	—	—	81.5	—	—	—	Illinois River	—	—	—	—	—	—	—	—	—	—	—	—	—
— — —	148.0	—	—	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	—	148.0	—	—	—	—	—
— — —	46.6	—	—	—	—	—	—	Peoria and Bureau Valley	—	—	—	—	600,000	—	—	oper.	by Chic.	& R. Is.	125,000	—	—
— — —	—	—	—	122.0	—	—	—	Peoria and Hannibal	—	—	—	—	—	—	—	—	—	—	—	—	—
— — '58	186.0	—	—	—	—	—	—	Peoria and Oquawka	6,400,000	*	—	1,569,889	2,200,000	—	—	186.0	—	—	—	—	—
31 Dec. '58	100.0	—	—	—	—	—	—	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	—
— — —	1.0	—	—	—	—	—	—	Rock Island Bridge	—	—	—	—	—	—	—	oper.	by Chic.	& R. Is.	—	—	—
— — '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	623,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	—	823,767	—	—	—
								INDIANA.													
— — —	108.0	—	—	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	—	108.0	—	—	—	—	—
— — —	29.0	—	—	78.0	—	—	—	Cincinnati, Peru and Chicago	—	—	—	—	—	—	—	29.0	—	—	—	—	—
31 Aug. '57	109.0	—	—	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '60	72.4	—	—	—	19	15	374	Indiana Central	1,667,039	274,061	25,641	2,750	986,061	1,219,100	51,772	2,283,748	109.0	—	249,867	119,342	—	—
31 Dec. '58	89.8	20.2	—	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	610,050	1,178,000	40,550	2,108,011	109.0	366,122	400,397	133,009	—	58
31 Dec. '60	84.0	—	—	—	—	—	—	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	1,689,900	1,362,284	140,689	3,458,108	110.0	—	448,858	230,834	9	30
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	835,971	1,023,384	37,219	2,031,942	84.0	—	277,952	119,745	—	—
— — '59	64.0	—	—	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,016,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	—
3 1Dec. '60	86.0	49.0	—	—	23	—	—	Madison and Indianapolis	2,667,704	*	356,755	1,000,000	600,000	—	2,000,000	64.0	—	—	—	—	—
— — '58	288.0	—	—	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	220,563	99,080	—	—
— — '58	74.0	—	—	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	—	645,827	371,402	—	—
30 Nov. '60	73.0	—	—	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,100,000	820,000	80,000	2,000,000	74.0	—	—	—	—	—
								IOWA.				1,381,450	280,000	46,647	1,970,381	73 0	—	404,599	232,773	10	—
1 Jan. '58	75.5	—	—	201.5	—	—	—	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	—	—	—	—	—
31 Dec. '59	86.0	—	—	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	—	86 0	7 mo's.	85,239	46,771	—	—
31 May, '58	50.1	—	—	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	985,000	441,787	2,267,313	50.1	—	—	—	—	—
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	—	—	—	245,000	755,000	—	—	—	—	—	—	—	—
1 Jun. '58	38.5	—	—	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	—	38.5	11 mo's.	458,821	21,856	—	—
1 Jun. '59	11.2	—	—	57.3	—	—	—	Keok., Mt. Pleasant and Muse.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	—	—	—	—	—
— — '59	55.0	52.6	—	312.0	—	—	—	Mississippi and Missouri	4,198,000	*	—	—	—	—	—	107.6	—	—	—	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	—	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	—	426,408	227,534	—	85
30 Jun. '57	20.0	—	—	113.0	—	—	—	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $25,0	00.	—	20.0	—	—	—	—	—
— — '58	13.0	—	—	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	—	13.0	oper. by	Cov. &	Lex.	—	—
30 Jun. '61	29.0	—	—	—	—	—	—	Lexington and Frankfort	591,121	52,800	—	514,433	130,000	—	735,312	29.0	—	108,944	43,267	—	30
30 Jun. '61	65.1	—	—	—	13	10	230	Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,431	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,12?	—	—
— — '59	18.8	—	—	70.2	—	—	—	Maysville and Lexington	—	—	—	—	—	—	—	18.8	oper. by	Cov. &	Lex.	—	—
								LOUISIANA.													
— — —	22.0	—	—	—	—	—	—	Clinton and Port Hudson	750,666	*	—	—	—	—	—	22.0	—	—	—	—	—
— — —	27.0	—	—	—	—	—	—	Mexican Gulf	662,911	*	—	—	—	—	—	27.0	—	—	—	—	—
31 Dec. '60	80.0	—	—	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
1 Mar. '61	206.0	—	—	206.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	—	2,665,000	1,150,717	—	206.0	—	1,232,624	555 434	—	—
31 Aug. '60	58.7	—	—	135.3	—	—	—	*Vicksburg, Shreveport & Texas*	1,662,891	*	—	1,283,015	248,969	108,434	1,710,819	58.7	—	—	—	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,331	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000	.....	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	.....	.....
31 Dec. '59	—	—	—	14.0	...	...	.....	Penobscot	328,412	.....	.....	180,497	300,000	75,000	.....	.....	.....	.....	.....	.....	.....
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	.....	.....
31 May,'59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	101
31 May,'59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	.....	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	.....	.....
31 May,'59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	.....	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	.....	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	49
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	.....	1,650,000	.....	.....	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	17
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	.....	600,000	.....	.....	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*		1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	99½
31 May,'60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	.....	134,950	4,929,166	118.3	553,484	915,626	450,096	8	106½
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	.....	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	110
30 Nov. '60	44.6	24.0	59.2	—	30	58	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	.....	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	112½
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	.....	681,600	168,400	11,058	.....	47.2	77,522	122,637	45,613	.....	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	.....	1,591,100	242,000	.....	1,928,264	52.4	.....	297,096	153,154	8	82
31 May,'61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960,000	.....	5,045,630	120.7	456,825	684,685	327,590	4	59
30 Nov. '60	19.9	1.3	3.6	—	—	—	.....	Essex	742,592	4,416	.....	299,107	280,261	197,428	776,796	.....	55 946	62,498	12,498	.....	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	250,149	.....	3,540,000	100,000	.....	3,869,729	67.7	337,451	632,865	272,299	6	99
30 Nov. '60	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226	.....	214,296	62,900	300	333,884	26.4	37,245	52,971	23,887	6	97
30 Nov. '60	24.9	—	2.0	—	—	—	.....	Hampshire and Hampden	577,582	.....	.....	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	.....	.....
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	.....	200,000	100,000	.....	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	.....	600,000	.....	.....	698,563	30.0	172,511	251,683	72,097	8	110
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	.....	500,000	.....	19,800	564,707	21.8	49,241	136,565	30,677	5	73½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	.....	220,240	221,600	211,693	655,533	36.0	75,866	16,577	2,552	.....	.....
30 Nov. '60	8.6	—	.....	23.4	...	...	.....	N. York and Boston Air Line	673,302	.....	.....	279,818	197,513	111,691	.....	8.4	24,428	15,891	.....	.....	6
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	.....	3,016,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	108
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	.....	450,000	.....	.....	450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	.....	1,864,789	44.4	.....	393,589	197,774	8	110
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	.....	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	.....
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	.....	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	.....	Stockbridge and Pittsfield	448,700	.....	.....	448,700	.....	.....	451,000	ope	r. by Ho	usatonic.	31,409	7	.....
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	.....	250,000	.....	.....	.....	50,082	156,015	27,817	8	100½	
30 Nov. '60	6.1	—	.....	36.5	...	...	.....	Troy and Greenfield	478,048	.....	.....	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	40½
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	.....	2,214,225	1,003,880	.....	3,516,865	77.0	101,326	211,899	75,810	—	111½
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,352	888,254	—	120½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	.....	1,141,000	150,000	976	1,403,409	45.7	180,153	229,332	102,604	6	56½
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	59.0	—	.....	—	—	—	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G		r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....
30 Sep. '60	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	.....	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	.....	.....
-- -- --	—	—	—	—	—	—	.....	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	—	—	.....	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May,'61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	58
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	24½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	.....	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	.....	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	.....	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	.....	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	.....	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	.....	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	...	...	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	.....	.....
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	.....	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	30
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	.....	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	.....	.....
-- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	.....	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	.....	.....	68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '60	86.5	8.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,537,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	.....	Ashuelot	506,000	.....	.....	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
10 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	.....	2,085,925	738,200	84,327	3,168,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	.....	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	.....	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	.....	1,500,000	.....	.....	1,564,506	61.3	334,532	459,659	128,366	8	256
30 Sep. '59	46.8	—	.....	—	—	—	.....	Concord and Portsmouth	250,000	*	.....	250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	.....	Contoocook River	200,000	.....	.....	200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	.....	.....
30 Nov. '59	16.5	—	.....	—	—	—	.....	Eastern	525,205	.....	.....	492,500	.....	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	.....	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	.....	.....
31 Mar. '59	26.8	—	.....	—	—	—	.....	Manchester and Lawrence	1,000,000	.....	.....	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	102½
31 Mar. '59	52.7	—	4.0	—	2	4	30	Merrimac and Conn. Rivers	1,109,860	138,715	.....	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	.....	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	52½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,082	78,832	.....	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	.....	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,128,257	*	.....	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	.....	.....
31 Dec. '60	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	3,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	123
31 Dec. '60	60.2	—	.....	—	—	—	.....	Camden and Atlantic	1,829,473	*	.....	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	.....	.....
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,168	424,700	.....	2,200,000	3,186,000	176,000	5,580,981	64.0	488,871	1,185,847	710,396	10	122
1 Jan. '61	2.9	—	2.9	—	—	—	.....	Long Dock	2,553,554	.....	.....	600,000	978,810	779,744	2,553,584	.....	Leased	to Erie	Co.	.....	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	—	—	.....	New Jersey	3,609,089	400,378	1,249,621	4,397820	688,000	.....	5,628,931	33.8	.....	992,767	579,981	10	124
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	.....	154,157	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	.....	630,000	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	.....	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	.....	1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	70
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	.....	.....	216,794	.....	56,582	.....	.....	.....	15,344	3,268	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Ro	ns. & S	arat.	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	—	40,670	72,458	36,609	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	—	22,712	34,310	19,886	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	593 845	187,704	—	117
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,498	87.8	—	317,850	911,020	498,047	10
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	—	61,430	57,649	10,427	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Erie.	—	—	24,000	6
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Erie.	—	—	30,000	6
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	—	46,981	—	—	6
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	37
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12.283	2,620,997	101.5	258,763	343,021	119,454	—	11½
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	—	7,309,042	2,601,063	6	84
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	35½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	15½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	84,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60,000	6	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	11	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,960	—	ope	r. by B.	N. Y. &	E. 22,047	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren	a. & Sar.	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,600	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,500	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	a. River.	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
30 Sep. '60	—	—	—	10.0	—	—	—	Warwick Valley	84,295	—	—	54,500	4,500	14,500	—	—	—	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	36
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	—	314,091	102,765	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	699,716	230,551	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	88
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	109½
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	804,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '60	96.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	18
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	—	919,971	493,956	—	47½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	76,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	780,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	—	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	102,180	52,408	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	—	69,252	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	39	32	602	Little Miami	4,004,4 3	*	—	2,981,270	1,407,000	—	—	138.0	—	1,330,051	529,981	8	92
31 Dec. '58	173.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,406,917	1,754,220	13,202,262	195.4	556,732	374,196	45,452	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	13,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	206.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & Newk	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34,167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	198,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	60½
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	—	—	—	2½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	738,622	11,680,357	202.0	—	2,191,336	1,316,688	6	84
30 Nov. '59	36.3	—	2.3	—	8	8	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	51
31 Aug. '59	32.8	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,308	107,000	—	710,000	1,100,000	167,308	2,164,308	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	55
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	308 927	9,803,932	—	—	763,318	670,227	6	52
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	47
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	Philadelphia and Trenton	5,458,892	396,927	—	3,155,875	2,940,473	774,323	6,471,462	65.7	5 mos.	176,047	91,399	—	7½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,261,980	17,163,947	367,489	32,407,121	423.0	3,476,812	5,932,701	2,296,402	—	45½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,206,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	44½
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,006,150	—	24,353,896	151.4	—	3,312,546	1,625,985	—	21½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.0	6.0	—	—	30	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,200,000	—	—	200.5	43,677	1,226,597	471,712	6½	48½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,802	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,583	29,690	—	—
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791,166	18,487,835	467.5	1,948,501	2,335,363	761,554	—	4
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	—
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	11	—
31 Mar. '61	28.0	1.2	2.0	140.0	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	.....	.....	96,227	54,582	.....	—
31 Dec. '59	143.0	—	20.0	140.0	.....	.....	.....	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	143.0	.....	114,126	61,848	.....	—
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,600	.....	.....	29.6	.....	83,072	47,007	6	—
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	—
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	.....	78.0	199,878	238,420	860,339	—	7½
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	.....	.....	62.0	240,449	331,522	106,782	5	55
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,898	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	.....	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	—
— — '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	.....	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	.....	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	980,410	108,172	2,057,325	102.0	.....	220,014	96,145	.....	.....
31 Dec. '60	136.0	106.0	.....	62	59	790	South Carolina	.....	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	.....	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	53,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	.....	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	.....	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	280,112	7,627,797	291.0	.....	1,635,096	873,597	.....	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	.....	.....
1859	100.0	—	30.6	55.8	.....	.....	.....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	.....	.....
1859	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	.....	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	.....	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	.....	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	598,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	.....	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	.....	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	.....	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	.....	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,550	.....	50.0	31,300	32,670	.....	.....	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	.....	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	.....	.....
— — '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	.....	.....
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	679,119	6,385,045	119.6	349 440	334,368	113,318	—	.....
31 Aug. '60	62.0	.....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	.....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	.....	.....
31 Aug. '60	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	.....	.....	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	.....	105
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45,930	8,522	.....	.....
31 Aug. '60	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	832,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	.....	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	.....	.....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	.....	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,763,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	.....	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,489,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	19.9	—	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	7,400,000	.....	.....	.....	199.9	.....	756,476	329,580	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	.....	.....
31 Dec. '60	191.9	42.5	28.3	—	.....	.....	.....	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	.....	7,500,000	234.4	.....	883,186	439,943	—	22½
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	*	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
10 May, '61	104.0	—	.....	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	.....
— — '58	10.0	—	.....	55.0	.....	.....	.....	Wisconsin Central	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								CANADA.													
31 July '61	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,319,800	185,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	—
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	11
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
0 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	.....	—	87	128	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— — '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
1 Oct. '60	108.0	0.9	12.0	—	12	18	226	European & North American	4,085,560	326,164	—	4,451,012	—	—	4,451,012	108.0	196,683	116,225	41,985	—	—
July,'61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60.0	.....	132,555	86,670	—	—
								NOVA SCOTIA.													
— — '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
31 Dec, '61	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	620,504	5,000,000	2,400,000	—	9,608,530	48.7	.....	1,539,859	1,110,852	12	118

New York Stock Exchange.

Highest Sale Prices for the week ending March 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12.
Federal Stocks:—						
U. S. 5s, 1871	....	....	....	....	....	....
U. S. 5s, 1874	85½	85½	85	....	85½	½85½
U. S. 5s, 1865	....	90	90½	....	....	....
U. S. 6s, 1881, reg.	92½	92½	92½	92½	93½	93
U. S. 6s, 1881, cou.	93	92½	92½	92½	93½	93½
U. S. 6s, 1862	....	....	99½	93	....	....
U. S. 6s, 1867	....	....	....	....	....	93
U. S. 6s, 1868	....	....	....	....	....	....
State Stocks:—						
California 7s	86½	....	86½	86½	86½	86½
Georgia 7s	....	....	....	....	....	....
Illinois Coupon bonds	....	....	87	....	88½	83
" Canal bonds	....	....	....	86½	87	....
Indiana 5s	....	....	....	....	....	....
Kentucky 6s	....	88	....	....	86	86½
Louisiana 6s	....	....	....	....	....	70½
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	58	87	....	....	....
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	53½	53	54	53	54½	54½
Do. iss. to H. & St. J. R.	62	64	....	....	....	64½
New York 6s, 1864	....	....	....	....	....	....
North Carolina 6s	....	....	....	....	69	....
South Carolina 6s	....	....	....	....	....	....
Ohio 6s	96½	98	96	....	97	....
Tennessee 6s, 1890	60½	60½	60½	60½	61½	61½
Virginia 6s	....	60	....	63½	....	63
Railroad Shares:—						
Buffalo & State Line	....	....	117	....	....	....
Chicago, Burl. and Q.	....	....	64½	64½	65	65
Chicago and Rock Isl.	56	56½	57	56½	57½	57
Clev., Col. and Cin.	110	....	109½	....	....	109½
Clev. and Pittsburg	19	18½	19	18	18½	18
Clev. and Toledo	45½	45½	46½	45½	47½	47½
Del., Lack. and West.	....	....	83	83	84	....
Galena and Chicago	68	68½	68½	....	69	69½
Hudson River	....	....	37½	37½	37½	37
Illinois Central (scrip)	65	64½	66	64½	66½	65½
Michigan Central	54½	55½	56	55½	58½	58
M. S. and N. I. guar'd,	48	48½	48½	47½	49½	48½
M. S. and N. I.	24½	24	24½	23½	25	24½
Mil. and P. du Chien	....	21	21	21½	22½	22½
M. and P. du C. 1st pref.	....	....	77½	79½	....	....
M. and P. du C. 2d pref.	....	....	....	55½	58	57½
New Jersey	....	....	....	....	....	....
New Jersey Central	....	....	....	....	....	....
New York Central	83½	83½	84	83½	84½	84
Erie	34½	34½	35½	35½	36½	35½
Erie pref.	59½	59	59½	58½	60½	61
Erie Assessment Scrip	....	....	....	....	....	87
N. York and Harlem	....	12½	12½	12½	13½	13½
N. Y. and H. "pref."	....	30	....	30½	31½	31½
Panama	117	....	....	118	120	....
Phila. and Reading	41½	....	42½	41½	43½	43
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N. W. 1st M.	....	....	....	46½	....	....
" " 2d M.	....	....	....	....	....	....
" S. F.	....	87	....	....	....	....
Cl. & Tol. S. F. 7 p.c. '85	....	....	86½	....	....	....
Chi., Bur. and Q. 8 p.c.	....	99½	....	....	....	99
Chi. and R. I. 1st M. '70	100	99½	100	....	....	....
D. L. & W. 1 M. 8 p.c. '71-5	....	....	....	....	....	104
" 2M. 8 p.c. '81	....	....	....	....	....	....
Gal. & Ch. 1 M. 8 p.c. '63	....	....	100	100	....	....
" 2M. 8 p.c. '75	....	....	....	....	....	....
Hann. & St. J. 1 M. 8s	....	....	....	....	47	....
Hudson R. 1 M. 7 p.c. '69	....	....	....	....	106	....
" 2 M. 7 p.c. '60	....	....	....	....	....	....
" 3 M. 7 p.c. '75	....	84	....	84	....	82½
" sink. fund	....	99	....	100	....	....
Illinois Centr. 7 p.c. '75	....	93½	93½	93½	93½	....
" " 6 p.c. '75	....	93½	93½	93½	93½	93
L. Erie & Wab. 1 M.	....	77½	78	....	78½	....
" " 2 M.	....	47	....	....	....	43
La Grosse & Mil. L. G.	....	....	....	....	....	....
Mil. and P. du C. 1st M.	....	....	89½	....	....	....
Mich. Cen. S. F. 8 p.c. '82	....	....	....	98½	....	....
" conv. 8 p.c. '69	103	....	103	102½	103	104
Mich. Southern 1st M.	....	....	....	....	....	....
" " 2d M. Ass.	....	....	....	....	....	....
" " 2d M.	....	72½	73	72	....	73
" " S. F.	....	....	90½	....	91½	90½
M. S. & N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M. 8 p.c. '77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
N. Y. C. 6 p.c. certif. '83	....	96	....	96½	....	96
" 1 M. 7 p.c. '64	....	....	....	....	....	....
" bonds 1876	104	103½	....	....	103	....
N. Y. & E. 1 M. 7 p.c. '67	....	....	....	....	105½	....
" 2 M. 7 p.c. '64	....	....	100	....	....	....
" 3 M. 7 p.c. '83	....	92½	....	92½	93	93
" 4 M. 7 p.c. '80	84	....	85	....	86	....
" 5 M. 7 p.c. '83	....	....	....	....	....	....
" conv. 7 p.c. '62	....	....	....	....	....	....
" " 7 p.c. '71	....	....	....	....	....	....
" S. F. '75	....	....	....	....	....	....
N. Y. & H. 1 M. 7 p.c. '73	....	....	....	100	100	....
" 2 M. 7 p.c. '64	....	....	....	....	....	....
" 3 M. 7 p.c. '67	....	....	....	....	....	....
Miscellaneous:—						
Del. and Hud. Canal	....	90½	90	90	89½	89
Penn's Coal Co.	....	....	....	....	....	....
Pacific Mail S. S. Co.	94½	94	94½	94	95	95½

The following are the closing prices in the London Market on the 26th February:

United States 5s, 1874	66	to	68
Virginia 6s	48	"	49
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	61	"	63
Erie shares, ex assessment scrip	29	"	30
Erie shares, 7 per cent. preference	49	"	50
Erie shares, assessment scrip	1½	"	2
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	79	"	81
Illinois Central $100 shares, $85 paid, dis.	48	"	47
Illinois Central, all paid	50	"	52
Michigan Central 8s, Convertible, 1869	79	"	81
Michigan Central Sinking Fund 8s, 1882	84	"	86
Michigan South. and North. Indiana 7s, 1885	..	"	..
New York Central 6s, 1883	80	"	82
New York Central 7s, 1864	86	"	88
New York Central 7s, 1876	86	"	88
New York Central 7s, 1876	86	"	88
New York Central $100 shares	71	"	73
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 x.c.	85	"	90
New York and Erie, 3d mort., '83, assented	77	"	79
New York and Erie, 4th mort.	69	"	71
New York and Erie, 5th mort.	65	"	67
New York and Erie Bonds, 1862, '71, '75	..	"	..
New York and Erie shares, assented	..	"	..
Panama, 1st mortgage 7s, 1865	100	"	102
Panama, 2d mortgage 7s, 1872 x.c.	99	"	101
Pennsylvania Central 6s	84	"	86
Pennsylvania Central 2d mortgage	84	"	86
Pennsylvania Central $50 shares	34	"	36
Philadelphia and Reading $50 shares	18	"	20

American Railroad Journal.

Saturday, March 15, 1862.

Share and Money Market.

The Market for the week has been an active and buoyant one, under daily receipts of exciting intelligence from all quarters. It is the general believe that the pacification of the country is substantially accomplished, and the market felt the full effect of such a conviction. It was a little lower at the close but steady at nearly the highest point reached. Railroad shares are sustained by the very large traffic of the roads, and which promises to be much greater for the present than any previous year. Money is active at seven per cent. Gold is selling at 1⅞ to 2 per cent. premium. Exchange is at 112 to 112½.

Proposed Taxes on Travel.

The National Tax Bill, reported to Congress, imposes a duty of two mills per mile on every ordinary passenger conveyed by Railroad, after the 1st of May next, payment to be made by the companies. But in the case of persons who commute for not less than thirty days consecutively, the tax is to be three per cent. on the gross receipts. These regulations apply only to roads on which steam power is used.

The proposed rate of taxation on steamboat travel, with the exception of ferries, is one mill per mile for every passenger, the distance being reckoned from the place of embarkation to that of landing. On stages, city railroads, and all other means of regular conveyance from place to place, where steam is not used, the proposed tax is three per cent. on the gross receipts.

The proprietors of all such railroads, steamboats and omnibuses, or those entrusted with their management, must, within thirty days after the end of each month, furnish to the Assistant Assessor of the district, a list stating where such railroads are located, or where such steamboats, stages, &c., belong; the number of miles travelled by passengers, with the amount of commutation received and that of the duties accruing therefrom. This statement must be sworn to by the owners or the officers in charge, and be accompanied by the sum then due, which shall be paid to the Assistant Collector.

In case of neglect to comply with this regulation for a period of thirty days, a penalty of five per cent. on the sum due will be imposed. Any attempt to defraud the government, will be visited with a penalty of $10 for each passenger carried and not properly accounted for, or one of $1,000, at the discretion of the court. Passengers carried free are to be exempted from the payment of duty.

In addition to the above, all railroad companies issuing bonds or other evidences of indebtedness, payable at more than one year after date, are made subject to a duty of three per cent. on the amount of interest or coupons—the same to be deducted from all payments made after the 1st of May next. A list of such interest payments must be rendered to the Commissioner of Internal Revenue, within thirty days after the time of their falling due, and every six months thereafter, duly certified and sworn to by the President, Treasurer, or other principal officer in charge. A penalty of $500 will be imposed for default in making out the returns; and in the case of default in paying over the amount due, the assessment and collection are to be made out according to the general provisions of the act. The remission of this sum, duly certified to, shall be a receipt for the same, as respects the party to whom such interest shall be owing.

If the ordinary rate of passenger fare in the loyal States be placed at three cents per mile per passenger, it will be seen that the proposed tax will be nearly seven per cent. upon all gross receipts for travel. This is equivalent to fully ten per cent. on net profits. On the great lines leading from this City, Philadelphia and Boston, where the passenger fare averages only a fraction over two cents per mile, these respective rates would be at least ten and fifteen per cent. In addition to this, is the proposed internal duty of $1 50 per ton to be levied upon railroad iron, which will of course enhance prices to the same extent at least. It seems to us that the railroad interest has hardly deserved to be saddled with so very oppressive a load as this.

Erie Railway.

The following is a statement of the earnings of this road for the first four months of the present fiscal year:

Months.	1861-2.	1860-1.	Increase.
October	$722,362 05	$585,597 59	$136,764 46
November	734,826 10	554,532 25	180,293 85
December	708,136 29	404,276 30	303,859 99
January	695,606 98	404,507 55	291,099 43
Totals	$2,860,931 42	$1,948,914 69	$912,017 73

The increase has been very nearly at the rate of 50 per cent. A similar rate of increase for the last two months of the half year, would give a total of earnings for six months of $4,136,439 36; the earnings of the road for February, 1861, being $391,100 99; for March, $459,737 66. We presume the per centage of increase for the first four months of the half year will be more then maintained by the last two; if so, the earnings of the road are at the rate of $8,272,478 72 for the year. The highest previous earnings for any one year, were those of 1856, which reached $6,400,000. This sum will be greatly exceeded the present. If the road earns $7,500,000 for the year, it can certainly count upon $3,000,000 as net earnings, which is the interest on $42,800,000. Whatever may be the exact result, enough is seen to show that the road is earning a large surplus over the interest on its funded debt and dividends on its preferred stock, which to-

gether, call for less than $2,000,000. The only thing in the way of a dividend on the preferred stock in July, are the over-due coupons, which to the amount of something like $1,000,000 are now being paid off. The earnings and prospects of the road are now fully up to the expectations of its most sanguine friends.

The Commerce of Milwaukee in 1861.

The annual report of the trade and commerce of Milwaukee for 1861 shows a highly gratifying rate of progress in the business of that port. Political disturbances and financial difficulties growing out of these have done very little, if anything at all, to retard her growth, as will be seen from the statistics presented below. Milwaukee enjoys an excellent situation and her people have made the most of it. Two rivers unite within three miles of Lake Michigan and form her harbor, which has been improved by constructing two piers which extend into 14 feet of water and afford a channel way 260 feet wide. The bay outside is well protected by headlands on each side. As Lake Michigan on that parallel is never completely frozen over, the port can hardly be said to be closed at any season of the year. The completion of the Detroit and Milwaukee Railroad has given it every desirable facility for direct intercourse with the East and Europe, while the numerous roads extending toward the Mississippi render nearly all Wisconsin, Iowa and Minnesota directly tributary to it.

The population of Milwaukee, as shown by the last census, was 46,000, against 32,000 in 1855, and 20,000 in 1850. At the present moment it is believed to reach 50,000. The place does not depend upon trade solely, but has several important manufactures, as flour-mills, tanneries, distilleries, brick yards, ship yards, etc. A valuable water power is obtained a short distance from the city.

The flour and wheat trade of Milwaukee for 1861 shows an immense increase over any previous year, as shown by the following figures, reducing flour to bushels:

	Received.	Shipped.
1861	18,522,206	16,672,865
1860	10,706,708	9,856,323
Increase	7,815,498	6,816,542

The annexed statement shows the shipments of flour and wheat from Milwaukee for 16 years:

	Flour, Barrels.	Wheat, Bushels.	Total, in bushels.
1845	7,550	95,510	133,260
1846	15,756	213,448	292,228
1847	34,840	598,911	772,211
1848	92,732	602,474	1,066,134
1849	136,657	1,136,023	1,819,304
1850	100,017	297,578	797,663
1851	51,889	317,285	576,730
1852	92,995	564,404	1,029,179
1853	104,055	956,703	1,476,978
1854	145,032	1,809,452	2,534,612
1855	181,568	2,641,746	3,549,586
1856	188,455	2,761,979	3,704,254
1857	228,442	2,581,312	3,723,522
1858	298,688	3,994,213	5,487,653
1859	282,956	4,732,957	6,147,837
1860	457,543	7,568,608	9,856,323
1861	674,474	13,300,495	16,672,865

The shipments from the other lake ports in Wisconsin added together were—flour, 125,511, and wheat, 1,467,106 bushels, showing that nearly nine-tenths of the quantities exported from that district pass out of Milwaukee.

Of the flour shipped during the year about one-third went by the Detroit and Milwaukee Railroad and one-ninth by Chicago. Of the wheat shipped, nearly all went round by lake to Buffalo, Oswego, Ogdensburg, and Canadian ports. Among the sources of supply for wheat we find that the Milwaukee and Prairie du Chien Railroad brought 5,872,415 bushels, the La Crosse and Milwaukee, 5,489,243, and the Milwaukee and Western road, 2,271,419. It is stated that towns along the lake shore north of Milwaukee have found it to their advantage to ship a large proportion of their surplus of wheat to that market.

Various influences affected the wheat market seriously. Of course, the most important was the war; but this appears to have made some amends by diverting trade eastward from the Mississippi. The distraction in the currency, however, threatened for a time to be most disastrous; but ultimately that was got over and trade resumed its former channels. Apprehension of war with England, later in the season, led to a considerable decline in prices; this gust has also blown over. During the year prices varied from 68 to 98 cents per bushel. The estimated yield of Wisconsin, in 1861, was about fifteen millions of bushels, or little more than half the amount of 1860.

The trade in the coarser grains last year was inconsiderable, and except in the single article of rye shows a decrease, as compared with 1860. The corn region proper lies below the parallel of that city. Below we give the aggregate of each kind received:

	1861.	1860.
Oats	151,346	178,963
Corn	114,981	126,404
Barley	66,991	109,795
Rye	73,448	32,382

Adding these to the wheat received we have a grand total of 18,913,832 bushels, while the shipments reached 16,710,565.

The receipts of wool during the year were 1,000,225 lbs. against 659,275 lbs. in 1860, of hides, 69,743, against 85,409. The provision trade is still small, but increasing materially. The wholesale grocery and drygoods trade fell off seriously, from various causes; at the same time, it is stated that the credit of Milwaukee was not tarnished by a single failure in either, while several new names have been added to both.

The annexed table gives an approximative estimate of the value of the principal articles exported:

	1861.	1860.
Flour	$3,000,000	$2,179,140
Wheat	12,313,000	7,228,020
Coarse grains	14,200	55,481
Provisions	900,000	566,154
Wool	350,000	273,750
Hides	53,600	79,058
Furs and skins	1,000,000	1,000,000
Butter	63,670	89,609
Ashes	17,000	54,000
Ginseng	80,000	75,000
Grass seed	9,800	22,959
Cranberries	25,000	.....
Total	$17,826,470	$12,123,161

A large grain elevator has been erected at the termini of the Prairie du Chien and the Western Railroads, capable of storing 700,000 bushels. The capacity of all the elevators in the city is 2,470,000 bushels, which can be shipped at the rate of half a million bushels per day.

The gross receipts of the Milwaukee and Prairie du Chien Railroad (formerly Milwaukee and Mississippi) in 1861 amounted to $1,153,406 67, against $799,841 45 in 1860, and $479,721 92 in 1859. The new company is now paying the interest on its bonds with promptitude, and is steadily recovering ground under its present management. The La Crosse road shows an equally gratifying condition. Its earnings in 1861 were $1,070,821 86, against $756,475 75 in 1860, $665,493 56 in 1859, and $492,453 80 in 1858. It is believed that this line will ere long work its way to financial independence. The earnings of the Milwaukee and Western road are not given; but its business is shown to have nearly doubled during the year. The other lines terminating at or pointing toward Milwaukee show an equally gratifying state of affairs.

The Treasury Notes.

New York Clearing House, *March* 7, 1862.

A meeting of the Clearing House Association, was this day held at the Clearing House. Geo. S. Coe, esq., on behalf the Clearing House Committe, reported:

That at a meeting of the Committee, held on the 5th inst., the following resolution was adopted, viz.:

Resolved, That the Committee consider, that it had become necessary and desirable, that the United States Demand Treasury Notes, be made a basis for the settlement of balances, at the Clearing House.

He remarked that the subject had been carefully considered by the Committee, and four modes of use proposed, as follows, viz.:

1st. The direct use of the Demand Notes, for the settlement of balances.

2d. The deposit of the notes in a bank selected for that purpose, and the use of certificates representing such deposits, subject to the same conditions, and in all respects similar to the specie certificates heretofore used.

3d. The deposit of the notes, as proposed by the second plan, in a bank, to be held in trust as a special deposit, but such deposits to be transferred and used in the settlement of balances by drafts, drawn upon the deposits, instead of certificates representing them, as proposed by the second plan.

4th. The use of Cetificates of Deposit—to be issued by the Assistant-Treasurer of the United States (upon a deposit of the Demand Notes in the Treasury) in convenient and special form, payable to the order of any bank, member of the New York Clearing House Association only. Such Certificates to be issued by the Assistant-Treasurer under the Authority of the act of Congress approved Feb. 25, 1862, authorizing the issue of Treasury Notes payable on demand, to be a legal tender, and empowering the Assistant-Treasurers of the United State to receive deposits of such notes for not less than thirty days, payable after ten days' notice, said Certificates bearing interest at the rate of 5 per centum per annum. The Committee approved the second plan, as being less of an innovation upon the established usage of the Clearing-House than either of the other methods proposed, but they decided to refer the subject to the Association for its decision without recommendation.

On motion of Mr. Gallatin it was

Resolved, That the Legal Tender United States Treasury Notes be used hereafter as a medium of settlement at the Clearing-House.

Mr. Vail offered the following resolution, viz:

Resolved, That the fourth proposition of the Clearing-House Committee is essentially that which should be and is hereby adopted, and the said Committee are requested to confer with the Assistant-Treasurer as to the terms and

arrangements upon which the requisite and desired deposits shall be received; with power to arrange the form of Certificates and other details.

On motion of Mr. Vail it was

Resolved, That the amount of notes to be deposited with the Assistant-Treasurer, be limited to $20,000,000, and that the deposits shall be in pro-rata of capital.

Authority of the President over Railroads and Telegraph Line.

The following is a copy of the Act of Congress approved January 31, 1862, conferring upon the President absolute power to take possession of, and hold any and all Telegraph and Railroad lines in the United States, to make rules regarding the same, and to place them all or any of them, under military control:

AN ACT to authorize the President of the United States in certain cases to take possession of railroad and telegraph lines, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the United States, when in his judgment the public safety may require it, be and he is hereby authorized to take possession of any or all the telegraph lines in the United States, their offices and appurtenances; to the possession of any or all the railroad lines in the United States, their rolling-stock, their offices, shops, buildings, and all their appendages and appurtenances; to prescribe rules and regulations for the holding, using, and maintaining of the aforesaid telegraph and railroad lines, and to extend, repair, and complete the same, in the manner most conducive to the safety and interest of the Government; to place under military control all the officers, agents, and employees belonging to the telegraph and railroad lines thus taken possession of by the President, so that they shall be considered as a post road and a part of the military establishment of the United States, subject to all the restrictions imposed by the rules and articles of war.

Sec. 2. *And be it further enacted*, That any attempt by any party or parties whatsoever, in any State or District in which the laws of the United States are opposed, or the execution thereof obstructed by insurgent and rebels against the United States, too powerful to be suppressed by the ordinary course of judicial proceedings, to resist or interfere with the unrestrained use by Government of the property described in the preceding section, or any attempt to injure or destroy the property aforesaid, shall be punished as a military offence, by death, or such other penalty as a court martial may impose.

Sec. 3. *And be it further enacted*. That three commissioners shall be appointed by the President of the United States, by and with the advice and consent of the Senate, to assess and determine the damages suffered, or the compensation to which any railroad or telegraph company may be entitled by reason of the railroad or telegraph line being seized and used under the authority conferred by this act, and their award shall be submitted to Congress for their action.

Sec. 4. *And be it further enacted*, That the transportation of troops, munitions of war, equipments, military property and stores, throughout the United States, shall be under the immediate control and supervision of the Secretary of War and such agents as he may appoint; and all rules, regulations, articles, usages, and laws in conflict with this provision are hereby annulled.

Sec. 5. *And be it further enacted*, That the compensation of each of the commissioners aforesaid shall be eight dollars per day while in actual service; and that the provisions of this act, so far as it relates to the operating and using said railroads and telegraphs, shall not be in force any longer than is necessary for the suppression of this rebellion.

Approved, January 31, 1862.

Foreign Commerce of the Port of New York.

ENTERED AT NEW YORK FROM FOREIGN PORTS.

Year.	American. No. of vessels.	American. Tonnage.	Foreign. No. of ves.	Foreign. Tonnage.
1850	1832	807,594	1,451	446,766
1851	2,353	1,144,485	1,490	480,566
1852	2,407	1,231,951	1,440	478,037
1853	2,571	1,321,674	1,508	491,580
1854	2,636	1,442,282	1,411	477,034
1855	2,487	1,340,257	904	220,000
1856	2,763	1,664,596	1,098	386,262
1857	2,790	1,478,579	1,061	492,425
1858	2,478	1,260,043	943	433,926
1859	2,586	1,302,024	1,319	597,836
1860	2,872	1,487,539	1,474	677,062
1861	3,034	1,618,258	1,943	865,446

ENTERED AT NEW YORK FROM FOREIGN PORTS DURING THE YEAR 1861.

	No. of vessels.	Tonnage.	Seamen.
American vessels	3,034	1,618,258	44,774
Foreign vessels	1,943	865,446	38,490
Total entering in 1861	4,977	2,483,704	78,264
Do. in the year 1860	4,346	2,164,601	72,510
Do. in the year 1859	3,905	1,899,851	64,622
Do. in the year 1858	3,421	1,693,871	56,646
Do. in the year 1857	3,851	1,971,004	65,758
Do. in the year 1856	3,861	2,070,860	62,200
Do. in the year 1855	3,391	1,662,257	49,326
Do. in the year 1854	4,047	1,919,317	67,075
Do. in the year 1853	4,079	1,813,255	60,993
Do. in the year 1852	3,847	1,709,988	58,867

CLEARED AT NEW YORK FROM FOREIGN PORTS DURING THE YEAR 1861.

	No. of vessels.	Tonnage.	Seamen.
American vessels	2,612	1,495,010	41,451
Foreign vessels	1,996	893,756	33,444
Total cleared in 1861	4,608	2,388,766	74,925
Do. in the year 1860	3,812	1,970,997	66,750
Do. in the year 1859	3,253	1,584,188	56,537
Do. in the year 1858	2,651	1,380,295	48,728
Do. in the year 1857	2,947	1,622,707	53,097
Do. in the year 1856	3,364	1,709,738	67,391
Do. in the year 1855	3,025	1,426,201	47,976
Do. in the year 1854	3,278	1,528,104	53,250
Do. in the year 1853			3,469
Do. in the year 1852			3,036

			1,521,286	54,889
			1355,814	50,459

TONNAGE AT NEW YORK FROM FOREIGN PORTS.

Calendar Year.	No. of Arrivals.	Tons American.	Tons Foreign.	Total tons.
1821	912	155,723	16,240	171,963
1822	1,172	203,082	23,707	226,790
1823	1,217	203,308	22,491	222,769
1824	1,364	236,060	16,689	252,769
1825	1,436	255,524	20,654	290,179
1826	1,389	246,174	28,822	274,997
1827	1,414	255,276	37,596	292,872
1828	1,277	236,308	39,368	275,677
1829	1,310	255,691	25,820	281,512
1830	1,489	260,918	33,797	314,715
1831	1,634	274,237	62,772	337,009
1832	1,908	295,293	106,425	401,718
1833	1,926	302,083	110,835	430,918
1834	1,932	362,226	96,679	444,940
1835	2,044	373,465	90,999	464,464
1836	2,285	407,095	149,634	556,730
1837	2,071	368,011	171,369	539,373
1838	1,790	377,563	91,326	466,890
1839	2,159	422,340	142,985	565,326
1840	1,953	409,468	118,136	527,594
1841	2,118	423,952	125,073	549,025
1842	1,962	406,623	148,691	555,315
1843	1,832	385,124	106,370	491,495
1844	2,208	438,074	155,298	593,373
1845	2,144	472,491	140,866	613,350
1846	2,292	496,761	185,404	682,165
1847	3,147	605,482	333,537	939,019
1848	3,060	657,794	367,321	1,025,116
1849	3,227	734,008	414,096	1,148,104
1850	3,343	807,580	441,756	1,249,337
1851	3,840	1,144,485	479,566	1,624,051
1852	3,847	1,231,951	478,037	1,709,988
1853	4,079	1,321,674	491,580	1,813,255
1854	4,047	1,422,282	477,034	1,919,317
1855	3,391	1,340,257	220,000	1,562,257
1856	3,861	1,684,596	386,262	2,070,859
1857	3,851	1,478,579	492,425	1,971,004
1858	3,421	1,260,043	433,926	1,693,871
1859	3,905	1,302,024	597,826	1,899,851
1860	4,346	1,487,539	677,062	2,164,601
1861	4,977	1,618,258	865,446	2,483,704

Foreign Commerce of the United States.

FOREIGN COMMERCE OF UNITED STATES FOR THE FISCAL YEAR, ENDING JUNE 30, 1861.

Statement showing the exports of domestic produce and manufactures from the United States to foreign countries for 1858, 1859, 1860 and 1861.

Articles.	Years,	1861.	1860.	1859.	1858.
Breadstuffs & prov.		$101,655,833	$48,451,894	$40,400,756	$53,235,980
Prod. of the Forest		10,260,609	13,738,559	14,499,406	13,475,671
" " Sea		4,451,515	4,166,480	4,462,974	3,550,295
Tobacco		13,784,710	15,906,547	21,074,038	17,009,767
Cotton		34,051,493	191,806,555	161,434,923	131,366,661
Manufactures		36,418,254	39,603,080	33,853,660	30,372,180
Raw produce		3,543,695	2,279,308	2,676,322	2,320,479
Specie & Bullion		23,799,876	56,946,851	57,502,305	42,407,246
Total		$227,966,169	373,189,274	335,894,385	293,758,279
Total Foreign and Domestic		248,505,454	400,122,296	366,789,462	324,644,421

Statement of Imports of leading articles of Foreign Merchandise into the United States, for the years 1858, 1859 1860 and 1861.

Articles.	Years,	1858.	1859.	1860.	1861.
Iron and Steel		$16,328,039	$17,048,596	$21,526,394	$17,477,991
Manufac'rs of Wool		26,486,041	33,821,956	37,937,190	28,487,166
" Cotton		17,966,130	26,366,081	10,139,290	25,042,876
" Silk		20,222,103	26,745,527	30,767,744	22,096,094
" Flax		6,557,323	10,340,605	10,776,335	7,988,563
" Hemp		614,666	432,746	769,135	607,741
Brandies		2,232,452	3,262,058	3,937,698	1,869,429
Wines		3,246,388	3,608,148	4,775,119	3,137,804
Sugar		23,436,713	30,578,576	31,082,005	30,639,216
Textiles, part Wool, Cotton and Silk			1,249,385	1,623,106	1,590,867
Embroideries			2,845,029	3,286,408	1,902,542
Clothing			1,283,538	1,537,284	1,497,781
Laces			189,494	276,292	238,821
Trimmings, etc			619,680	621,307	2,163,107
Other articles			244,248	117,173	162,520
Total		$123,520,279	159,354,868	160,271,633	144,933,215
Total Importations		282,613,150	338,768,130	362,163,941	334,361,453

Public Debt of the United States, 1st March, 1862.

(*Sinking Fund*—1 *per cent. per annum after* 1st *July*, 1862, *on the aggregate debt.*)

Description of Securities.	Date of Acts.	Amounts. Authorized.	Issued.	Outstanding.	Interest.	Principal payable.	Remarks.
Old (Funded and Unpaid)..	*Various.*	$.....	$.....	$114,118	....	On demand.	Old debts uncalled for.
BONDS:							
Loan of 1842—*registered*..	15 Apr. '42	10,000,000	8,343,886	2,883,364	6	31 Dec. '62	Reduced by purchase.
Loan of 1847—*reg. & coup.*.	28 Jan. '47	35,000,000	28,200,650	9,415,250	6	1 Jan. '68	
Loan of 1848— " " .	31 Dec. '48	16,000,000	16,000,000	8,908,342	6	1 July '68	
Texas Indemnity—*coupon*.	9 Sep. '50	10,000,000	10,000,000	3,461,000	5	1 Jan. '65	Issued to State of Texas.
Texas Debt.....	28 Feb. '55	2,750,000	2,750,000	112,092	....	On demand.	Issued to creditors.
Loan of 1858—*coupon*.	14 Jun. '58	20,000,000	20,000,000	20,000,000	5	1 Jan. '74	
Loan of 1860—*reg. & coup.*.	22 Jun. '60	10,000,000	7,022,000	7,022,000	5	1 Jan. '74	
Oregon War Debt.....	....	2,800,000	2,800,000	2,800,000	6	....	Issued to creditors.
Loan of 1861—*reg. & coup.*.	8 Feb. '61	25,000,000			6	1 Jan. '81	
2d " " " "	17 July & 5 Aug. '61	100,000,000	75,400,000	75,400,000	6	1 July '81	Absolute 20 years stock.
Loan of 1862— " "	25 Feb. '62	500,000,000	*nil.*	*nil.*	6	1 July '83	Redeemable in 5 years at option of Government. Will be ready for issue in July to the amount of $200,000,000.
TREASURY NOTES:							
Issue of 1857.....	23 Dec. '57	20,000,000	....	....	3 to 6	1 year.	Usable for payment of all dues and convertible into 6 per cent. bonds of 1882.
" 1860.....	17 Dec. '60	10,000,000	....	....	6 to 12	"	
" 1860.....	22 Jun. '60	16,000,000	....	....	6	2 years.	
" 1861.....	8 Feb. '61	20,000,000	....	....	6	"	
" 1861.....	2 Mar. '61	10,000,000	....	....	6	"	
" 1861 (Tariff)	2 Mar. '61	10,000,000	....	....	6	60 days.	
" 1861.....	17 July & 5 Aug. '61	100,000,000	....	....	7.3	3 years.	Convertible into 6 per ct. bonds payable in 1881; exempt from taxation; usable for all dues.
" 1861.....	17 July & 5 Aug. '61	50,000,000	....	....	....	On demand.	
" 1862 (legal tender)	25 Feb. '62	150,000,000	....	....	....	20 years.	Convertible into 6 per ct. bonds payable in 1882; exempt from taxation, usable for all dues except customs. $50,000,000 to be reserved to take up the demand notes of 17th July, 1861; and the amount of the two kinds of notes together not to exceed $150,000,000.
CERTIFICATES:							
Certificates of Deposit.....	25 Feb. '62	25,000,000	....	....	5	....	Deposits of Treasury Notes may be made for not less than thirty days and may be withdrawn after a notice of 10 days. Interest to cease on notice of Secretary of the Treasury.
Certificates of Indebtedness	1 Mar. '62	100,000,000	....	....	6	1 year.	Convertible at any time into 6 per cent. bonds payable in 1882; and are redeemable at any time at the option of Goverment.

Census of Scotland, 1861.

Counties.		Area, sq. m.	Population (1861.)	Pop. to sq. m.	Chief Towns.	Population.
Shetland	Northern..	884	31,678	35.8	Lowick.....	2,782
and Orkney...		661	32,416	49.0	Kirkwall	3,522
Caithness..... ...		712	42,216	59.3	Wick	6,697
Sutherland		1,886	25,208	13.4	Dornoch	471
Ross and Cromarty ..	North-Western...	3,151	81,280	25.8	Fain	2,437
					and Cromarty	1,971
Inverness..... ...		4,256	87,450	20.5	Inverness	12,922
Nairn	North-Eastern ..	215	10,065	46.0	Nairn	3,361
Elgin or Moray..		531	42,692	80.4	Elgin.....	6,427
Barff.....		686	59,284	86.5	Barff.....	6,093
Aberdeen..		1,970	221,380	112.4	Aberdeen	73,794
Kincardine		394	34,461	87.4	Stonehaven	3,784
Forfar	East Midland ..	889	204,365	229.7	Forfar	10,147
Perth		2,835	133,511	47.1	Perth	28,261
Fife		503	154,555	307.2	Cupar	7,812
Kinross		77	7,975	103.6	Kinross	2,618
Clackmannan ...		46	21,449	466.3	Clackmannan ..	1,561
Stirling	West Midland ..	462	91,926	198.9	Stirling	14,216
Dumbarton		297	52,035	175.2	Dumbarton.	4,978
Argyll		3,255	80,995	24.9	Inverary	1,193
Bute...		171	16,188	94.6	Rothesay	6,847
Renfrew	South-Western ..	234	177,407	758.1	Renfrew	8,122
Ayr		1,016	198,959	195.8	Ayr	18,179
Lanark		987	631,559	639.9	Lanark	6,491
Linlithgow	South Eastern...	101	38,845	384.6	Linlithgow	4,327
Edinburgh..... ..		397	273,869	689.8	Edinburgh	168,098
Haddington.....		291	37,623	129.3	Haddington	3,971
Berwick.....		483	36,614	75.8	Greenlaw	1,872
Peebles		354	11,408	32.1	Peebles	2,011
Selkirk		266	10,449	39.3	Selkirk	3,496
Roxburgh	Southern..	720	54,109	75.2	Jedburgh	3,737
Dumfries		1,129	75,877	67.2	Dumfries	17,012
Kirkcudbright ..		954	42,430	44.5	Kirkcudbright..	2,874
Wigtown		511	42,038	82.3	Wigtown	2,398
Total		31,324	3,061,251	97.8	EDINBURGH	

Baltimore and Ohio Railroad.

It is gratifying to announce that arrangements are now in progress for very extensive and important improvements, which have long since been contemplated by the authorities of the Baltimore and Ohio Railroad Company. These will develop the facilities of this great institution for the safe and rapid transportation of both passengers and freight. One of the main improvements which is about to be commenced will be the construction of one wing which will be attached to the main building on Camden street, besides which there will be an entirely new track arrangement. The improvements would have been undertaken last spring, when the City Council wisely granted the Company the power to close Conway street, but the civil war which broke out with such fury, entailed such a financial loss upon the Company that immediate action was necessarily postponed until the present time. The business, however, of the Company is, at this time so heavy, and is expected to increase still more, soon as the main track shall have been re-opened, as will render these improvements a work of necessity. An additional track is being placed from Camden Station to the Spring Gardens, upon the bed of Ohio avenue, which will be nearly one mile in extent. An additional improvement is also in progress, consisting of an extension of the track on Howard street below Lee street turning off west, and extending over the large square of ground between Montgomery and Lee streets, which has recently been purchased for the use of the Company. This will effect a connection with the tracks on Ohio avenue, thereby enabling the Company to run their locomotives in and out of the city in connection with trains to and from the Northern Central Railway without blockading the tracks in Camden Station. It only remains for the City Council to

give the Company the right to extend the track which they now occupy on Howard street, one half square below Lee street to enable it at once to carry out this most desirable enterprise, which, when completed, cannot fail to facilitate the transportation of Government and other freights between the North and the Federal Capital—*Balt. American.*

Railroad Earnings--Weekly.

The Chicago and Rock Island Railroad earned
the 1st week in March, 1862 ..... $18,890 59
Do., 1861 ..... 18,574 77

Increase $315 82

The Michigan Central earned in the 1st week
in March, 1862 ..... $33,301 59
Do., 1861 ..... 31,147 68

Increase $153 91

The earnings of the Cleveland and Toledo Railroad for the 1st week in March, 1862, were. $21,965
Do., 1861 18,641

Increase $3,323

The traffic of the Great Western Railway of Canada for the week ending March 7, 1862, was as follows:

Passenger $12,937 92
Freight and live stock 34,868 70
Mails and sundries 1,377 88

Total $49,184 50
Corresponding week of last year 45,796 72

Increase $3,387 78

The receipts of the Grand Trunk Railway of Canada for the week ending March 1, 1862, were:

9,014 passengers $19,639 47
Mails and sundries 3,931 28
4,784 tons of freight and live stock ... 27,589 00

Total $51,159 75
Corresponding week, 1861 ..... 63,667 76

Decrease $12,508 01

—Including River du Loup traffic. Heavy snow storm during the week.

Railroad Earnings--Monthly.

The February earnings of the Chicago, Burlington and Quincy Railroad were as follows:

	1861.	1862.
Freight	$53,264 20	$65,415 70
Passengers	19,827 09	17,610 79
Mails	1,866 24	1,659 09
Total	$74,957 53	$84,685 58

Between Chicago and Burlington—210 miles:

	1861.	1862.
Freight	$63,978 98	$79,503 30
Passengers	25,232 59	20,718 57
Mails and miscellan's.	2,225 47	2,016 76
Total	$91,437 04	$102,238 63

Between Quincy and Galesburg—100 miles:

	1861.	1862.
Freight	$14,451 80	$11,604 70
Passengers	6,968 48	5,289 99
Mails and miscellan's.	2,667 79	839 92
Total	$24,088 07	$17,734 61
Aggregate, 310 miles.	$115,525 11	$119,973 24

The earnings of the Toledo and Wabash Railroad for February were:

	1861.	1862.
Passengers	$15,159 95	$11,119 40
Freight	31,682 66	36,022 52
Total	$46,842 61	$47,141 92
Increase		$299 31

The earnings of the Milwaukee and Prairie du Chien Railroad in February, 1862, were:

From passengers $13,192 33
" freight 45,690 78
" mails and rent 4,023 56

$62,906 67
Do., 1861 ..... 44,026 96

Increase $18,879 71

The following are the February earnings of the Buffalo, New York and Erie Railroad Company:

February, 1862 ..... $56,085 24
" 1861 ..... 37,426 08

Increase $18,659 16

The earnings of the St. Louis, Alton and Chicago Railroad for February, 1862, were. $62,350 34
1861 ..... 75,621 18

Decrease $13,270 84
Total since Jan. 1, 1862 ..... $129,960 13
Do. do. 1861 ..... 157,152 68

Decrease $27,192 55

The receipts of the New York and Harlem Railroad for February, 1861, were ... $88,201 46
February, 1862 ..... 96,939 38

Increase $8,737 92

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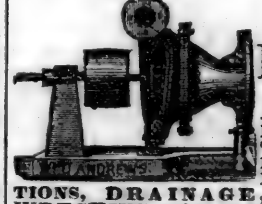
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OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, Feb. 10, 1862.

AT a meeting of the Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY, held at their office in New York, this day, it was

Resolved, That an assessment of FIVE DOLLARS per Share, upon the Scrip Shares of the Capital Stock of the Company, be, and the same is hereby called, payable on the 10th of March, 1862; and that the same be payable on the Stock registered in the City of New York at the office of the Company in that City; and on the Stock registered in London, at the office of Messrs. ROBERT BENSON & Co., London; and that parties desiring to pay their assessment in London, may pay the same at the rate of four shillings and two pence sterling to the dollar.

Resolved, That the transfer books be closed on the afternoon of the 1st March next, and re-opened on the 10th of the same month; and that no transfer be permitted on or after that day of Shares upon which the foregoing assessment shall not have been paid.

THOMAS E. WALKER, Treasurer.

NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, Feb. 5, 1862.

SEVENTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of Three per cent. on the capital stock thereof, payable on the 20th day of February inst. upon stock registered at New York, Boston, or Albany, and on the 20th day of March next, upon stock registered at London. Stockholders whose stock is registered at New York, will receive their dividends at the office of DUNCAN, SHERMAN & CO.; those whose stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose stock is registered at Albany, at the ALBANY CITY BANK; those whose stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s. 1d. to the dollar. The transfer books, which are now closed, will be re-opened at New York, Albany and Boston, on the morning of Monday, the 24th day of February instant.

JOHN V. L. PRUYN, Treasurer *pro tem.*

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612 N. S. S. BEMAN, *President.*

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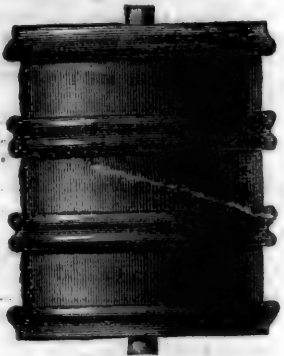
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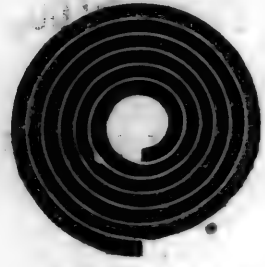
COMBINATION METAL AIR AND GUM

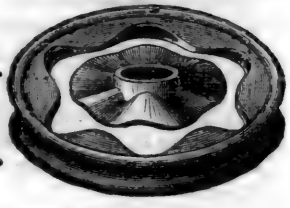
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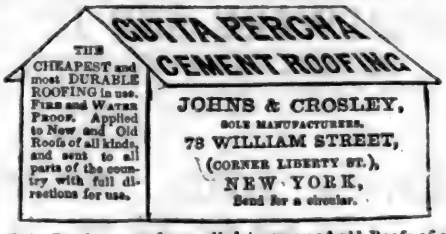
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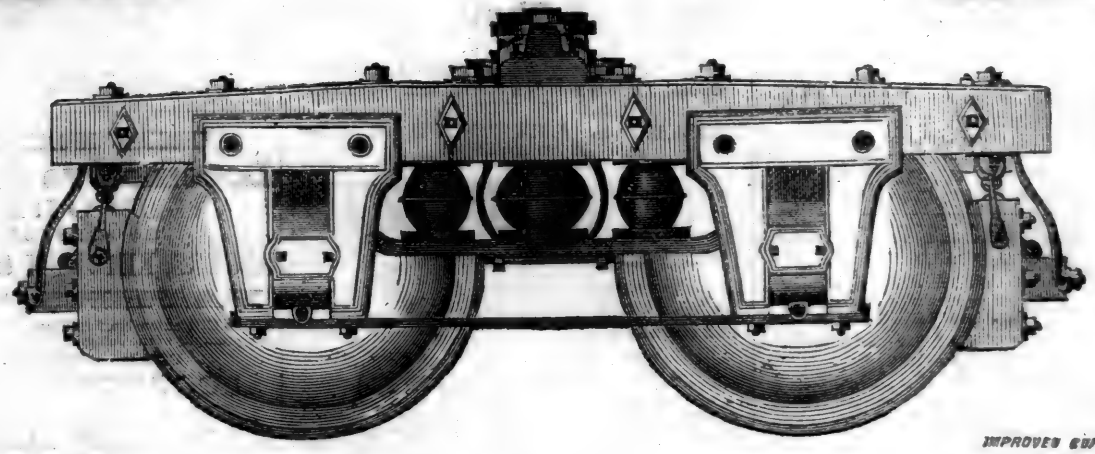


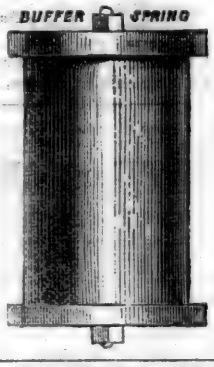
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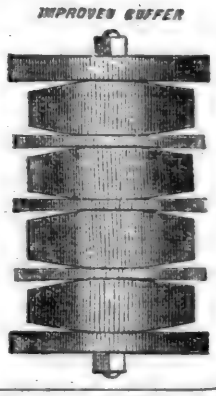




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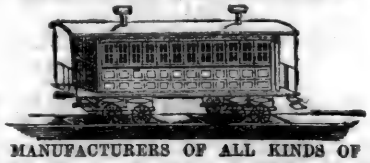
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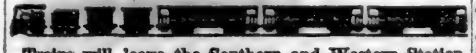
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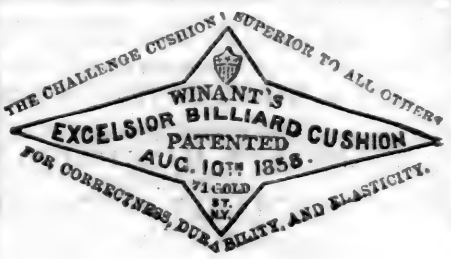
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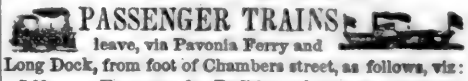
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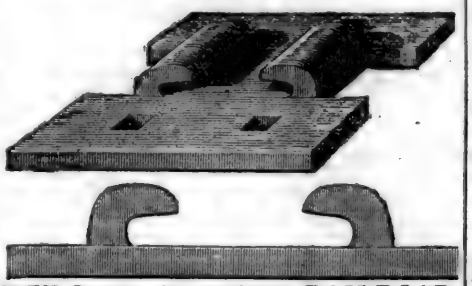
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STEAM NAVIGATION, COMMERCE, FINANCE,

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SECOND QUARTO SERIES, VOL. XVIII., No. 12.] SATURDAY, MARCH 22, 1862. [WHOLE No. 1,353 VOL. XXXV.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, March 22, 1862.

Warwick Valley Railroad.

This is a branch of the Erie Railway starting from the junction with the Newburgh branch near Chester station, 54 miles from Jersey City, and running in a generally south-west direction to the village of Warwick, near the New Jersey line, the length being 10¼ miles. The entire engineering and construction of the road was let in the summer of 1860 to A. P. Robinson, Civil Engineer of this city, and Thomas Edsall, of Goshen, an old and well known contractor. The work was commenced in July of that year and completed in December last. The route is through what is known as the Warwick Valley, one of the richest and most fertile portions of Orange County, producing the choicest butter, and furnishing to New York city, a very considerable portion of its supply of milk and cream. The road has been constructed with a view to this later business, and will add at least 100 square miles to the area from which the supply is now derived. It is in contemplation to extend it at an early day in the same direction, to a connection with the railroads of New Jersey, thereby forming a direct line from the Hudson, at Newburgh, to the coal region of Pennsylvania. This will require the construction of about 80 additional miles.

The road is to be opened for traffic in a few days to its present terminus (Warwick). It is to be operated by the Erie Railway Company at fifty cents per mile run, that company furnishing the entire rolling stock and personele, fuel, oil, &c., the Warwick Company keeping the road in repair. The cost of the road complete, with all its buildings, is $185,000, made up as follows:

Stock subscriptions	$100,000 00
1st mortgage	60,000 00
2d "	25,000 00
Total	$185,000 00

The officers of the Company are—

President—GRENELL BURT.
Treasurer—JOHN L. WELLING.
Secretary—W. L. BENEDICT.

The entire means for the construction were obtained in the immediate vicinity of the road. The stock subscriptions have all been paid up, with the exception of less than 3 per cent., and all the bonds have been readily sold "at home," the first mortgage at 87½ cts., with the exception of $22,000, taken by the contractors at par, and the 2d at 70. These facts speak well as to the ability of the country to sustain the road.

The Trade and Commerce of Chicago.

The Fourth Annual Report of the Trade and Commerce of Chicago forms a closely printed pamphlet of 110 pages. The general result for 1861 is eminently gratifying. While the receipts of the largest grain market in the world were, in 1860, double those of 1859. The receipts of last year show an increase of nearly fifty per cent. upon those of 1860, and are fully three times the amount of either 1858 or 1859. This increase cannot be attributed, however, to an increased crop for last year, as the yield per acre was considerably below that of 1860. But the much greater breadth sown probably made up for the deficit in quantity, and in addition to this was the large surplus which remained over from the previous harvest. The interruption of trade on the lower Mississippi also diverted to the Lakes most of the grain, live stock, pork, etc., that used to go down that great river from St. Louis. The lake ports have thus all derived some incidental benefits from the war.

Attention is directed to the system of *grain inspection*, introduced in 1858, and now arrived at a high degree of perfection. In that year only about half the grain received was inspected; last year out of 45,970,687 bushels which arrived at Chicago, 43,870,065 were inspected. The want of a flour inspection was still felt until the present year, when one was established, as far as correctness in weight and uniformity in quality were concerned. Reference is also made to the losses induced by the circulation becoming depreciated through the fall of Southern State stocks. But, though it caused numerous individual losses, it does not appear to have affected the prosperity of Chicago seriously, as numerous parties have come to it during the year, transferring their business thither.

The number of elevating warehouses is fourteen, which have a capacity of 5,915,000 bushels. They can receive daily 675,000 and ship 1,795,000 bushels. Two new elevators will soon be ready, increasing those aggregates respectively to 6,815,000, 770,000, and 2,095,000 bushels.

The table of weekly receipts shows that the largest quantities of wheat and flour were received in September and October; while those of corn were much the largest in August, averaging nearly 1,200,000 bushels per week. Oats also came in most freely the same month.

The following statement shows the receipts of flour and grain at Chicago for the entire year:

Received by—	Flour, bbls.	Wheat, bush.	Corn, etc. bush.
Lake	13,199	12,839	585
Ills. & Mich. Canal	33,599	641,233	12,570,843
G. & C. U. R. R.	243,281	6,842,476	1,962,764
C. & R. I. R. R.	228,438	2,134,462	1,889,396
Ills. Central R.R.	198,893	2,080,410	5,615,445
C., B. & Q. R. R.	212,560	2,339,405	4,497,423
C. & N. W. R. R.	898,222	2,453,745	241,994
C., Alt. & St.L. R.R.	43,594	493,199	1,918,910
Chi. & Mil. R. R.	87,441	122,912	60,451
M. S. & N. I. R.R.	3,285	589	2,547
Mich. Cent. R. R.	12,574	14,767	3,327
P., Ft. W. & C. R.R.	4,238	38,965	2,650
	1,479,284	17,185,002	28,785,585
Teams, etc.		200,000	600,000
Manuf. in Chicago	291,852	.....	.....
In store, Jan. 1, '61	31,745	1,871,538	740,667
	1,802,881	19,256,540	30,126,252

The annexed table shows the amount of these received from 1854 to 1861 inclusive:—

	Flour, barrels.	Wheat, bushels.	Corn, bushels.	Oats, etc. bushels.
1854.	234,575	3,038,955	7,490,453	4,541,340
1855.	320,312	7,537,097	8,532,377	3,217,249
1856.	410,989	8,767,760	11,888,898	2,394,151
1857.	489,984	10,554,761	7,409,000	1,922,645
1858.	662,540	9,639,614	8,252,641	3,368,421
1859.	726,321	8,060,766	5,401,870	2,641,906
1860.	713,348	14,427,088	15,262,894	3,135,484
1861.	1,479,284	17,385,002	26,369,989	3,015,596

The quantities forwarded last year were in the aggregates as follows: flour (barrels) 1,603,920; wheat (bushels) 15,835,953; corn (do.) 24,372,725; oats (do.) 1,633,237; rye (do.) 393,813; barley (do.) 226,534. The differences between these figures and the receipts cover amounts retained for consumption or manufactured there. Of the flour exported 444,992 barrels went by the Michigan Southern; 242,430 by the Michigan Central; 314,196 by the Pittsburg, Ft. Wayne and Chicago Railroad, and 289,565 to Buffalo. It will be seen that the three railroads carried over one million barrels, or five-eights of the whole quantity. Of the wheat forwarded, rather more than one-half went by lake to Buffalo, nearly one-fifth to Oswego, and rather more than one-fifth to Canadian ports. The three railroads took less than 750,000 bushels in all. Of the corn nearly three-fourths were shipped by lake to Buffalo, one-sixteenth to Oswego, and one-twelfth to Windsor, C. W. The quantities of corn, oats, etc., forwarded by railroad were inconsiderable. Of the wheat received, 1,459,260 bushels were made into flour at the mills of Chicago.

The report states that the receipts of flour last year were more than double those of any former year. A large amount had sought a market at Chicago, that used to find one in St. Louis and other points in the South. Several new brands have been added to the varieties formerly sold; and it is believed that in no other primary market is there so great a variety found. The year closed with a very small stock on hand—only 26,986 barrels. The prices per barrel ranged from $1.50 for spring wheat in June to $6.50 for winter wheat in August.

The tables given above show that the increase of the corn trade has been enormous, being eleven millions of bushels in excess of the receipts in 1860, which were larger than those of any former year. In fact, corn has been a drug in the market most of the year, opening at 30 cents per bushel in January, dropping down to 20 cents in September, and closing at 28 cents in December. It cost the greater part of this to transport the article to market.

There is a small decrease perceptible in the quantity of oats received last year, as compared with 1860, caused by high freights mainly. The crop of last year was a large one; but did not come forward except in small quantities for army supplies and home consumption. Prices varied from 18 to 24 cents per bushel.

The year opened with a comparatively large stock of rye on hand, with prices at 46 cents per bushel. The trade continued dull throughout the year; though shipments were larger than ever before. The extreme prices were 30 and 50 cents per bushel. In the quantity of barley received and forwarded there is a considerable decrease. Prices for first quality varied from 26 to 43 cents per bushel.

In the "hog crop" Chicago is surpassed by Cincinnati alone. The receipts for last year foot up to 675,902 hogs, being one-fifth larger than in any former year. Those which have been cut are said to be unusually heavy, both in the Spring and Fall packing. One lot of 1,014 which came from Bureau county, averaged 310 lbs. each; and the general average was fully 250 lbs. Prices for live animals ranged from $2 30 to $5 50, per 100 lbs.; and of dressed from $2 50 to $6 50.

The number of beef cattle received during the year was 204,579, and forwarded, 124,146. Both aggregates show a moderate increase. Prices of "fine extra to choice" ranged from $2 50 to $4 00 per 100 lbs. The number of cattle packed in 1861 was 53,754, averaging 570 lbs. each.

The annexed table shows the receipts and shipments of most of the products of hogs and cattle in 1861:

	Received.	Forwarded.
Beef, barrels	3,113	50,154
Pork, "	32,495	65,196
Lard, pounds	6,841,940	16,400,822
Tallow, "	789,230	5,816,868
Cut meats "	15,254,013	59,748,388

A review of the timber trade shows that receipts and sales were smaller last year than for several years. This was caused by the depreciation in currency; otherwise the business done would have been satisfactory. The total number of feet of timber received was 249,308,475, of which nearly all came by lake, about 13,000,000 feet going by the great lines of railroad running eastward from Chicago. The number of shingles received was 79,336, and of lath, 82,637 nearly all by lake. About 50,000,000 of the former and 10,000,000 of the latter were manufactured in the city.

The quantity of grass seed received was 7,742,614 lbs.; forwarded, 7,438,435—a moderate increase in both, as compared with 1860.

The tables show a large increase in the receipts and shipments of salt. This was owing to the blockade of the southern ports, cutting off supplies from Kanawha and elsewhere, and bringing that from Syracuse into greater requisition. Considerable quantities had been received in bulk from Canada for packing purposes. The total amount received was 390,420 barrels; forwarded, 319,140 barrels.

Of hides 17,196,293 lbs. were received, against 17,604,078 in 1860 and 18,614,246 in 1859. The aggregate forwarded last year was 12,277,518 lbs.; in 1860, 14,868,514 lbs., and in 1859, 16,418,320 lbs. A greater portion is now tanned at Chicago than in former years.

The traffic in "highwines" continues to increase yearly. Last year, however, shows a decreased consumption in the city, with increased receipts from the country. Prices have ruled low through the year, like that of corn, having ranged from 12 o 20 cents per gallon. The quantity received was 89,915 barrels; manufactured in the city, 56,879; forwarded 111,240 barrels.

Of alcohol the quantity received was 4,513 barrels; shipments, 6,601 barrels.

The following are receipts of miscellaneous articles; lake fish, equal to 15,960 barrels; coal, 211,586 tons; wood, 76,770 cords; lead, 14,554,748 lbs. (and 16,854,706 lbs. forwarded), wool 1,184,208 lbs. (and 1,360,617 forwarded); potatoes 262,406 bushels. The number of bricks received was 14,641,214, a decrease of one-third as compared with the preceding year.

The rates of transportation, both by lake and railroad, ruled higher than for many years. In fact, everything in the shape of a vessel was taken up at liberal rates, while large quantities of produce remained on hand at the close of 1861. To Buffalo and New York respectively the rates for flour ranged from 30 to 80 cents, and from 70 cents to $1 80 per barrel. The range for wheat ran from 6½ to 21 cents per bushel to Buffalo, and for corn from 4½ to 20 cents. For beef and pork to New York the rates have gone up from $1 25 to $2 80 per barrel. By rail to Toledo and Detroit, the rates were: for flour from 40 to 55 cents per barrel; and for wheat, corn, etc., per 100 lbs., 20 to 28 cents. To Buffalo: for flour from 58 to 95 cents; and for wheat, corn, etc., 29 to 47½ cents. To New York: for flour $1 01 to $1.95, and for wheat, corn, etc., 50½ to 97½ cents.

LAKE TONNAGE.

The tonnage of American vessels engaged in lake commerce shows an increase of 7,450 tons during the past year; while that of Canadian vessels shows a *decrease* of 1,050 tons, as shown in the annexed table, which will be read with interest:—

	American—	Tonnage.	Valuation.
65	steamers	42,683	$1,489,800
107	propellers	50,018	2,128,000
91	tugs	9,155	565,700
48	barks	19,616	469,000
75	brigs	22,124	435,900
843	schooners	180,357	4,525,000
1,229	Total	323,953	$9,608,400
	Canadian—		
63	steamers	21,107	$1,019,200
15	propellers	4,562	176,000
22	tugs	4,842	202,800
19	barks	7,153	188,500
15	brigs	4,223	101,000
222	schooners	33,771	822,300
356	Total	75,658	$2,509,300

The pamphlet contains detailed statements of the articles received and forwarded by the Illinois and Michigan Canal and by the various railroads terminating in Chicago; but our space is insufficient to give these. There is also a statement of the banks now in operation, with their various securities; and another of the manufactures of of that city. It appears that 10,613 persons were employed last year in these various establishments, and that the value of their products was $16,948,381. "There seems," says the report, "nothing in the way of our being the largest manufacturing city in the Northwest, being blessed with * * * all advantages necessary for success in this branch of business."

Collingwood and Chicago Route.

The Toronto *Globe* says that arrangements have been completed by which Mr. E. B. Ward puts the propellers Antelope and Montgomery, in commission, on the route between Chicago and Collingwood, in connection with the Northern Railway to Toronto, without any subsidy being paid to him.

Messrs. Holcomb, Cowan & Co., are to put on a line of steamers from Toronto to Ogdensburg, in connection with the Northern Railway.

The wharf at Collingwood is to be lengthened 120 feet; the elevator is to be reconstructed, and its capacity for transference increased to 4,000 bushels per hour. Ample facilities will be given for small and large vessels, so that whether they come from Cape Rock, Owen Sound, Chicago or Milwaukee, they all will be equally well accommodated.

An elevator is also to be erected at Toronto, of

sufficient capacity to load a large vessel in three hours with grain.

New York and Erie Railroad.

STATEMENT OF THE RECEIVER.

The New York and Erie Railroad Company having previously failed to pay at maturity the coupons on the First, Fourth and Fifth Mortgage Bonds, and no provision having been made for the payment of the coupons on the Second and Third Mortgage Bonds, soon to become due; and being unable to provide for the payment of a large amount of unsecured Bonds which had become due by reason of the failure to pay the interest on them, and having other liabilities which it was not able to discharge; the Trustees of the Fourth Mortgage, on the 2d of August, 1859, at the request of certain holders, represented to the Supreme Court that the Company was in a condition of insolvency, and that the mortgaged premises were a scanty security for the mortgage debt, and that the proceeds and profits of the property were likely to be diverted from the proper payment of the interest on the mortgages, and applied to the Court for the appointment of a Receiver of all the effects, property and franchises of the Company, with power to run and operate the Railroad while proceedings for the foreclosure of the mortgages were pending. The application was granted, and a Receiver was appointed, who, having given the required security, entered upon his duties on the 16th of August, 1859. By subsequent orders of Court, his Receivership was extended to the Second, Third and Fifth Mortgages, and he was vested with the like authority by the Courts of Pennylvania and New Jersey over the property of the Company lying in those States. These proceedings were concurred in by the Board of Directors and the representatives of the unsecured bonds.

The order of the Supreme Court appointing the Receiver placed him in possession of the railroad, and of all the real and personal property of the Company, and its powers and franchises.

* * * * * * * *

On taking possession of his trust, the Receiver found the affairs of the Company greatly embarrassed. The income of the road, owing to the depressed state of business generally, and other causes, was barely sufficient to defray the current expenses, while claims for labor and supplies, and judgments rendered before his appointment, and rents and unpaid taxes, were pressing for immediate payment. These claims amounted to more than $700,000. The forbearance of the creditors, and especially of the employes, whose pay was some months in arrears, the and cordial co-operation and aid of the Board of Directors, relieved the Receiver from serious embarrassment; and increased earnings enabled him, in the course of four months after his appointment, to discharge all these claims, and pay the current expenses of the road. Since that time all payments for labor have been made regularly as they became due, and all supplies of the past year were purchased for cash.

The sums due for supplies purchased and labor performed before the appointment of the Receiver, with rents and taxes unpaid, and certain other claims and judgments which he was ordered to pay.

Amounted to	$741,510 14
Interest on 4th mortgage, due April, 1859, unpaid	62,195 00
Interest on 1st mortgage, due May, 1859, unpaid	102,270 00
Interest on 5th mortgage, due June, 1859, unpaid	31,027 50
Interest on 2d and 3d mortgages, due Sept. 1, 1859	350,000 00
Amounting in all to	$1,287,002 64

The payment of this large sum out of the earnings of the road, and provision for payment of the interest in future on the mortgage debt, would have extended the term of the Receiver longer than was contemplated at the time of his appointment; and the uncertainty about the amount of the earnings of the road that could be applied to the payment of mortage interest, and the unwillingness of some of the Second Mortgage Bondholders, whose bonds were past due, to grant any extension, led to an arrangment between the stockholders and creditors for maintaining the mortgage securities, unsecured bonds, and capital stock of the Company. Messrs. Dudley S. Gregory and J. C. B. Davis were appointed Trustees under this arrangement, and to their zealous discharge of the onerous duties of the trust it is mainly owing that the interests of all parties have been preserved, and this valuable property saved from the ruinous affects of a protracted litigation.

The report of these Trustees will be found appended to this statement.* Reference to it will show that, by contribution of coupons on mortgage bonds and cash by the bond and stockholders, the Receiver was relieved from the payment of so much of the mortgage interest that he was able, in the course of a few months, to pay off all arrears of labor and supplies, and resume regular payment of interest on the first and second mortgage bonds, and subsequently to pay a large amount of arrears of interest on the third, fourth and fifth mortgages, whose holders declined to come into the arrangement, as well as to pay the current interest on these bonds as it became due. The last of these payments was made in December, 1861. On representation of this fact to the Court, and with the consent of all parties in interest, the Receiver was authorized to convey all the property of in his possession to the new company, which was done on the 31st day of December.

RECEIPTS AND DISBUSEMENTS.

From Aug. 16, 1859, to Dec. 31, 1861, the cash receipts from all sources were		$19,331,279 14
And the disbursements, including amount deposited for interest, and not called for to Dec. 31		18,845,234 46
Leaving a balance of		$486,044 68
From which deduct expenses for December, paid in January, and included in the following statement		304,592 91
Leaves an available balance of		$181,451 77

EARNINGS AND EXPENSES.

The earnings of the road for the same time were		$13,607,132 10
Expenses incurred prior to Aug. 16, 1859, paid since	$741,510 14	
Expense of operating road to Dec. 31, '61	8,230,318 92	
Rents and taxes	527,343 24	
Rent of Long Dock property	287,794 92	
Expenses of foreclosure, paid by order of court	64,756 17	
Expenses of receivership, paid by order of Court	55,150 22	
Construction expen's.	567,132 12	
Interest on mort. b'ds.	2,871,115 17	
Buffalo branch	30,560 81	
Pavonia ferry	8,105 27	
Excess of material and fuel	41,763 35	
		13,425,680 33
Balance as above		$181,451 77

* The Report of the Trustees was published entire in the Journal of 4th January last; also, the comparative statement of earnings and expenses for the fiscal years ending September 30, 1860 and 1861, alluded to elsewhere in the Receiver's Report. The portions omitted are simply extracts from the order of the Court defining the powers and duties of the Receiver, and a portion of the order of the Court appointing a referee to examine and report on the accounts of the same.

The expenses of operating the road, the purchase of supplies, and all claims and balances against the Receiver to Dec. 31, as far as ascertained, are included in the above statement.

A table, showing the earnings and expenses in detail, will be found appended to this statement. Other tables, showing the comparative earnings and expenses for several years, the items composing the construction account, materials on hand, and materials used in repairs, are also added. As the transportation accounts are, according to law, made up each year to the 30th of September, the table appended to this statement does not include the last three months of the Receivership, while a small portion of his term is embraced in the statement for the year ending September 30, 1859.

The three months ending Dec. 31, 1861, produced a larger revenue than the road ever earned, in the same length of time. The gross earnings were:

October	$718,925 18
November	834,970 13
December	700,794 99

The Receiver was appointed by the Court, after a full hearing of all the parties in interest; and his duties were defined, as far as possible, in the order of his appointment. But in numerous instances it has been necessary for the Receiver to apply to the court for additional powers, and for instructions in reference to the manner of executing those already given him. All these applications have been made on notice to all the parties in interest; and before the Court acted on such applications, all such parties who desired were heard by the Court, and it is believed that in no instance has the Court made an order to which any party, after fully understanding the grounds and reasons of the Receiver's application has continued any opposition. At short intervals from the date of the Receiver's appointment, his receipts, disbursements and accounts, together with all his acts and doings as Receiver, have been subjected to a full and careful examination, by an experienced officer appointed by the Supreme Court; and of such examinations, the several parties have had, in every instance, full notice in witing, and have attended them personally or by their attorneys and counsel, when all the Receiver's books, and papers, and agents were open to inspection and examination, and were examined by all who chose to do so. And on all these repeated occasions his accounts and management as Receiver have been approved, and thereafter adjudged, confirmed, and established by the Court. While the undersigned does not suppose his management of the great and complicated interests committed to his charge, has been by any means free from fault, he does hope that the opportunity, thus given to all to make their complaints before the Court, at the proper time, when he was prepared to explain his policy and conduct, and the general approbation of those who have had the best means of judging of their merits, may justify him in not expecting serious disapprobation from others, and relieve him of all fears of their ultimate judgment upon his management. It may be proper to add that the whole property has passed from his hands, and that he has been finally discharged of all further duty and responsibility, by order of Court, save in respect of some money he was directed to hold to pay certain coupons and to discharge his remaining liabilities on certain outstanding contracts and claims; and this remaining trust will very soon be ended, when without further action on the part of the undersigned, his relations, duties, powers and responsibility, as Receiver, will be entirely terminated.

* * * * * * * *

EXPENSES.

The expenditures for repairs of the road and machinery have been large, though somewhat less than the average of the three years preceding. It has been the aim of the Receiver to put and keep the track and road-bed in good condition, and he believes he has succeeded in doing so. During his term 28,514 tons of new rails, equal to more

than 230 miles, have been laid, and 956,000 new crossties placed in the track. The machinery and cars have been fully kept up. The efficiency of the motive power has been considerably increased by the rebuilding of the older locomotives, and extensively repairing others. Twenty have been adapted to coal burning, with a large saving in the cost of fuel. The cars are in better condition than for several years. A large number of freight cars have been rebuilt, and are now worth more than when originally put on the road.

The expenses of operating the road the current year will be less in proportion to the earnings than they have been the last two years, though the occurrence of two disastrous floods, one in September, on the Western Division, and the other in November, on the Eastern Division, added materially to the expenses of the first three months.

In comparing the expenses of the last two years, it wil' be seen by reference to table that the value of materials on hand is $41,793 35 more than when the Receiver took possession of the road, which excess should be fairly credited to expenses.

CONSTRUCTION EXPENSES.

The sum of $567,232 12 has been charged to construction account in two years four and a-half months.

Of this, $59,207 51 was expended on the Cascade embankment. The work was commenced by the old company, and its completion was required by considerations of safety and economy.

For ferry slips, ferry-houses and boats for the Pavonia Ferry, $62,598 has been expended; For new depot building and necessary tracks at Pateason, and grading of the grounds, $29,861. This expenditure was necessary in consequence of the land on which the old depot stood having been sold, and there being no proper facilities for the accomodrtion of the large business of Paterson at the new station. For land and fences $14,913 75 has been paid. The larger part of this sum was paid by order of Court for lands not previously paid for, though occupied by the road.

The expenditure of $67,151 12 for machine and workshops, machinery in shops, depots and water stations, has mainly been caused by the transfer of the business from Piermont and Jersey City to Long Dock, and the large increase of freight traffic. For new side tracks and switches at Long Dock and at other places on the road, required by the increase of business and the change of terminus, about $25,000 have been expended.

A very considerable portion of the track, particularly on the Delaware Division, had never been ballasted, mainly on account of the want of proper materials. During the Receivership much of the unfinished portions of the track on that Division have been ballasted in the most thorough manner with broken stone and gravel. Where this has been done the expense of ballasting has been charged to construction, and the whole cost of new iron and relaying the track has been charged in current expenses. Four new locomotives have been added to the equipment, and the cost charged to construction. More than enough to cover depreciation has been added to the value of the whole rolling stock, by rebuilding engines and cars, the whole cost of which has been charged to expenses. About seven hundred freight cars have been rebuilt in the best manner, and made capable of carrying more tonnage than when new. The track, rolling stock and structures are believed to be in better condition than they have been at any time since the opening of the road.

LONG DOCK.

Any doubts that may have existed as to the wisdom of the purchase of the Long Dock property, and as to the expediency of the large expenditure required to bring it into use, the experience of the last few months has completely dispelled. In May last the works had so far progressed that some of the passenger trains were run through the tunnel to the new ferry, and in October all the passenger trains commenced running there. A portion of the freight which had heretofore gone to Jersey City was transferred to the Long Dock, and as facilities were furnished, the quantity of freight sent there was increased, till about the last of December, the whole bufiness, freight and passenger, was concentrated there, and no trains, except a local passenger train, have since been run to Piermont. The Receiver is not prepared to state in detail the value of this terminus; but he has no hesitation in saying that the earnings of the road since October have been $100,000 more per month than they would have been without it. The expense of handling and delivering freight are much less than they were when the freight trains ran to Piermont; and greater dispatch is given both to eastward and westward bound freight.

The Receiver is not able to make any exhibit, in figures, of the advantages of the new terminus, as it has been in use for so short a time; but he has no hesitation in expressing the opinion that the saving of expenses over the cost of doing the same amount of business at the old terminns, and the profits of the ferry, will pay the interest on the whole outlay on the Long Dock property.

PAVONIA FERRY.

The charter of the Long Dock Company authorized, so far as the laws of New Jersey could do so, the establishment of a ferry from their property to New York; and a lease having been procured from the City of New York, the Receiver established, about the first of May last, a regular ferry between the Long Dock property, at the foot of Pavonia avenue, and the Erie Railroad Depot in New York, at the foot of Chambers street, immediately opposite the general offices of the Company.

At first the service was performed by one boat, making trips each half hour; but soon after another boat was added, and the trips are now made regularly every fifteen minutes.

The expenses of the ferry have been comparatively large on account of the service being performed for the first four months by chartered boats. Two boats have since been purchased, and a new and very superior boat has been built, and will soon be placed on the ferry. The earnings of the ferry have exceeded the expectations, and have nearly covered the current expenses. With the increase of population and business on and around the Long Dock, this ferry cannot fail to become a source of considerable revenue, and at the same time increase the value of the real estate of the Long Dock Company. The convenience and comfort of passengers, and greater regularity in running the trains, have been secured by the establishment of the ferry, and the want of suitable station accommodation in New York has been supplied by spacious and well-arranged ticket offices, passenger and baggage rooms. The cost of these improvements, and of the ferry slips, and other necessary fixtures in New York, has been paid by the Receiver, and charged to account of construction.

BUFFALO BRANCH.

This road, extending from the main line at Hornellsville sixty miles to Attica, and thirty miles from Buffalo, was purchased at foreclosure sale by the trustees, Messrs. Gregory and Davis, at the request of the Directors of the Erie Railway Company, and the Receiver was authorized to operate it until the re-organization of the Company was completed. The road has been put in good repair, with a line of telegraph, and other improvements, and arrangements made with the Buffalo, New York and Erie Railroad Company, owning the road from Attica to Buffalo, to run passenger and freight trains in connection with the main line between New York and Buffalo. This enables the trains of the Erie Railway to make close connections with the trains of the Buffalo and Lake Huron, the Grand Trunk and Great Western Railways of Canada, and their connections in the Northwestern States. Through this branch the Erie Railroad controls the shortest line between New York and Buffalo, and will be able to command a considerable portion of the traffic between the two cities.

In the organization and general management of the road no material changes were made by the Receiver. The employees of the old Company were retained, and the rules and regulations continued in force, modified only from time to time as circumstances required. The new Company has also retained the employees and adopted the rules and regulations of the Receiver. In this way the road has suffered none of the evils which often follow changes of administration.

In closing the active duties of his trust, the Receiver takes the liberty of congratulating the stockholders that their property has been returned to them in as good condition as when it came into his hands; that the interest on the whole debt has been provided for, and the current interest punctually paid; and that the Directors have assumed the management of the road under circumstances more favorable than have ever existed in its history. The Receiver had money on hand to pay all the expenses of operating the road, including rents and taxes to the 1st of January, besides a considerable surplus to be applied, under the direction of the Court, to the payment of the interest on the mortgage bonds as it becomes due. With the ability to earn more income than ever before, it is hoped the early return of peace and prosperity to the country will so increase the traffic that the road will hereafter earn full interest on the entire capital and debt of the Company.

NATHANIEL MARSH, Receiver.

New York, March, 1862.

Railroad Earnings--Monthly.

The earnings of the Erie Railroad for the month of February, 1862, were $603,020 67
Do., 1861 ..... 391,932 27

Increase. $211,097 40

The earnings of the Norwich and Worcester Railroad for February were as follows:

	1861.	1862.
Passengers	$5,349 46	$5,804 27
Freight	11,175 02	13,059 61
Total	$16,524 48	$18,863 88
Increase		$2,339 40

The statement of the Illinois Central Railroad for February is as follows:

Land Department.

Acres Construction Lands sold	3,491.99 for	$37,343 98
Acres Interest Fund L'ds sold	200.00 "	2,526 88
Acres Free Lands sold	1,860.69 "	24,011 06
Total sales during the month	5,552.28 for	$63,881 84
To which add Town Lot sales		1,109 40
Total of all		$64,991 24
Acres land sold since Jan'y 1, 1862	11,251.92 for	$134,611 98
Acres sold prev'sly (net sales)	1,236,971.08 for	16,161,203 15
Total	1,248,223.00 for	16,292,815 08
Construction bonds canceled previous to January 31		$2,093,000 00
Cash collected in February		17,144 74
258,207 bushels corn received on hand.		
Net collections to Jan. 31, 1862		4,142,313 29

Traffic Department.

Receipts from Passengers	$54,171 39
" Freight	81,203 45
" Mails	6,358 34
" Rent of road	6,333 00
" Other sources	2,742 66
Total receipts for February, 1862	$150,808 84
Do. do. 1861	870,267 90

The above earnings do not include the amount of traffic done for the Government in the transportation of men, supplies, etc.

British Australian Colonies.

An abstract of the official returns for the year 1859.

AREA AND POPULATION.

Colonies.	Area, sq.m.	Population.	Pop. to sq.m.
New South Wales	356,480	336,572	0.90
Queensland	405,760	26,947	0.06
Victoria	86,940	530,262	6.10
South Australia	398,840	118,665	0.30
West Australia	988,980	14,823	0.01
	2,237,000*	1,027,269	0.46
Tasmania	22,629	86,596	3.83
New Zealand	96,218	73,343	0.76
Total	2,355,847	1,187,208	0.51

* The total area of Australia is 2,980,720 square miles.

POPULATION BY SEXES.

Colonies.	Males.	Females.	Total.
New South Wales	196,126	140,446	336,572
Queensland	16,149	10,798	26,947
Victoria	335,708	194,554	530,262
South Australia	60,701	57,964	118,665
West Australia	9,508	5,315	14,823
	618,192	409,077	1,027,269
Tasmania	48,448	38,148	86,596
New Zealand	42,352	30,891	73,343
Total	709,092	478,116	1,187,208

MARRIAGES, BIRTHS AND DEATHS.

Colonies.	Marriages.	Births.	Deaths.	Nat. Incr.
New South Wales, Queensland	3,295	14,415	5,642	8,773
Victoria	5,318	20,879	8,836	12,043
South Australia	1,045	5,738	1,923	3,815
West Australia	151	531	209	322
	9,809	41,563	16,610	24,953
Tasmania	706	3,244	1,410	1,834
New Zealand	603	2,647	704	1,943
Total	11,118	47,454	18,724	28,730

IMMIGRATION AND EMIGRATION.

Colonies.	Immigrants.	Emigrants.	Gain.
New South Wales, Queensland	15,496	6,309	9,187
Victoria	23,104	8,297	14,807
South Australia	4,869	3,651	1,218
West Australia	851	531	320
	44,320	18,788	25,532
Tasmania	2,975	2,921	54
New Zealand	2,107	979	1,128
Total	49,402	22,688	26,714

PROGRESS OF POPULATION.

Colonies.	1851.	1855.	1859.
New South Wales, Queensland	192,301	266,028	336,572, 26,947
Victoria	77,345	319,379	530,262
South Australia	63,701	86,453	118,695
West Australia	5,886	11,391	14,823
	339,233	683,251	1,027,269
Tasmania	70,130	78,956	86,596
New Zealand	31,907	48,927	73,343
Total	441,270	811,134	1,187,208

SCHOOLS AND PUPILS.

Colonies.	Number of Schools.	Number of Pupils. Males.	Females.	Total.
New South Wales	739	17,581	15,259	32,840
Queensland	69	1,622	1,057	2,679
Victoria	772	26,709	21,256	48,965
South Australia	198	4,944	4,338	9,282
West Australia	14	471	274	745
	1,792	51,327	43,184	94,511
Tasmania	78	2,290	1,537	3,827
New Zealand	201	5,114	4,558	9,672
Total	2,071	58,731	49,279	108,010

AGRICULTURE: LAND AND CROPS.

		Australia. N. South Wales.*	Victoria.	South Australia.	West Australia.	Tasmania or V. Diemens Land.	New Zealand.
Occupiers of land	No.	15,715	11,573	.....	.....	.....	.....
Land occupied	Acres.	27,663,365	2,519,157	.....	.....	2,977,295	.....
Land under crop	"	247,543	358,728	305,618	25,800	140,636	141,561
Lands under wheat	"	115,928	107,093	218,216	13,610	60,314	13,709
" " maize	"	49,506	738	21	85	.....	353
" " barley	"	4,230	4,102	13,540	4,029	7,566	3,017
" " oats	"	5,844	90,167	3,858	617	36,209	12,496
" " rye	"	336	.....	.....	707	.....	.....
" " millet	"	116	.....	.....	.....	.....	.....
" " root-crops†	"	8,837	28,522	4,418	377	10,665	5,574
" " tobacco	"	253	50	.....	.....	86	.....
" " hay	"	45,925	108,921	57,156	5,438	33,901	98,061
" " grape vines	"	1,355	‡	2,202	363	.....	.....
" " other crops‖	"	.....	18,324	6,207	574	1,437	7,796
Wheat produced	bush.	1,565,532	2,296,157	2,103,411	No returns.	1,061,517	No returns.
Maize "	"	1,602,630	7,875	.....	"	.....	"
Barley "	"	63,411	98,433	174,496	"	151,990	"
Oats "	"	90,213	2,553,637	71,056	"	918,881	"
Rye "	"	3,641	.....	.....	"	.....	"
Millet "	"	1,862	.....	.....	"	.....	"
Potatoes, etc., produced	tons.	20,537	54,748	4,361	"	51,168	"
Tobacco produced	cwts.	3,194	396	.....	"	1,284	"
Hay "	tons.	60,874	135,246	50,097	"	61,843	"
Wine "	gals.	96,100	13,966	180,324	"	.....	"
Brandy "	"	1,322	.....	.....	"	.....	"

* Includes part of "Queensland," the southern part of which was taken from N. S. W. in 1859.
† Potatoes, Turnips, Mangold Wurzel, etc. ‡ Vines 1,896,939. ‖ Gardens, orchards, etc.

AGRICULTURE: LIVE STOCK.

Colonies.	Horses.	Cattle.	Sheep.	Goats.	Swine.
New South Wales and Queensland	214,684	2,190,976	5,162,671	.....	119,701
Victoria	69,288	683,534	5,794,127	.....	50,965
South Australia	40,471	437,219	4,122,319	6,519	43,278
West Australia	8,386	30,990	234,815	2,285	11,430
	332,829	3,342,619	15,313,932	8,804	225,379
Tasmania	20,559	79,950	1,697,199	2,819	32,008
New Zealand	15,084	137,204	1,523,324	11,797	40,734
Total	368,522	3,559,763	18,534,455	23,420	298,121

METALS AND MINERALS.*

Colonies.	Gold. oz.	Gold. £	Copper. Tons.	Copper. £	Copper ore. Tons.	Copper ore. £	Lead. Tons.	Lead. £
N. S. Wales	55,350	215,941	.....	.....	456	12,320	..	...
Victoria	2,235,717	8,941,109	377	34,329	3,072	62,634	..	...
South Australia	.....	.....	1,216	122,529	725	12,987	..	...
West Australia	.....	.....	.....	.....	942	14,122	25	495
	2,291,067	9,157,050	1,593	156,858	5,195	102,063	25	495
Tasmania	697	2,673	.....	.....	.....	.....	..	...
New Zealand	7,836	28,427	.....	.....	245	2,605	..	...
Total	2,229,100	9,188,150	1,593	156,858	5,440	104,678	25	495

* Production based on the quantities exported to the United Kingdom and foreign countries.

PRINCIPAL INDUSTRIAL ESTABLISHMENTS.

Establishments.	N. So. Wales.	Victoria.	South Australia.	West Australia.	Tasmania.	N. Zealand.
Grinding mills—steam	118	81	73	12	20	..
" " water	22	14	2	35	42	..
" " wind	17	1	..	6	9	..
" " horse	20	1	..	..	3	..
Steam saw mills	38	59	8	1	21	..
Steam threshing machines	236	6	..	..	..	..
Breweries	8	46	36	..	36	..
Destilleries	1	1	5	..	..	..
Foundries	7	16	13	..	5	..
Potteries	7	6	2	..	2	..
Tanneries	66	31	20	3	41	..
Coach building	..	48	14	..	10	..
Ship and boat building	4	7	4	..	3	..
Machinist shops	..	22	7	..	..	..
Wine presses	..	11	61	..	..	..
Soap and Candles	27	18	9	1	6	..
Tobacco manufacturing	11	6	..	..	..	..
Woolen cloth	5	..	..	..	..	..
Rope walks	3	..	..	..	2	..
Salteries	7	..	1	..	..	..
Brick works	30	149	62	..	32	..
Gas works	1	..	2	..	..	..

Sugar refineries	2	1	..	..	..	..
Agricultural implements	..	41	36	..	34	..
Lime kilns	..	47	35	..	..	..
Quarries, stone, marble and slate	..	157	70	..	..	..
Malting houses	..	..	15	..	6	..
Boiling down establishments	7	..	1	..	3	..

COMMERCE AND NAVIGATION.

Navigation.—Vessels entered.

	With cargoes.		In ballast.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New South Wales	750	262,000	500	101,121	1,250	363,121
Victoria	2,006	627,999	20	6,132	2,026	634,131
South Australia	380	108,513	49	6,438	429	114,951
West Australia	85	34,294	26	29,120	111	63,414
	3,221	1,032,806	595	142,811	3,816	1,175,617
Tasmania	572	98,397	263	22,509	835	120,906
New Zealand	431	135,196	7	1,384	438	136,580
Total	4,224	1,266,399	865	166,704	5,089	1,433,103

Navigation—Vessels cleared.

	With cargoes.		In ballast.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New South Wales	1,160	327,201	139	59,814	1,299	387,015
Victoria	1,026	351,876	1,030	309,642	2,056	661,518
South Australia	344	82,088	74	26,602	418	108,690
West Australia	61	19,035	42	38,630	103	57,665
	2,591	780,200	1,285	434,688	3,876	1,214,888
Tasmania	753	101,722	104	23,367	857	125,089
New Zealand	803	85,281	95	35,111	898	120,392
Total	3,647	967,203	1,484	493,166	5,131	1,460,369

Commerce—Value of Imports.

Colonies.	British.	Colonial.	Foreign.	Total.
New South Wales	£3,636,505	£1,451,761	£1,508,787	£6,597,053
Victoria	10,263,468	3,242,325	2,117,098	15,622,891
South Australia	841,922	598,834	66,739	1,507,495
West Australia	88,198	36,233	884	125,315
	£14,830,093	£5,329,153	£3,693,508	£23,852,754
Tasmania	670,907	464,665	28,335	1,163,907
New Zealand	842,294	698,497	10,239	1,551,036
Total	£16,343,294	£6,492,315	£3,732,082	£26,567,691

Commerce—Principal Articles Imported.

Articles.	N. South Wales.	Victoria.	S. Australia.	W. Australia.	Tasmania.	New Zealand.
Apparel	£161,425	£588,654	£15,501	£9,040	£53,674	£336,600
Ale and beer	198,078	666,470	51,829	6,685	28,828	53,820
Boots and shoes	..	607,703	33,233	8,067	20,475	51,127
Coffee	32,151	3,833	15,021	.....	3,634	.....
Candles and soap	63,234	215,796	16,829	3,047	12,273	34,478
Coal	18,329	191,576	29,273	.....	16,561	.....
Cottons	28,570	232,041	.....	.....	5,863	66,699
Earthen ware and china	..	47,869	6,215	1,059	16,273	.....
Flour and bread	77,050	720,660	.....	2,966	.....	13,490
Gold and silver	259,026	248,843	30,872	.....	.....	6,418
Grain	111,149	1,237,824	.....	.....	.....	.....
Haberdashery	59,800	1,500,920	254,713	23,572	220,507	117,248
Hardware	250,201	311,438	38,676	7,341	77,185	22,068
Iron and steel	95,316	281,795	61,025	.....	19,642	18,735
Leather	283,693	.....	.....	.....	.....	.....
Linens	1,041,669	36,803	.....	.....	.....	.....
Machinery	28,657	213,384	3,652	.....	14,208	.....
Oilman's stores	122,960	264,605	21,778	4,572	44,589	34,666
Provisions	41,889	268,399	4,491	.....	22,016	6,939
Rice	56,116	.....	9,677	.....	.....	4,184
Silks	55,324	119,330	.....	.....	.....	5,604
Spirits—Brandy	128,757	718,991	33,171	3,907	16,378	26,954
" Rum	71,026		9,006	646	14,934	12,352
" Gin	41,737		9,580	873	5,096	13,593
" Whiskey	.....		3,393	.....	.....	28,653
Stationery—Books	37,403	73,839	6,506	.....	32,615	10,776
" Paper	71,996	174,796	7,960	.....	.....	16,281
Sugar	756,901	798,942	142,811	20,569	81,099	100,626
Tea	501,330	525,456	80,692	7,483	58,656	45,113
Timber	96,668	466,331	65,628	.....	16,216	.....
Tobacco—manufact.	79,063	213,213	20,022	2,138	15,248	30,812
" cigars	55,213	.....	5,608	.....	.....	.....
Wines	141,009	342,618	23,081	1,735	28,826	43,796
Woolens	145,819	244,084	50,062	.....	8,213	55,618

Commerce—Value of Exports.

Colonies.	Domestic.	Re-exports.	Total.
N. S. Wales.	£3,869,916	£898,133	£4,768,049
Victoria	11,282,319	2,585,540	13,867,859
S. Australia	1,115,540	540,326	1,655,866
W. Australia	84,650	8,387	93,037
	£16,352,425	£4,032,386	£20,384,811
Tasmania	1,060,629	133,269	1,193,898
N. Zealand.	491,549	59,935	551,484
Total	£17,904,603	£4,225,590	£22,130,193

(To be continued.)

Railroad Earnings--Weekly.

The Chicago and Northwestern Railroad earned in the 1st week of March, 1862 ..... $10,739 77
Do., 1861 ..... 11,730 61
Decrease $990 84

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 1st week of March 1862, were $10,710 20
Corresponding week, 1861 ..... 6,657 23
Increase $4,053 00

The earnings of the Toledo and Wabash Railroad for 1st week of March, 1862, were. $11,857 03
Do., 1861 ..... 13,088 41
Decrease $1,231 38

The earnings of the St. Louis, Alton and Chicago Railroad for the 1st week in March, were:
1862 ..... $15,357 51
1861 ..... 17,829 58
Decrease $2,472 07
Total since Jan. 1, 1862 ..... $145,855 64
Do. do. 1861 ..... 174,982 23
Decrease $29,126 59

The earnings of the Galena and Chicago Railroad the 1st week in March, 1862, were. $17,062 51
Do., 1861 ..... 20,877 17
Decrease $3,814 66

Corrected earnings for January, $109,867 18.

The receipts of the Grand Trunk Railway of Canada for the week ending March 8, 1862, were
8,877 passengers $15,712 48
Mails and sundries 3,735 28
5,274 tons of freight and live stock ... 20,459 54
Total $39,907 30
Corresponding week, 1861 ..... 69,695 12
Decrease $29,787 82

—Including River du Loup Branch. Line obstructed with snow during greater portion of the week.

The traffic of the Great Western Railway of Canada for the week ending March 14, 1862, was as follows:

Passenger $13,838 46
Freight and live stock 39,314 76
Mails and sundries 1,326 67
Total $54,474 89
Corresponding week of last year 50,437 40
Increase $4,037 49

The earnings of the Cleveland and Toledo Railroad for the 2d week in March, 1862, were. $24,141
Do., 1861 19,889
Increase $4,252

The Chicago and Rock Island Railroad earned the 2d week in March, 1862 ..... $18,106 00
Do., 1861 ..... 16,999 00
Increase $1,107 00

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	533,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	86½
" "	700,000	6	1880	84
" "	1,128,500	6	1875	88
" "	1,000,000	6	1867	89½
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	400,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	95
Mort. (chgd from Ster'g)	888,000	5	1864	95
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	106
2d Mortgage	600,000	7	1875	100
Central Ohio:				
1st Mortgage W Div.	450,000	7	1861	62½
1st Mortgage E. Div.	800,000	7	1864	65
2d Mortgage	800,000	7	1865	59
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '68, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1863	99½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	99½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	99
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	87
1st Mortgage	3,600,000	7	------	46½
2d Mortgage	2,000,000	7	------	17
Cincinn., Hamilton and Dayton:				
1st Mort age	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	90
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	----
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1890	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1876	----
4th Mort. (M. L.) or 3d Extension	1,164,000	7	------	43
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296 000	7	1864	----
C. and T. Dividend (convert.)	168,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	86½
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	104
1st Mortgage (E. Extension)	1,500,000	---	1875	104
2d Mortgage	2,600,000	---	1881	98
Income (due 1862, '65 and '67	265,416	---	var.	88
Detriot and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	100½
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	445,000	6	1874	101
1st M. (State) $75,000 a y'r after' 65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tenness.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,600,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage (3d Div.) Coupon	422,000	7	'62-'63	100
1st Mortgage (S. F.) Coupon	1,571,000	7	1863	103
2d Mortgage (S. F.) Coupon	1,465,000	7	1875	98½
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,428	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	40½
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	103
2d Mortgage	2,000,000	7	1860	83
3d Mortgage	1,840,000	7	1875	81½
Convertible	1,002,000	7	1867	76
Illinois Central:				
Optional Right Scrip	38,000	7	1868	64
Construction	12,885,000	7	1875	94½
Construction	4,115,000	6	1875	94½
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	08
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	89½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	18½
2d Land Grant (Western Div.)	353,600	†	------	18½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	89
Long Island:				
1st Mortgage	500,000	6	1870	85
Extension Bonds	175,000	7	1890	82½
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
***Marietta and Cincinnati:**				
1st Mortgage [convertible]	2,500,000	7†	1863	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	104
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	104
1st Mortgage (S. F.), convertible	4,153,000	8	1882	98½
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	94½
Northern Indiana, 1st	985,000	7	1861	91½
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88?
Goshen Air Line	1,168,000	7	1868	90
Detroit and Toledo	611,000	7	1876	76
1st General Mortgage (S. F.)	2,850,000	7	1885	91½
2d General Mortgage	2,465,000	7	1877	73½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Conpon)	2,556,000	7	1891	89½
Mississippi Central:				
1st Mortgage	1,007,263	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oakaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	----	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63'4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	96
Premium Consolidated Stock	7,745,000	6	1883	96
Real Estate	221,000	6	1883	96
New Convertible	3,000,000	7	1864	102
N w York and Erie:				
1st Mortgage	3,000,000	7	1867	105½
2d Mortgage	4,000,000	7	1864	99
3d Mortgage (convertible)	6,000,000	7	1883	93
4th Mortgage (convertible)	3,729,000	7	1880	87½
5th Mortgage	1,277,000	7	1883	70½
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	100½
2d Mortgage	1,000,000	7	1864	91
3d Mortgage	862,300	7	1867	70
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	72½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	66½
2d Mortgage	3,077,000	7†	1861	4½
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	67½
Chattel Mortgage	350,000	10	1883	85
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	99
2d Mortgage	2,319,000	6	1875	93
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	78½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	288,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	95
Mortgage	3,103,600	6	1870	90
Mortgage (convertible)	3,586,500	6	1886	78
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	78
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and L.)	1,000,000	7	1872	----
2d Mortgage (O. and L.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	30
2d Mortgage	937,500	7	1883	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1863	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	86½
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	94
2d Mortgage (convertible)	2,000,000	7†	'68-'70	52
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	77½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	47
3d M. (L. Er., Wab. and St. Louis)	1,347,600	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	10½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	928,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1972	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	73
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Incl. all other assets and liabilities. Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	2,451,936	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	336,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,026	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	.....
1 May, '61	469.8	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,870	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	555,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	.....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	.....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,147	149,477	—	.....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	136½
31 Dec. '60	74.0	—	.....	—	11	11	240	Housatonic	2,459,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	.....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,309	94,591	8	.....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	.....	—	.....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	1..,071	149,317	149,317	5	.....
31 Dec. '60	66.0	—	5.2	—	7	7	111	New London Northern	1,399,409	174,159	—	510,900	1,052,100	—	1,573,568	66.0	148,8..	130,295	.....	—	.....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,807	675,264	—	3,000,000	1,890,000	—	1,717,523	117.4	579,659	..5,075	325,573	—	.....
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,360	45,286	.....	66.0	.....	3..,0..	159,005	3½	35
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	722,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	.....	6	.....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,685	—	.....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,285	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	120,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,503	—	8,123,348	232.0	.....	1,159,188	628,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,888	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '60	220.0	—	.....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	—	—	5,500,000	4,500,000	—	10,000,000	220.0	845,981	994,569	225,786	13m	.....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	.....	1,514,478	242,564	—	63½
31 Dec. '58	46.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	.....	—	—	—	—	Chicago and Northwestern	9,344,863	—	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	.....
30 Jun. '60	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	50½
10 Nov. '58	33.2	—	.....	—	—	—	—	Fox River Valley	580.000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	.....
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,000	—	10,469,355	261.3	792,029	1,462,752	652,260	—	69½
31 May, '61	175.0	—	.....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	.....
31 Dec. '60	454.8	252.5	.....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	—	33,221,720	708.3	.....	2,721,591	850,630	—	66
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. ..	148.0	—	.....	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	.....	—	—	—	—	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	.....	129.0	—	—	—	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '58	186.0	—	.....	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	—	—	—	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
.. .. ..	1.0	—	.....	—	—	—	—	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	629,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
.. .. ..	108.0	—	.....	—	—	—	—	Cincinnati and Chicago	2,030,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	.....	73.0	—	—	—	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29 0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '60	72.4	—	.....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,000	1,178,000	40,550	2,108,011	109.0	363,122	400,397	133,009	—	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	30
31 Dec. '60	84.0	—	.....	—	—	—	—	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37,219	2,031,942	84.0	.....	277,952	119,745	—	.....
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	.....
.. .. '59	64.0	—	.....	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	.....
1Dec. '60	86.0	49.0	.....	—	23	—	—	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99.080	—	.....
.. .. '58	288.0	—	.....	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
.. .. '58	74.0	—	.....	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '60	73.0	—	.....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73 0	.....	404,599	232,775	10	.....
								IOWA.													
1 Jan. '58	75.5	—	.....	201.5	—	—	—	*Burlington and Missouri*	1,514,237	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	86,239	46,771	—	.....
31 May, '58	50.1	—	.....	209.0	8	8	86	Dubuque and Pacific	1,579,998	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
.. .. ..	—	—	.....	438.0	—	—	—	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	—	—	—	Keok., Mt. Pleasant and Musc.	745.703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
.. .. '59	55.0	52.6	.....	312.0	—	—	—	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	.....	113.0	—	—	—	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	—	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	.....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13 0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '61	29.0	—	.....	—	—	—	—	Lexington and Frankfort	591,121	52,300	—	514,483	130,000	—	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	.....	—	13	10	230	Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	246,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,903	716,478	371,122	—	.....
.. .. '59	18.8	—	.....	70.2	—	—	—	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.5	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	.....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	.....
.. .. ..	27.0	—	.....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	190,204	481,922	223,649	—	.....
1 Mar. '61	206.0	—	.....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
31 Aug. '60	53.7	—	.....	136.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	101
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,408	28,404	—	—
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	—	—	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	49
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,563,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	17
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '60	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	99½
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	108
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	110
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	113
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,284	52.4	.....	297,096	153,154	8	92
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960,000	—	5,045,630	120.7	456,825	684,685	327,590	4	59
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,869,729	67.7	337,451	632,866	272,299	6	99
30 Nov. '60	14.0	2.4	—	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	214,296	62,900	300	333,884	26.4	87,245	52,971	25,337	6	97
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	—
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,383	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	—
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	96,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	110
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	78½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,696	—	220,240	221,600	211,693	653,533	36.0	75,866	16,577	2,552	—	—
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,813	197,513	111,691	.....	8.4	24,428	15,891	—	—	6
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	106
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	—
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,589	197,774	8	110
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	386,987	82,543	—	243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	—
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,870	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,082	156,015	27,817	8	100½
30 Nov. '60	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	40½
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	11½
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,644	192.0	.....	1,881,352	888,254	—	120½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	976	1,403,409	45.7	180,153	229,332	102,604	6	56½
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	oquipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,823	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	—
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 May, '61	284.8	—	23.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.8	1,281,263	2,126,699	910,169	3	57
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	24½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,120	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,564,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	—	*Cairo and Fulton*	*	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	—
31 Aug. '60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	437,333	—	30
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	—
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,864,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '60	86.5	8.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,086,925	738,200	84,327	3,163,781	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,569	128,366	8	56
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	—
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma ss.	—	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,837	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	—
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,300	108,259	1,005,459	ope	r. by Con	cord.	38,577	8	103
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	—
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	137,136	4	52½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,082	78,852	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	—
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,128,247	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	83.9	32.8	.....	8.0	—	—	—	Camden and Amboy	5,840,305	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	123
31 Dec. '60	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	—
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,896	10	122
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	978,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	—
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,236	1,768,241	55.0	163,703	263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	—	—	—	New Jersey	3,609,089	400,378	1,249,621	4,397820	688,000	—	5,628,981	33.8	—	992,767	579,981	10	124
31 Dec. '60	21.3	—	.....	2	6	17	—	Northern New Jersey	365,344	*	—	164,157	—	—	—	—	—	—	—	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	—
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,600	600,000	718	1,740,718	18.7	6 mo.	135,558	112,441	6½	70
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	290,278	—	—	216,794	—	50,682	—	—	—	15,244	8,268	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221			507,957		46,139	554,096						
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,099	50,000		oper	r. by Rens. & Sarat.				
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559			1,000,000	1,389,559		2,389,559	oper	r by Western.			6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445		822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609		
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661			250,000	220,000		470,000	14.8	22,712	34,310	19,886		
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247		448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	336,870		1,000,000		130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	593 845	187,704		
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,128		1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	120
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050			343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427		
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000			380,000	70,000		450,000	oper	r. by Erie.		24,000	6	
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000			500,000			500,000	oper	r. by Erie.		30,000	6	
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000			175,000			175,000	17.3	46,981			6	
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372		3,758,466	9,107,000	182,106		150.0	967,065	2,047,145	778,121		36½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138		1,852,716	755,998	12.283	2,620,997	101.5	258,763	343,021	119,454		11½
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9		7,309,042	2,601,663	6	85
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	496.0	3,019,000	5,180,321	1,827,406		37½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*		5,717,190	6,055,752			152.9		1,142,851	433,716		15½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756		120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346		
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000			1,000,000			1,000,000	oper	r. by Central.		60,000	6	
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856			1,500,000	3,077,000		4,577,000	121.8	395,128	458,912	153,080		
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*		396,340	213,500	4,875		35.9	69,759	119,666	64,753	8	
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517		665,419	1,000,000	192,748		75.4	79,240	80,611	37,436		
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048		610,000	140,000	750,000		59.2	119,325	269,353	131,525	6	
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021			557,560	150,000	19,980		oper	r. by B., N. Y. & E.	22,047			
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050		10,305		61,213	71,518	18.0	3,365	634	54		
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684			300,000	83,000			oper	r. by Rens. & Sar.			5	
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166		500,000	378,000	3,376		47.3	114,731	175,604	60,113		
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443		62,731	162,087	63,374		13.0		15,720	11,800		
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,864,212	*		1,200,130	1,643,153	121,065		81.0	191,579	227,488	139,817		
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437		605,911	806,500	247,155		112.0	280,643	312,066	160,237		
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	86,073		274,400				oper	r. b. Hud s. River.			6	
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601			30,000	680,000			oper	r. by other Co's.				
1 Jan. '62	10½	—	½	30.0	—	—	—	Warwick Valley	185,000			100,000	85,000	185,000		10½	oper. by Erie R. W. Co.				
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304		1,499,000	772,400	66,112		96.7	212,235	351,167	178,067	10	35
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*		1,545,225	400,000	276,372	2,419,401	94.9		103,953	35,572		
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*		4,000,000				223.0					
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*		973,300	126,200			97.0		206,917	108,541		
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9		469,458	219,688		
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212		70,860	364,072						
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231			866,939		77,294							
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2		314,091	102,765		
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0		699,716	230,551		
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000		3,708,392	198.3	382,987	644,229	282,700	7	88
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*		2,441,176	3,032,000	228,973		131.8	304,168	190,745	19,180		
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	112
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000			96.6	402,935	1,063,405	633,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*		3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	18
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6		919,971	493,956		46½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*		369,673	575,250	632,486		61.5	75,120	68,128	19,763		
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*		750,000	1,600,000	205,000		72.0	144,000	84,000	17,760		50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	oper	r. w. Lit. Miami.		170,795	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0		375,002	212,107		
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912		307,246	716,000	80,845		36.6		62,025	3,565		
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*		437,838	422,658		1,104,086	16.0	40,064	64,000	33,000		
1 Nov. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694		45.0		102,180	52,408		
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*		300,000	473,000	75,000		47.0		69,352			
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*		118,865	50,000	3,965		13.0	24,000	31,126	10,460		
30 Nov. '61	33.5	—	37.8	—	39	32	602	Little Miami	4,004,4 3	*		2,981,270	1,407,000			138.0		1,330,051	529,981	8	92
31 Dec. '58	178.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452		
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3		896,818	169,943		1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*		1,906,736	2,400,000	466,215		125.0					
30 Jun. '61	183.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589		
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,809,125	*		848,770	1,385,200	132,063	2,588,876	125.0		185,934	84,167		
30 Nov. '58	56.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*		403,975	500,000	100,000		55.6	70,000	110,200	53,100		
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500			193,000	150,000	3,500	346,500	oper	r. by C., C. & C.				
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*		1,000,000	1,050,000	200,000	2,250,000	49.8	222,000				
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	488,285	8,498,947	250.0		861,722	373,772		
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,628	—	45.0	61,634	94,342	45,161		
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	60½
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*		3,350,000	53,500	—	—	146.0	—	—	—	—	2½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*		956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,336	1,316,688	6	84
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	385,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	oper	r. b. Buf. & S. L.			10	
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	58.5	—	436,237	153,334	6	51
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.8	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,067,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,089	6	56
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	oper	r. by C., W. & E.				19
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	—	753,318	670,227	6	52
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	47
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,468,892	396,927	—	3,155,875	2,940,473	774,323	6,471,462	65.7	5 mos.	176,047	91,399	—	7½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,168	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	—	46½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	44½
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150	—	24,353,896	151.4	—	3,312,546	1,625,985	—	21½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. & Amboy	—	—	125
31 Oct. '60	96.0	6.0	—	—	30	32	521	Phila., Wilmington and Balt.	1,800,000	*	—	5,000,000	2,200,000	—	—	200.5	48,677	1,236,597	471,712	6½	44½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passengers.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	P. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	—
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791,166	18,487,835	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	.....	11.0	—	—	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	.....	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	114,126	61,848	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	896,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	.....	78.0	199,878	238,420	860,339	—	7½
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	.....	.....	62.0	240,442	331,522	106,782	5	55
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,583	—	287,917	109,937	36,139	.....	13.6	23,514	22,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	—	—	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	.....	Greenville and Columbia	2,439,769	824,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	—	—	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	—	—	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	—	—	.....	North-Eastern	2,011,552	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	62	59	790	.....	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859.....	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,886,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	.....	.....
1859.....	100.0	—	30.6	55.8	.....	.....	.....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,284	6	.....
1859.....	.....	—	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859.....	30.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'rdo	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	389,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,650	579,119	6,385,045	119.6	349 440	334,368	113,318	—	.....
31 Aug. '60	62.0	.....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	.....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	.....
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	105
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45,930	8,522	—	.....
31 Aug. '60	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	832,000	700,000	.....	1,082,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,406,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	.....	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,385,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,758,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	.....	43.5	1,059,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.6	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	19.9	—	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	7,400,000	.....	.....	.....	199.9	.....	756,476	329,580	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	22,182	—	.....
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '60	191.9	42.5	28.3	—	.....	.....	.....	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	.....	7,500,000	234.4	.....	883,186	439,943	—	26½
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
10 May, '61	104.0	—	.....	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	.....
— — '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								CANADA.													
31 July '61	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	.....	7,150,000	16.10	400,075	1,771,780	363,670	—	.....
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	11
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
0 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	.....	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	88
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	.....	14,054,908	8,480,849	.....	.....	357.0	1,360,000	.....	.....	3	.....
— — '59	24.0	.....	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— — '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
— — '59	54.0	.....	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '59	25.0	.....	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
1 Oct. '60	108.0	0.9	12 0	—	12	18	226	European & North American	4,085,560	326,164	—	4,451,012	—	—	4,451,012	108.0	198,683	116,225	41,985	—	—
July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	126,000	1,799,232	60.0	.....	132,555	36,670	—	—
								NOVA SCOTIA.													
— — '59	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	.....	.....	.....	.....	.....	61.5	.....	.....	.....	—	—
								NEW GRANADA.													
31 Dec. '60	48.1	—	.....	—	.....	.....	.....	Panama	5,000,000	*	620,804	5,000,000	2,400,000	—	9,608,530	48.1	.....	1,539,859	1,110,652	12	12

New York Stock Exchange.

Highest Sale Prices for the week ending March 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19.
Federal Stocks:—						
U. S. 6s, 1871	----	----	----	----	----	----
U. S. 5s, 1874	86	86½	87	----	88	88
U. S. 5s, 1885	----	91	----	----	----	----
U. S. 6s, 1881, reg.	93	93½	93½	93½	93½	----
U. S. 6s, 1881, cou.	92½	93½	93½	94½	94	93½
U. S. 6s, 1862	----	----	----	----	----	----
U. S. 6s, 1867	----	99¼	93½	93½	----	94½
U. S. 6s, 1868	93	----	----	----	----	----
State Stocks:—						
California 7s	86½	----	87½	----	86½	86½
Georgia 7s	----	----	----	----	----	----
Illinois Coupon bonds	90	90	91	90	----	90½
" Canal bonds	----	----	88	88½	----	----
Indiana 5s	79	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	89
Louisiana 6s	----	70	----	----	70	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	53½	53½	53½	54	53½	53½
Do. iss. to H. & St. J. R.	----	----	62½	----	----	----
New York 6s, 1862	----	----	----	----	100r	----
North Carolina 6s	----	----	----	----	70	----
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	----	97½	----	----	----
Tennessee 6s, 1890	61½	----	60½	61	----	60½
Virginia 6s	----	----	----	----	----	60
Railroad Shares:—						
Buffalo & State Line	120	----	----	----	----	----
Chicago, Burl. and Q.	64½	64½	----	----	----	63½
Chicago and Rock Isl.	57½	57½	57½	57½	57½	56½
Clev., Col. and Cin.	110½	----	111	----	----	112
Clev. and Pittsburg	18½	18½	18½	----	18½	18
Clev. and Toledo	47½	47½	47½	46½	47	46½
Del., Lack. and West.	----	84	84	----	----	----
Galena and Chicago	69½	69½	70½	70	70	69½
Hudson River	37	37	37	36	36½	36½
Illinois Central (scrip)	65½	65½	66½	66	65½	66
Michigan Central	57½	58½	57½	57½	57½	57
M. S. and N. I. guar'd	48½	----	49	48½	48½	----
M. S. and N. I.	24½	24½	24½	24½	24½	----
Mil. and P. du Chien	24½	25	24	25	25½	26½
M. and P. du C. 1st pref.	79½	----	79½	----	79½	----
M. and P. du C. 2d pref.	----	56	56	----	57½	58½
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	83½	83½	84	83½	83½	83½
Erie	36½	36½	37	37	37½	37½
Erie pref.	61½	61½	62½	62½	62½	62½
Erie Assessment Scrip	----	90	90	----	----	----
N. York and Harlem	13½	13½	13½	13½	13½	----
N. Y. and H. "pref."	32	32½	32½	32½	32½	----
Panama	121½	121	121½	120½	----	----
Phila. and Reading	----	----	----	----	----	----
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	----	----	83	----	----
Chic. and N. W. 1st M.	46½	46½	----	----	46½	----
" " 2d M.	----	17	17	----	17	----
" S. F.	----	----	----	----	----	----
Cl. & Tol. S. F. 7 p.c. '85	86	85½	86	----	----	----
Chi., Bur. and Q. 8 p.c.	99	----	99	99½	99½	----
Chi. and R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8 p.c. '71-6	----	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Gal. & Ch. 1 M. 8 p.c. '63	----	100	----	----	100	----
" 2 M. 8 p.c. '75	----	----	----	----	98½	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	47½
Hudson R. 1 M. 7 p.c. '69	----	105½	----	103½	103	103
" 2 M. 7 p.c. '60	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	82½	82	81½	81½	81½
" sink. fund	----	----	99½	----	----	----
Illinois Centr. 7 p.c. '75	----	94	94	----	----	94½
" " 6 p.c. '75	----	94	94	----	----	94½
L. Erie & Wab. 1 M.	77½	----	----	----	----	77½
" " 2 M.	48	47	47	46½	47	47
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. and P. du C. 1st M.	89½	----	----	----	----	89½
Mich. Cen. S. F. 8 p.c. '82	----	98½	----	----	----	----
" conv. 8 p.c. '69	104	104	----	----	103½	----
Mich. Southern 1st M.	----	----	----	----	94½	----
" " 2d M. Ass.	----	----	----	----	----	----
" " 2d M.	72½	73	73	73	----	73½
" " S. F.	91	91	----	----	----	91½
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	91½	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83.	96	95	----	----	----	----
" 1 M. 7 p.c. '64	----	----	----	----	102	----
" bonds 1876	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	----	----	106	----	----	----
" 2 M. 7 p.c. '64	100x	----	----	----	----	----
" 3 M. 7 p.c. '83	----	93½	----	----	----	----
" 4 M. 7 p.c. '80	86	86½	----	87	87½	----
" 5 M. 7 p.c. '83	----	----	----	----	----	79½
" conv. 7 p.c. '62	----	----	----	----	----	----
" " 7 p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	----	----	----	100	100	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
Miscellaneous:—						
Del. and Hud. Canal.	88½	88½	88	90½	88	89
Penn'a Coal Co.	----	----	----	----	----	----
Pacific Mail S. S. Co.	95½	95½	95½	95½	95½	96½

The following are the closing prices in the London Market on the 1st March:

United States 5s, 1874	66	to	68
Virginia 6s	48	"	49
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	61	"	63
Erie shares, ex assessment scrip	29	"	30
Erie shares, 7 per cent. preference	49	"	50
Erie shares, assessment scrip	1½	"	2
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	79	"	81
Illinois Central $100 shares, $85 paid, dis.	--	"	--
Illinois Central, all paid	50	"	52
Michigan Central 8s, Convertible, 1869	79	"	81
Michigan Central Sinking Fund 8s, 1882	84	"	86
Michigan South. and North. Indiana 7s, 1885	--	"	--
New York Central 6s, 1883	80	"	82
New York Central 7s, 1864	86	"	88
New York Central 7s, 1876	86	"	88
New York Central 7s, 1876	86	"	88
New York Central $100 shares	71	"	73
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 x.c.	85	"	90
New York and Erie, 3d mort., '83, assented	77	"	79
New York and Erie, 4th mort.	--	"	--
New York and Erie, 5th mort.	--	"	--
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	100	"	102
Panama, 2d mortgage 7s, 1872 x.c.	96	"	98
Pennsylvania Central 6s	84	"	86
Pennsylvania Central 2d mortgage	84	"	86
Penusylvania Central $50 shares	34	"	36
Philadelphia and Reading $50 shares	18	"	20

American Railroad Journal.

Saturday, March 23, 1862.

Share and Money Market.

The week closes with a slight decline in the share market, attributed mainly to the very active movement going on in Governments. Investments run chiefly to these, and their tendency is steadily upward. Erie shares and securities are strong, under favorable advices from England, where they are largely held. New York Central are also pretty firm. There has been a pause, for several days, in military affairs, which has undoubtedly had its effect upon the market. Money has been active, which has also exerted some influence on prices. The new Treasury Notes have not made their appearance, and will not probably, till about the first of April. They must have the effect to make money most abundant. Such is the universal conviction. The earnings of railroads continue favorable, showing a large increase over 1861. The general aspect of affairs is encouraging. Exchange is dull at 111 to 112. Gold is a trifle firmer, selling at 101½ to 102.

Taxes on Travel.

There is one feature in the proposed taxes on travel, which we trust will not escape notice at the hands of our national legislators. It levies the same amount—two fifths of a cent per mile—on second class and "emigrant" passengers as on those carried in first class trains. The Erie Company which transports an emigrant to Buffalo or Dunkirk for five dollars, will have to pay as much for him as for the passenger by an express train. In either case the charge would be nearly one dollar. If the receipts be only one cent per mile, the same deduction will be made from them as if they were double. But at the former rate, it is well known that a road can barely pay its way; and indeed a railroad company could hardly afford to perform the service at all, were it not that the train is apt to be a miscellaneous collection, comprising often a load of empty cars as well as cheap paying passengers.

The manifest injustice, then, of taxing a service which may be considered utterly unprofitable, is such that we hope the scheme of making companies pay for "emigrant passengers" will be abandoned.

In Great Britain, where taxation may be said to have become a distinct science, so completely has it been systematized, the government never thinks of calling upon the railroads for any part of the $350,000,000 which it raises annually by taxes. Travel is as free as the air, in that country. The railroad and the steamboat are required to contribute their quotas indirectly, as are all other descriptions of property. Employees pay a percentage on their salaries, as do all others living on regular incomes. But it would be considered a return to the ignorance and folly of by-gone ages for the government to tax travel by either land or water. Particular circumstances may exist here, requiring a slight departure for a short time from a system which prevails in the United Kingdom; but we consider the departure in this case should be very slight indeed, being neither sound in theory nor likely to work well in practice.

Public Debt of the United States.

We publish elsewhere a statement of the funded debt of the United States, prepared by Charles A. Meigs & Son. It is made up in a different manner from, and presents the facts more in detail than in the previous statement.

Galena and Chicago Railroad.

We give elsewhere an abstract of the recent annual report of this company. The following is a statement of the monthly earnings for the year:

Months.	Freight.	Passengers.	Mails, &c.	Total.
January	$73,695 58	$18,865 11	$4,702 51	$97,263 20
February	53,391 29	18,916 22	4,549 58	76,859 09
March	69,091 72	27,877 69	4,630 83	101,600 24
April	71,060 19	28,318 88	4,415 20	103,794 27
May	131,412 66	29,450 34	4,814 22	165,707 22
June	131,427 63	26,959 05	4,436 54	162,823 22
July	112,586 94	28,336 90	4,465 35	145,389 19
August	120,891 51	25,334 88	4,132 24	150,358 63
September	158,142 09	37,390 62	4,743 23	200,275 94
October	176,516 70	40,028 93	4,780 64	221,326 27
November	137,610 55	30,308 08	4,881 63	172,700 26
December	94,157 42	26,842 24	11,309 30	122,308 96
Totals	$1,319,984 23	$338,550 94	$61,861 27	$1,720,396 49
Operating expenses				909,211 88
Earnings less expenses				$811,184 61
Add surplus Jan. 1, 1861				335,212 01
				$1,146,396 62
Deduct interest, dividend, sinking fund, etc.				721,338 50
Net surplus Jan. 1, 1862				$425,058 11

Out of the net earnings of the past year a dividend of 5 per cent. has been paid. The company have made provision for the payment of its bonds soon to fall due—of which an account was given in the Journal of 7th September last.

Erie Railway.

The following is a statement of the earnings of this road for the first five months of the present fiscal year:

Months.	1861-2.	1860-1.	Increase.
October	$722,362 05	$585,597 59	$136,764 46
November	734,826 10	554,532 25	180,293 85
December	708,136 29	404,276 30	303,859 99
January	695,606 98	404,507 55	291,099 43
February	603,029 67	391,932 27	211,097 40
Totals	$3,463,961 09	$2,340,846 96	$1,123,115 13

Railroad Earnings for January.

The earnings of the railroads of the country for the month of January, 1862, compare very favorably with those for the same month of 1861. The increase in nearly every instance being large. That of the New York and Erie is enormous. This road is having a very profitable winter traffic. The falling off in the earnings of the Illinois Central results from the closing of the Mississippi River, which was open in 1861. The whole show is very satisfactory for the internal commerce of the country.

Roads.	1862.	1861.	Increase.
Erie	$695,606 98	$404,507 55	$291,099 43
Michigan Central	230,159 03	142,333 70	87,825 33
Mil. and P. du Chien	83,903 55	54,245 81	29,657 74
Buffalo, New York and Erie	64,573 05	36,633 11	27,939 94
Toledo, Wabash and Western	82,234 81	58,339 33	23,895 48
Galena and Chicago	106,181 36	97,263 20	8,928 16
Hudson River	307,330 18	223,157 37	84,172 81
Harlem	100,922 75	103,494 63	†2,571 88
Cleveland and Toledo	106,684 00	84,996 00	21,688 00
Chicago, Bur. and Quincy	152,459 37	149,068 49	3,390 88
Chicago and Northwestern	46,609 67	48,325 19	†1,715 52
Norwich and Worcester	22,069 01	16,260 13	5,808 88
Illinois Central	172,186 95	319,634 28	†147,447 33
Chicago, Alton and St. Louis	67,609 79	81,531 47	†13,921 68
Cleveland and Toledo	106,684 00	84,996 00	21,688 00
Chicago and Rock Island	109,979 00	83,745 00	26,234 00
Reading	192,215 87	161,106 15	31,109 72
Cleveland and Pittsburg	90,174 73	62,208 27	27,966 46
	$2,737,584 10	$2,211,835 68	$525,748 42

† Decrease. Rate of increase 19 per cent.

Galena and Chicago Railroad.

The gross receipts of this road for the year ending December 31, 1861, were:

From freight		$1,319,984 28
" passengers		338,550 90
" mails, etc.		61,861 27
		$1,720,396 49

And the expenses were:

Repairs of track	$185,968 34	
" bridges	39,399 83	
" buildings, etc.	27,070 96	
" locomotives	67,712 37	
" cars	73,663 61	
Locomotive service	72,848 80	
Train service	55,479 74	
Station service	105,238 19	
Use of cars of other Co's.	9,550 93	
Fuel	104,212 74	
Oil and waste	10,881 44	
Salaries	32,088 57	
Exchange paid	15,482 28	
Damage	9,316 22	
Taxes	54,954 89	
All other expenses	45,392 97	
		909,211 88
Net earnings		$811,184 61
Add surplus January 1, 1861		335,212 01
Add for coupons cut from bonds purchased for sinking fund		2,135 00
		$1,148,531 62
Dividend, January 1, 1861, 5 per cent.		$301,415 00
Interest on 1st mortgage bonds		139,510 00
" 2d " "		103,425 00
Cost of bonds for 2d mort. sink'g fund.		103,274 95
Loss on depreciated currency		35,642 16
Bad and doubtful accounts		14,446 87
Improvement account		25,759 53
Surplus January 1, 1862		425,058 11
		$1,148,531 62

A comparison of the earnings of the past with those of the previous year, shows an increase of $257,644 69; the increase in expenses was $98,720 62—making the increase in net earnings $158,924 07.

The ratio of expenses to earnings for the year has been 52.58 per cent.—showing an improvement in this respect over the previous year, of about 8 per cent.

The loss on depreciated currency which is charged to income account, was caused by the breaking up of the entire banking system of the State—the notes of these banks constituting at the time nearly the entire circulating medium of the State.

The annexed statement will exhibit the financial condition of the company. The length of the entire lines of road is 261¼ miles; double track, 30 miles; siding and gravel pit tracks, 49 miles—making the total length of track 340¼ miles. The construction account remains the same as last year, less $400 deducted for locomotive machinery, and charged machine shops—the amount standing to this account now is $9,354,081 27. One share has been added to the capital stock during the year, by the conversion of outstanding scrip—the amount now is $6,028,400. The funded debt has been reduced $109,497 77, by the purchase and cancelling of $109,000 of bonds for the second mortgage sinking fund, and the payment of $497 77 on account of Litchfield bonds—making the present amount of funded debt $3,414,702 23. This is composed of:

First mort. bonds, due Feb. 1, 1862.		$247,000 00
" " " " Aug. 1, 1862.		157,000 00
" " " " Feb. 1, 1863.		60,000 00
" " " " Aug. 1, 1863.		1,507,000 00
" " " " Feb. 1, 1882.		22,000 00
		$1,993,000 00
Second mort. bonds, due May 1, 1875		1,411,000 00
Litchfield bonds, due on settlement		
St. Charles Air Line purchase		10,702 23
		$3,414,702 23

The whole amount of second mortgage bonds now purchased from current revenues and cancelled on account of sinking fund is $589,000. The report says:

As the outstanding first mortgage bonds of the company, amounting to $1,993,000, fall due within the next nineteen months, and as it was not deemed advisable, if practicable, to pay them out of the current revenues of the road, it was deemed to be for the best interest of the company to extend the time of their payment for twenty years from the first of February next. In accordance with this determination, proposals for their extension were issued, on the 18th of September last, to the holders of these bonds, offering to furnish new sheets of 7 per cent. semi-annual coupon, for twenty years, and in addition to the existing one to execute a further confirmatory mortgage and provide a sinking fund sufficient to retire the whole issue within the time of the maturity of the bonds. In these proposals the right was reserved to pay off the bonds that may be outstanding on the first day of February, 1877, at 5 per cent. above par.

A small number of these bonds have already been extended at par, and an arrangement has been made for extending those which fall due on the first of February, 1862, at par and a small commission. Our securities are viewed with such favor that it is believed that the whole issue will be extended at trifling cost to the company.

The extension of our first mortgage bonds being effected, the finances of the company will be placed upon a very satisfactory footing. Being without floating debt, the entire bonded debt of the company will be extinguished within the next twenty years, with a constantly decreasing annual charge on its finances, for interest and sinking fund purposes. The amount required for these purposes for the past year, has been $346,209 95. The amount required in 1881 will be $250,425 assuming that the bonds, purchased for the respective sinking funds, will cost par upon the average, leaving to be paid on the 18th of Feb., 1882, $117,000, which will leave the company free from debt.

Forty miles of the Cedar Rapids and Missouri River Railroad have been completed, and will be opened for business in the present month of January, making, with the Chicago, Iowa and Nebraska Railroad, a continuous line in operation in connection with ours, from the Mississippi westward, of 122 miles. An additional 30 miles of the first mentioned road have been graded, and will probably be finished during the ensuing summer. This when completed, will extend the road to Marshalltown.

A negotiation has been opened between this and the two last mentioned companies for leasing their line by this company, and thus placing the whole under one management. This negotiation has been thus far without result. It is deemed important that some arrangement should be made, if practicable, for permanently uniting the interests of these companies, and securing the extension of the joint line to the Missouri River, in time to influence the location of the system of railroads which will grow up beyond that river.

Our relations with the Beloit and Madison Railroad Company remain as heretofore. No progress has been made during the year toward the completion of the Sterling and Rock Island Railroad.

The roadbed, track, bridges and buildings have been kept in thorough repair, and are now in excellent condition. The line of road is being continually improved by the substitution of structures of permanent materials, as those of a more temporary character require to be renewed. By timely repairs and renewals, it is believed that the property of the company in the aggregate, is preserved from any deterioration from year to year. We learn from the report that, during the past year, 224,557 feet of oak crossing plank and timber, have been used; 8,014 bars of new iron, and 20,153 bars of repaired iron have been put in the track; 71,466 ties have been laid; 153,196 pounds of railroad spike, 7,032 wrought iron chairs, (11 lbs. each), 7,086 cast iron chairs (30 lbs. each), and 14,639 bolts for cast iron chairs have been used. During the coming year there should be put in the track about 2,500 tons of new rails, and about 100,000 new ties. The company owns about 1,300 tons of iron all told applicable to future repairs of track; it is either on the way to or from the repair shops or the rolling mills, or it is in process of repair or re-manufacture. This stock in trade should be increased rather than diminished. The taking of an injured rail from the track, transporting it to the rolling mills, etc., requires considerable time, and hence a considerable surplus of iron is necessary. The company should be able to re-roll about 2,000 tons annually. A purchase of 500 tons of new iron during the ensuing season will probably make the surplus stock of rails sufficient for this purpose for several years to come. About 14 miles of fence have been renewed, and about 3 miles of new fence built. Most of the new fence is of wire—six No. 9 wires run through holes bored in the posts, which are set about 10 feet apart. This makes an excellent fence, not easily broken through by cattle, nor readily taking fire from the burning of prairie

grass. In the repairs of fencing, 96,862 feet of boards, 7,131 posts, 7,417 lbs. nails, 4,560 lbs. wire, 200 cast iron keys, and 230 gates have been used.

The number of through passengers carried was 34,276; way do., 283,877—total 318,153; number carried one mile 13,749,643. Tons of freight carried, 499,421; tons carried one mile 47,740,877. Miles run by trains, 1,123,454; by C., B. and Q. trains on G. and C. track, 128,880 miles.

CONDENSED BALANCE SHEET.

Construction	$8,040,164 52
Equipment	1,311,916 75
Machinery and tools	46,398 33
Real estate	19,564 69
Materials on hand	221,187 50
Other assets	435,134 82
Cash on hand	427,951 61
	$10,502,318 22
Capital stock	$6.028,400 00
First mortgage bonds	1,993,000 00
Second " "	1,411,000 00
First mortgage sinking fund	7.009 00
Second " " "	589,000 00
Litchfield bonds, past due	10,702 23
Cash received for lots sold	5,514 25
Scrip outstanding	3,863 63
Unclaimed dividends, coupons, wages, etc.	8,478 72
Bills payable and miscel. debts	5,804 72
Due other companies	14,496 56
Income acc't—surplus Jan. 1, 1862.	425,058 11
	$10,502,318 22

President—WALTER L. NEWBERRY.

Directors—Walter L. Newberry, William H. Brown, Orrington Lunt, Flavel Mosely, George Smith, Geo. Watson, Edward K. Rogers, John Wentworth, Charles S. Hempstead, Thos. D. Robertson, D. A. Knowlton, John H. Foster, William H. Ferry.

Vice-President—W. H. BROWN.

General Sup't—EDWARD B. TALCOTT.

Assistant Sup't—EDWARD H. WILLIAMS.

Secretary—WM. M. LARRABEE.

Treasurer—HENRY TUCKER.

Marine Insurance.—What is evidence of Unseaworthiness?

WHEN A SHIP IS DISABLED SOON AFTER SAILING BY A SLIGHT STORM, IT IS EVIDENCE OF UNSEAWORTHINESS—THE PRESUMPTION IS THAT DEFECTS EXISTED IN THE VESSEL AT THE TIME SHE SAILED.

A case involving a principle of evidence in determining the seaworthiness of vessels was recently decided by a General Term of the New York Supreme Court. The plaintiffs had a policy of insurance made by the defendants, the Orient Mutual Insurance Company, upon one-third of their interest in a cargo of coffee from Rio de Janeiro to Charleston, in the barque Susan. The ship sailed from Rio, Oct. 10th, 1855, and shortly after leaving port met with stress of weather, sprung a leak, and put back to Rio. The cargo discharged, the vessel was surveyed, and pursuant to the recommendation of the surveyors was sold. The coffee was stored at Rio, and reshipped in the brig Julia for Charleston, and arrived there January 8th, 1856. The action was brought to recover the defendants' proportion of the general average charges and expenses consequent upon the return of the Susan to Rio in distress, and the transhipment of cargo, and the increased freight thereon etc.

The captain of the vessel testified thus: "The barque Susan sailed from Rio on the 10th of October, 1855. The steamboat towed me to sea not far from seven o'clock in the morning: when the steamer left us, we made all sail to the southward, off shore by the wind; there was a heavy swell heavling in from the south-west; the ship behaved well when we made sail; the wind was light under the land; as we drawed off shore, the wind increased suddenly on us with a sea; the sea increasing at the same time, it caused her to labor heavily and jump into the sea; we took in sail and reduced the canvass as we got off shore; after the barque labored in this way and jumped into the sea, we tried the pumps and found the barque making water; after we tried the pumps we did not succeed in freeing the vessel; then we sounded the pumps and found two feet of water in the hold; we then continued to shorten sail; kept serving the pumps; the leak remained about the same after shortning sail; we had taken everything off her but two topsails, and then we freed her; we wore ship and stood in shore, after the men refused to go any further off shore: I concluded to return to Rio, as the nearest port I could get to; I was from twenty-five to thirty miles from the coast when I determined to put back; the steamtug took me about four miles outside the harbor; before I turned to go back, it blew a strong double-reefed topsail breeze." At 9 A. M. of the 10th of October the steamtug was discharged and the barque proceeded to sea; at 1 P.M. she was put back to the port of Rio.

The plaintiffs obtained a verdict and a judgment. The defendants then moved for a new trial, which motion was denied. From this order denying the motion made for a new trial, an appeal was taken to the General Term of the Court, which decided, first, that where a ship soon after sailing on her voyage, becomes so leaky or disabled as to be incapable of proceeding upon it, and this cannot be ascribed to any violent storm or extraordinary peril of the seas, the fair and natural presumption is that it arose from causes existing at the time she sailed, and that she was then unseaworthy; and second, that a verdict in favor of the assured, found upon evidence raising this presumption of unseaworthiness, will be set aside as contrary to the evidence.

The following is a part of the opinion of the court delivered at the decision of the cause covering the point involved:

ROBERTSON, J.—The inadequacy of the perils encountered to produce the sea damage in question to a seaworthy vessel, was relied upon by the defendants to establish unseaworthiness, to which they added evidence of age and the character of the materials of which the vessel was built, and of worm holes in her planking above the copper.

The plaintiffs established the thorough repair of the vessel at the port which she left on her previous voyage to the port from which she sailed on the voyage in question; also her sound appearance and tightness before starting, and claimed from that, with the perils encountered as described by her captain, and the damage thereby done to her masts and spars, indicating their violence, to have established injury by extraordinary perils to a seaworthy vessel. It will thus be seen that the degree of violence of the perils is material to either view, and, in effect, the essential point of the case, as there is no direct evidence of unseaworthiness. If she was unseaworthy, the leak may be fully accounted for without extraordinary perils; on the other hand, if the perils were extraordinary, the deduction of unseaworthiness from the facts proved is not necessary to account for the leak. * * * * * *

The vessel in this case returned into port, after going about twenty-five to thirty miles to sea, during four hours, and arrived in port three days after she sailed; the character of the weather and her action on her return are given. She started under full sail, while a heavy swell was heaving in from the southward, "but the wind increased suddenly' and the sea increasing at the same time, caused her to labor and jump into the sea;" this apparently immediately followed the increase of wind and waves, but how long such "labor" and "jumping" continued does not appear. After it the vessel was found to take in water. Sail was then taken in, and the canvass reduced, until only two topsails remained; but when, during what time or why, does not appear. A leak then began, when does not appear, but which remained about the same after shortening sail; the place of that leak was never found, notwithstanding three surveys, after her return. There is a singular want of definiteness, minuteness, and particularity, in the description by her captain, the only witness examined as to the perils, of what occurred during the four hours before the vessel changed her course back. No account is given when or how her masts were sprung, or to what extent she labored or jumped. The wind is described as being merely a "strong, double reefed topsail breeze," not a gale or a storm; the very fact of calling it a breeze, and giving it a special character goes to show that it was one of not an uncommon kind; and that it was one which was taken advantage of, although with diminished canvass. All the cases I have cited show greater perils than these, and no one can doubt that the ocean has been traversed, myrids of times, in perfect safety with such a breeze; and few seaman would hesitate to encounter a similar one on every voyage. But it may be said, the springing of the foremast maintopsail yard, and maintopmast fid, stranting of topgallant backstays and loss of tressle-trees, with the starting of a head knee, prove the violence of the wind, which would be true, if they occurred before her changing her course towards the port of departure, and before the leak, which was as violent at the beginning as at the end of the blow. We have no information as to the state of the weather on her return to port. Such injuries might have been the result of having old timber, spars or rigging, the rusting of bolts or fastenings, or a heavily laden vessel, with a leak, at the rate of twelve inches an hour, pitching and rolling in the rhe trough of a sea. The leak is the turning point in the history of the vessel if the violence of the winds and waves was sufficient to have created it in a seaworthy vessel, the plaintiffs are entitled to recover; but there is no evidence to prove it. I do not think, therefore, it is any strech of the prerogative of the court to assume to know enough of nautical matters to hold that such a leak could not be created by such a breeze, in a seaworthy vessel, and that there was no evidence of such perils as were insured against. The judgment, therefore, must be reversed, with costs; leaving the defendant the right to a new trial.

From Newton's London Journal, February, 1862.

On the Manufacture of Cast Steel, and its Application to Constructive Purposes.

By Mr. Henry Bessemer, of London.

The mode of manufacturing cast steel, which now forms so important a branch of the Sheffield trade, was discovered in the year 1740 by Mr. Benjamin Huntsman, of Handsworth, near Sheffield, who subsequently established steel works at Attercliffe, where his invention has ever since been successfully carried on. In its early stages many difficulties had, however, to be overcome. Materials for lining the furnaces and for making the crucibles had to be sought for and tested; the peculiar marks of iron most suitable for melting had to be determined on by numerous experimental trials; and such was the difficulty at that time of making crucibles which would stand the excessive heat of melted steel, that for a long period only very highly carbonized or "double converted" steel, which required the lowest temperature, could be successfully melted. The first products of a new manufacture, even while the invention still remains in a partially developed state, but too frequently stamp its subsequent character. Thus Huntsman's cast steel, although it was acknowledged to be a pure homogeneous metal, of great value for certain purposes, was still looked upon as a hard and brittle material of very limited use, not bearing a high temperature without failing to pieces, and quite incapable of being welded: even within the last few years this has been the popular idea of cast steel. Improvements in its manufacture have, however, from time to time been introduced, and steel of a milder and less brittle character has long been made, capable of welding with facility, and working at a high temperature without falling to pieces. Its uses have consequently been greatly extended, and the employment of cast steel for the best cutlery and edge-tools has now become universal; indeed, the excellent quality of the cast steel at present made in Sheffield for these purposes is scarcely to be surpassed. Of late years several of the most enterprising manufacturers have sought to introduce cast steel for a variety of other purposes besides those for which it was originally employed, and it is now used, in some form or other, in almost every first-class machine. Its employment as a material for founding bells and various other articles in clay moulds, as carried out by Messrs. Naylor & Vickers, and the introduction of a valuable material by Messrs Howell & Shortridge, under the name of homogeneous metal, are prominent examples of the successful adaptation of cast steel to engineering purposes.

The manufacture of cast steel by Huntsman's process is so extensively practised, and is so well known, that it is unnecessary to do more than to recall to mind that crude pig iron has first to go through all the stages of melting, refining, puddling, hammering, and rolling, in order to produce a bar of malleable iron as nearly pure as the most careful manipulation in charcoal fires can make it. Bar iron, on which so much labor, fuel, and engine power have been expended, thus becomes the raw material of this most expensive manufacture. In order to convert the wrought iron bars into blister steel, they are packed with powdered charcoal in large fire-brick chests, and are exposed to a white heat for several days, the time required for heating and cooling them extending over a period of fifteen to twenty days. When thus converted into blister steel, they are broken into small pieces and sorted, according to the quality of the steel, which sometimes differs even in the same bar. For melting this material, powerful air furnaces are employed, containing two crucibles, into each of which are put about 40 lbs. of the broken blistered steel. In about three hours the pots are removed from the furnaces, and the melted steel is poured into iron moulds, and formed into ingots of cast steel; from 3½ to 4 tons of hard coke being consumed for each ton of metal thus melted. When large masses of steel are required, a great many crucibles must be got ready all at the same moment,

PUBLIC DEBT OF THE UNITED STATES

Popular Name. Stocks	Character.	Government Title. Bonds.	Amount Outstanding According to Official Records.	Rate of interest.	Interest when payable.	Principal when payable.
U. S. 6's of 1862	Registered and Coupon	Loan of 1842	$ 2,883,364 11	6 per cent.	January and July.	December 31st, 1862.
U. S. 6's of 1867	Registered	Loan of 1847	9,415,250 00	6 per cent.	do do	January 1st, 1868.
U. S. 6's of 1868	Registered and Coupon	Loan of 1848	8,908,341 80	6 per cent.	do do	July 1st, 1868.
U. S. 5's of 1874	Registered and Coupon	Loan of 1858	20,000,000 00	5 per cent.	do do	1874.
U. S. 5's of 1871	Registered and Coupon	Loan of 1860	7,022,000 00	5 per cent.	do do	1871.
U. S. 6's of 1881	Registered and Coupon	Loan of 1861	18,415,000 00	6 per cent.	do do	1881.
U. S. 5's of 1865	Coupon	Texan Indemnity	3,461,000 00	5 per cent.	do do	January 1st, 1865.
Not in market		Texan Debt	112,092 59	5 per cent.	do do	Past due.—Not presented.
Oregon War Loan, 1881	Yearly and Half Yearly	Oregon War Debt	307,900 00	6 per cent.	do do	1881.
Issued to the Banks	Registered and Coupon	Twenty Year 6's	50,000,000 00	6 per cent.	do do	July 1st, 1881.
Treasury 7 3-10 Bonds	Coupon	Three Year Bonds, Aug. 19, 1861	55,600,000 00	7 3-10 per cent.	Feb'y and August.	August 19th, 1864.
Treasury 7 3-10 Bonds	Coupon	Three Year Bonds, Oct. 1, 1861	53,800,000 00	7 3-10 per cent.	April and October.	October 1st, 1864.
		Total of the Funded Debt	$228,924,948 50			
Treasury Notes.		Notes.				
Treasury Notes, Old Issue	Order	Old Notes, issued prior to 1857	$105,111 64	5 and 6 per ct.	When Redeemed.	Past due.
Treasury Notes, Recent*	Order	Treas. Notes, Act of Dec. 23, 1857	664,200 00	Various rates.	do do	Mostly past due.
Treasury Two Year Notes	Order	T. Not. Acts, J'e 22, '60, Feb. & Mar. '61.	7,757,600 00	6 per cent.	January and July.	July and August, 1863.
Treasury Sixty Day Notes*	Order	60 Day Not. Mar. 2, J'y 17, Aug. 5, '61.	3,993,900 00	6 per cent.	When Redeemed.	Past due.
U. S. Demand Notes	No Interest	Demand Notes, Old Issue	60,000,000 00	No interest.		
		Total Treasury Notes	$74,124,761 64			
		Total Evidences of Public Debt outstanding	$303,049,710 14			
Additions to the above are authorized as follows:						
Contractors' Certificates		Certificates of Indebtedness	$100,000,000 00	6 per cent.	When Redeemed.	One year from date, at the option of Government.
Sub-Treasury Certificates		Certificates of Deposit	50,000,000 00	5, (not over 6.)	When Redeemed.	After 10 days' notice.
U. S. Dem'd Legal Tender Notes.		U. S. Demand Notes	150,000,000 00	No Interest.		
U. S. Authorized Stocks	Regietered and Coupon	Loan of 1862	500,000,000 00	6 per cent.	January and July.	5 to 20 years from date.

All of the Treasury Notes, now issued, and included in the list above given as outstanding, are receivable at the Custom House for Duties upon Imports, and all other Public Dues.

* Interest on these Notes will cease after April 7th, when they will probably be paid.

and a continuous stream of the melted metal from the several crucibles must be kept up until the ingot is completed, since any cessation of the pouring would entirely spoil it; hence, in proportion to the size of the ingot, are the cost and risk of its production increased. The ordinary manufacture of cast steel is therefore obviously conducted at a great disadvantage. If cast steel is to supersede wrought iron for engineering purposes, it will be necessary to cease employing wrought iron as a raw material for this otherwise most expensive mode of manufacture.

The extremely high temperature requisite to maintain malleable iron in a state of fusion, has, from the earliest period of the history of iron down almost to the present day, rendered its purification in a fluid state practically and commercially impossible. Hence arise all those imperfections to which bar iron is subject, every small piece consisting of numerous granules partially separated from each other by scoria, and every large mass being produced only by piling together small bars, with the inevitable result of increasing the former imperfections; for no two pieces of iron can be brought to a welding heat without becoming coated with oxide; and when this coating is rendered fluid by welding sand, a fluid silicate of the oxide of iron is formed, covering the entire surface to be united. The heavy blows of the hammer or the pressure of the rolls may, and do, extrude the greater portion of this fluid extraneous matter, but it is never wholly removed from between the welded surfaces, and hence a portion of the cohesive force of the metal is lost at every such junction. When a bar of iron is nicked on one side and bent, the rending open of the pile clearly shows this want of perfect cohesion. Nor is this the only difficulty to be encountered; for in the production of large masses of wrought iron it is necessary to raise the temperature nearly to the fusing point, in order to render each additional piece sufficiently soft and plastic to become united to the bloom. This softening of the iron induces a molecular change in the structure of the metal: its natural tendency to crystallize is so powerfully assisted by the long continuance of the high temperature, that its whole structure undergoes a change; large and well defined crystals are formed almost independently of each other, and cohering so feebly to the other contiguous crystals, as in some cases to separate with as little force as would overcome the cohesion of ordinary cast iron.

In the substitution of cast steel for malleable iron, both these sources of difficulty are escaped; for the mass, whether of one ton or twenty tons weight, may be formed in a fluid state into a single block, wholly free from admixture of scoria, while it is perfectly and equally coherent at every part, and the forging of such a solid block of metal into shape is only the work of a few hours; and as there is no welding of separate pieces, it may be worked under the hammer at a temperature at which no molecular change will take place; the metal being far below its fusing point, and much too solid to undergo that destructive crystallization so common in large masses of wrought iron. Thus the difficulties and uncertainty attending the production of all large masses of wrought iron are wholly avoided in producing equally large masses of cast steel.

But, however desirable in the abstract it may be to employ cast steel as a substitute for malleable iron for engineering purposes, it must not be forgotten that there are several important conditions indispensable to its general use. First, the steel must be able to bear a good white heat without falling to pieces under the hammer, otherwise the process of shaping it will not only be expensive, but the partly finished forging may be spoiled at any moment by being overheated. Secondly, the steel should be of such a tough character as to admit of being twisted or bent into almost any form in its cold state before fracture takes place, whether the force be applied as a gradual strain or by a sudden impact. Thirdly, it should have a tensile strength at least 50 per cent. greater than that of the best marks of English iron. Fourthly, it must especially be soft enough to turn well in the lathe, to bore easily, and to yield readily to the file and chisel, so as not to enhance its original cost by the difficulty of working it into the requisite forms. This last is most commercially and practically an important condition, and one which will in future greatly determine the extent of its use.

These desirable objects are believed by the author to be fully accomplished by his process of converting crude pig iron into cast steel at a single operation, forming the subject of the present paper. This process has now been in daily operation in Sheffield for the last two years at Messrs. John Brown & Co.'s Atlas Steel Works, Sheffield.

The crude pig iron chiefly used in this process has been the hotblast hæmatite pig smelted with coke, which is melted in a reverberatory furnace, and is then run into a vessel, in which its conversion into steel is to be effected. The converting vessel is made of stout boiler plate, and lined with a powdered silicious stone found in the neighborhood of Sheffield below the coal, and known as "ganister." The rapid destruction of the lining of the converting vessel was one of the great difficulties met with in the early stages of the invention: the excessive temperature generated in the vessel, together with the solvent action of the fluid slags, was found to dissolve the best fire-brick so rapidly, that sometimes as much as two inches thickness would be lost from the lining of the vessel during the thirty minutes required to convert a single charge of iron into steel. The ganister now used, however, is not only much cheaper than fire-bricks, (costing only about 11s. per ton in the powdered state,) but it is also very durable. [A portion of the lining of the vessel was shown, which had stood ninety-six consecutive conversions before its removal.] The converting vessel is mounted on bearings which rest on stout iron standards, and by means of the gearing and handle it may be turned into any required position. It has an opening at top for filling and pouring out the metal, and in the bottom of the vessel are inserted seven fire-clay tuyeres, each having seven holes. The blast from the engine is conveyed through one the bearings of the vessel into the tuyere box, at the bottom of the vessel, and enters the tuyeres at a pressure of about 14 lbs. per square inch, which is more than sufficient to prevent the fluid metal from entering the tuyeres.

(To be continued.)

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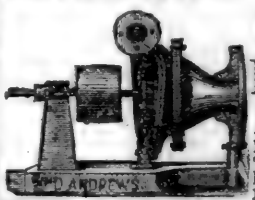
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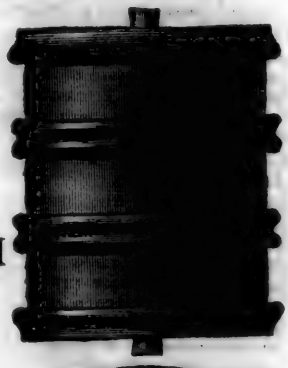
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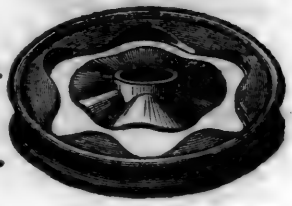
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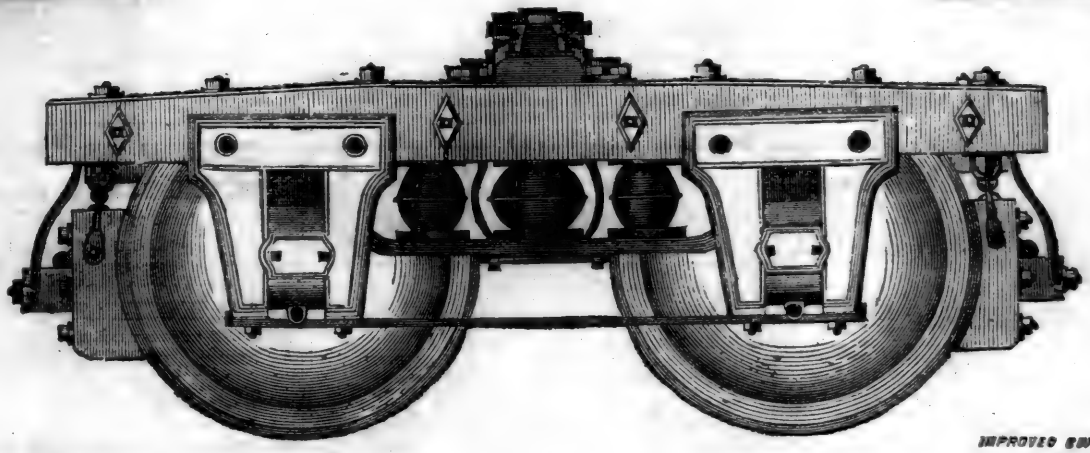


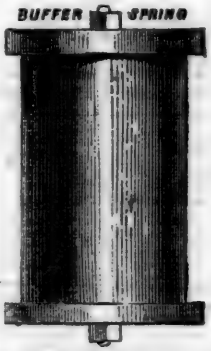
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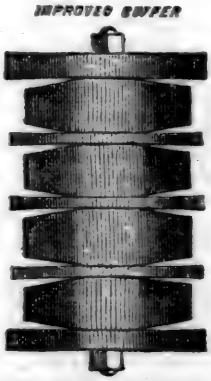
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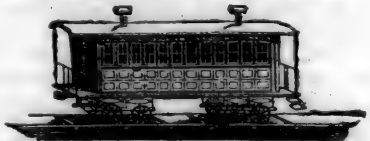
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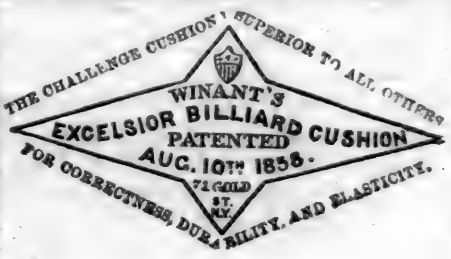
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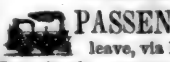
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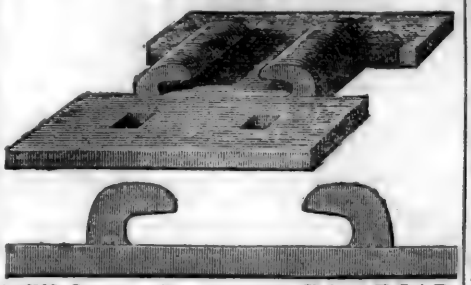
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American Railroad Journal.

New York, Saturday, March 29, 1862.

Chicago and North Western Railroad.

The gross earnings of this road for eleven months ending March 1, 1861 and 1862 have been as follows:

	1860–61.	1861–62.
From passengers	$221,546 73	$281,245 15
" freight	413,486 57	477,079 44
" mails, express, etc	25,752 08	32,145 50
	$660,785 28	$790,470 09
Operating expenses from April 1, 1861, to April 1, 1862	$398,650 48	
Int. on Flagg Trust bonds.	19,600 00	
Interest on preferred 1st mortgage bonds	86,989 00	
Interest on Appleton Extension bonds	12,880 00	
Interest on debt	10,818 63	
Taxes	22,179 94	
Discount, exchange, insurance, etc	22,180 16	
	573,298 21	
Surplus, March 1, 1862	$217,171 88	
Surplus, April 1, 1861	323,580 64	
Total surplus	$540,752 52	
Unfunded debt	$269,606 52	

Trade and Commerce of Detroit.

The statement of the trade and commerce of Detroit for 1861, shows a very great increase upon any former year in the production of the leading staples of export. Reducing the flour to wheat, the aggregate receipts of grain last year amounted to 10,514,286 bushels, against 6,441,639 in 1860, and 4,177,856 in 1859. It will be seen that the first almost equalled the other two added together. In fact, the receipts of flour and grain in 1859, were nearly equa'led by those of 1861, during the months of September and October only.

The report represents the condition of Michigan at this time in a very favorable light, in spite of the various adverse influences that operated last year. The State, as a whole, is said to enjoy a degree of prosperity which she had not known for half a dozen years previously.

The receipts of flour and the sources of supply for the past year are as follows:

By Michigan Central Railroad, bbls.	872,756
By Detroit and Milwaukee Railroad	363,616
By Detroit and Toledo Railroad	63,347
By Great Western Railway	603
By Grand Trunk Railway	1,246
Coastwise	3,255
Canada, by sail	1,281
Total imports	1,306,104
By teams, estimated	15,000
Manufactured by city mills	42,500
Total	1,363,604

The shipments were 1,261,289 barrels, the greater part of which were forwarded by railroads.

The receipts and shipments of flour for the past five years are as follows:

	Receipts. bbls.	Shipments. bbls.
1857	482,192	479,160
1858	582,287	505,917
1859	605,640	478,918
1860	862,175	809,519
1861	1,321,140	1,261,289

In the early part of the year the prices of wheat and flour ran down to a very low figure, and so continued without any great alteration until the fall, when an enormous demand arose. The crop in Michigan was harvested in prime condition, in striking contrast with that of the preceding year. That pest known as the *wheat fly*, has entirely disappeared since 1859.

The want of storage facilities at Detroit, which had long been felt, will occasion a drawback no longer. A spacious elevator has been put up at the terminus of the Detroit and Milwaukee Railroad; two others were completed during the year, and other enterprises of the same kind are said to be in contemplation.

The receipts of wheat the past year, and the sources of supply, are as follows:

By Michigan Central Railroad, bush.	1,610,318
By Detroit and Milwaukee Railroad	717,729
By Detroit and Toledo Railroad	120,147
By Great Western Railway	414
By Grand Trunk Railway	4,012
Coastwise	1,253
From Canadian ports	51,238
By teams, estimated	500,000
Total	3,005,111

The total shipments were 2,775,077 bushels, of which 380,039 went forward by railroad, and 2,381,380 by lake. There were ground in city mills 191,000 bushels.

The average price of wheat in Detroit during the past year was $1 06½ per bushel, against $1 10 in 1860; $1 25 in 1859; $0 92 in 1858; $1 23½ in 1857; $1 12 in 1856, and $1 75 in 1855.

The crop of corn was the largest raised in many years. Of this cereal the total receipts were 1,036,506 bushels, nearly all by the Michigan Central Railroad. The total shipments were 989,309 bushels, of which three-fourths went by lake. The corn receipts for 1861 were equal to those of the two previous years combined. Average price per bushel, 36 5-6 cents, or less than half of what it was in 1857.

The receipts of oats during the past year amounted to 389,986 bushels, two-thirds of which were forwarded by lake. The aggregate receipts show a slight increase over those of 1860, and the exports a small falling off. The drought of last summer had an unfavorable effect on this crop. Average price per bushel, during the year, 21¼ cents. Of barley the receipts were 59,734 bushels, nearly all consumed. The quantity of ale manufactured from it is estimated at between 40,000 and 45,000 barrels. Malt has been steady at 80 cents. Of rye the receipts were 16,981 bushels, and the exportations about 10,000 bushels. Average price per bushel, 42 cents.

Some of the remaining articles of export we shall be obliged to give in briefer compass. The receipts of dressed hogs cannot be stated, as the "crop" did not begin to move till late in the season. Of beeves about 2,200 were purchased, mostly for the army. The receipts of butter were lbs. 3,327,673. The potato crop was small, having suffered seriously from rot. Considerable quantities of hay are now annually sent from Detroit to the Lake Superior country.

The receipts of cattle and hogs for the year were:

	Cattle.	Hogs.
By Michigan Central R. R.	57,653	93,313
By Detroit and Milwaukee R. R.	1,884	7,022
By Detroit and Toledo Railroad	11,908	28,380
By Grand Trunk Railway	40	116
By lake	146	175
Total	71,631	129,956
Received in 1860	70,856	61,590

The total shipments were—cattle, 63,874; hogs, 110,059, much the greater part going by the Great Western and Grand Trunk Railways.

The wool clip of 1861 was large; but political events induced many farmers to hold it for higher prices than could be obtained in spring. The total receipts at Detroit amounted to lbs. 5,453,821.

The city of Detroit is now a place of some considerable importance as a manufacturing point. In this department of industry the report makes mention of coal oil, of which was refined the value of $450,000, chemicals, edge-tools, woolen factories, leather, tobacco, stores, and various other factories, besides the numerous saw-mills and mining works scattered over the State, all pouring their products into the commercial capital of the State. Ship-building is also an important interest in that important lake point.

Broadway Railroad.

To the Editors of the Am. Railroad Journal.

If the subject of a Broadway Railroad is not too local in its scope to commend itself to your columns I beg to make a few brief suggestions. I have carefully perused the reports of the discussions before the Legislative Committee, and with all due deference to the eloquence of the counsel engaged and the monied influence which has been brought to bear on both sides of the question, I can only come to the conclusion that these gentlemen have pulled a night cap over their ears and gone to sleep over the real question at issue. While one side is strenuously arguing as an abstract question, the great superiority of the railway car over the omnibus as a public conveyance, rehashing and rehearsing what every body has been ready to admit for years, and what has been much better argued a hundred times before, the other side is quite as strenuously endeavoring to ignore every modern improvement and to prove that the old antiquated omnibus lumbering over the rough pavements which it is constantly wearing out and making rougher, is really the perfection of a public vehicle, and that nothing else has yet been devised that could fill its place. The fact that thirty to forty millions of passengers per annum are carried in our street cars is held up by the one side as an incontrovertible argument that a railroad in Broadway without any connections whatever, except by transfer to side lines of these same old antiquated omnibuses, is the only thing required to perfect our system of public conveyance, while the other side ignores this fact, as proving anything to the advantage of the cars and insists that a railway in Broadway would be a nuisance without as I can see giving any reason whatever for the assertion. As an example of the immense amount of practical knowledge brought to bear upon the question you will notice that at the last meeting of the committee on the bill now before the Legislature, some of the prominent champions wishing to be particularly nice in figures, went to splitting inches as to the space between any two passing cars, and a serious discussion arose as to whether it was four feet seven and nine-sixteenths inches or one foot seven and five eighths inches!!!! So far as the arguments *pro* and *contra* have progressed, they would be as applicable to a railroad from Stewart's store to the St. Nicholas Hotel. Who would not say on the one side, that such a railway would be a nuisance, and yet who would not say on the other side that as an abstract question the railway will carry the same number of passengers with a less number of vehicles occupying less room in the street, create less noise and dust, be safer and easier for ingress or egress, and less inconvenient to all other travel as well as to pedestrians. A railway is a nuisance when it does not accommodate the business of the city. It is not a nuisance when it does accommodate this business, and the simple question, which seems to have been entirely overlooked, is whether a railway in Broadway upon the plan now proposed will accommodate this business. It is proposed as I understand it, to construct a road from the Battery to some indefinite point up town say for instance Central Park, and to drive the omnibuses out of the street entirely. If the entire travel now through Broadway was to and from points on that street or in its immediate vicinity, not a question could arise in my mind as to the advantages of such a railway, but the fact that not one-tenth of the travel is of such a character, but that more than nine-tenths is to and from districts at long distances on either side of Broadway is to me quite as conclusive that a simple Broadway Railroad forcing every passenger to or from these districts, to transfer to reach their destination would be a nuisance in the most comprehensive sense, a vexation to the entire traveling public, a detriment to the business of Broadway, and of no sort of advantage to any interests except those of the other railways, to which would be driven an increased amount of travel. The sum total of convenience which such a railway would provide would be simply for travel between any two points in Broadway, and the sum total of inconvenience would be, that the facilities we now have for reaching remote points would be gone. We certainly cannot have both stages and railway cars in this street. That is quite out of the question. We must have one or the other exclusively, and if by means of the railway, we can reach, without transfer, the districts now reached by stages, there can be no question that the railway in every sense would be a great public convenience. Nor can it be understood how in any view such a railway would be detrimental to the business of Broadway. If it can be so constructed and provided with such laterals as will accommodate all the districts now reached by the omnibuses, can it be doubted that it will secure that travel? If the travel is retained in Broadway, how is it possible that the business of the street is to be injured? The whole question is reduced down to the simple point, of the inconvenience to other vehicles, and this is disposed of so far as space is concerned by facts so indisputable that it is unnecessary to spend words upon it. The opposers of the railway allege that a line of cars in the middle of the street would force all other vehicles in the street into two lines, one on the one side going up and one on the other side going down. It might be considered a sufficient reply to this, to say that this division of vehicles is the plan now adopted whenever the street is crowded.

Would it be any more objectionable after a railway is constructed than it is now? But this is a sort of bugbear satisfactory enough to those who imagine a railway to be a Chinese Wall through the middle of the street, or who choose to assert without reason that there will be a continuous line of cars with the horses of one sticking their noses into the doors of the next. If such a double procession of cars will be required for the travel, there could be no better argument for driving out the omnibuses, for to accommodate such an amount of travel in them, would leave no room for any other vehicle in the street.

The Broadway Railroad can be made to accommodate the lateral districts now accommodated by omnibuses by a very simple plan and thus avoid any necessity whatever for these vehicles.

Let there be cross lines from the East to the North River through certain streets commencing say at 14th street, another through 23rd, another through 34th, and so on at proper intervals. Let cars from either end of these crossing lines start at such prescribed intervals as will bring them to the main trunk at the required distance apart, and thence turn into Broadway. An occasional transfer car upon these cross lines might run directly across from river to river, thus connecting all the north and south lines, so that a person upon the East river, for instance, desiring to go to any point upon the Eighth Avenue Railroad, has only to take one of these cars until he arrives at Eighth Avenue. There receiving his transfer ticket, he rides for a single fare to his destination. Such a system of cross lines with the proper arrangements for running cars and transferring passengers would not only make the Broadway Railroad what it should be if built at all, but would bring all our railways into one grand and comprehensive system accommodating the entire population, avoiding the use of omnibuses save in exceptional cases, and relieve the city from an outlay of hundreds of thousands of dollars per annum in the wear and tear of pavements.

I am very well aware that in reply to such a suggestion we shall have the hue and cry of making "a gridiron of the city"—but what is the city now but one vast net work of delapidated cobble stone streets. I am unable to see anything but arguments in favor of cars over omnibuses in every respect so far as the vehicles are concerned, and if the roads are properly constructed with the shallow grooves adopted in modern rails which are found amply sufficient, the objections to the railroads are obviated. We have not a single proper rail in any of our street railways, and hence it is not surprising that objections

should be made to them, but there is no difficulty in so constructing them that the wheels of ordinary vehicles can enter and leave them at any angle without wrenching. I have no hesitation in asserting my belief that a railway in Broadway as now proposed would be a public calamity, but that such a railway with proper laterals and connections as suggested would be a public blessing. If some such plan can be devised, let it not be the subject of a lobby scramble before the Legislature, but let the people of the city, to whom the streets belong, have all its benefits equally distributed among them, the poor man as well as the wealthy. Let there be no more chance for grasping at grants for railways at a fixed rate of fare, either gratuitously, or for an agreed compensation to the city, but let them be farmed out to the *lowest* bidder, to those parties who under proper bonds will fulfill all the requirements of the grants and carry passengers at the *lowest* rates of fare.

It is only by such a system of railways and by such a disposal of the right to operate them, that the advantages of our modern and improved means of travel can be fully enjoyed in Broadway as elsewhere and their benefits properly and equitably distributed.

CIVIL ENGINEER.

Railroad Earnings--Weekly.

The Michigan Central earned in the 2d week in March, 1862 ..... $33,513 33
Do., 1861 ..... 32,707 60

Increase $805 73

The following are the earnings of the Buffalo, New York and Erie Railroad for the first two weeks of March, 1862 ..... $33,240 76
Do., 1861 ..... 21,681 24

Increase $11,559 52

The earnings of the Galena and Chicago Railroad the 2d week in March, 1862, were. $21,657 60
Do., 1861 ..... 23,985 81

Decrease $2,328 21

The earnings of the St. Louis, Alton and Chicago Railroad for the 2d week in March, were:
1862 ..... $17,783 29
1861 ..... 21,937 73

Decrease $4,154 44
Total since Jan. 1, 1862 ..... $163,638 92
Do. do. 1861 ..... 196,919 96

Decrease $33,281 04

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 2d week of March 1862, were $10,461 16
Corresponding week, 1861. ..... 5,830 82

Increase $4,630 34

The earnings of the Cleveland and Toledo Railroad for the 3d week in March, 1862, were. $24,450
Do., 1861 20,520

Increase $3,980

The receipts of the Grand Trunk Railway of Canada for the week ending March 15, 1862, were:
11,828 passengers $24,985 86
Mails and sundries 2,709 28
12,351 tons of freight and live stock .. 48,282 22

Total $75,977 36
Corresponding week, 1861 ..... 72,807 78

Decrease $3,169 58

The traffic of the Great Western Railway of Canada for the week ending March 21, 1862, was as follows:

Passenger $14,128 27
Freight and live stock 34,046 07
Mails and sundries 1,624 69

Total $49,799 03
Corresponding week of last year. 52,471 33

Decrease $2,672 30

The Chicago and Rock Island Railroad earned the 3d week in March, 1862 ..... $15,439
Do., 1861 22,902

Decrease $7,463

La Crosse and Milwaukee Railroad.

The earnings of this road for the fiscal year ending December 31, 1861, were—

From Freight	$766,685 29
" Passengers	261,655 45
" Mail	20,150 00
" Express and Miscellaneous ..	22,331 12
	$1,070,821 86

The expenses paid by operating department were—

Renewal of track	$71,026 39	
" bridges	19,248 00	
Repair of roads	79,345 72	
" locomotives ..	56,762 32	
" cars	62,689 18	
" buildings, ...	5,211 37	
Locomotive service	60,721 17	
Train "	45,864 49	
Station "	73,314 75	
Fuel "	51,000 37	
Oil and Waste	16,260 43	
Foreign agencies	15,236 05	
Commissions, etc.	32,713 72	
Salaries	10,737 96	
Loss and damage	8,899 48	
All other operat'g exp's	23,187 05	
		640,218 45
Net earnings (40.20 per cent.)		$430,603 41
Add balance Dec. 31, 1860		254,232 86
Balance to new account		$684,836 27

The proportion of ordinary expenses to earnings was 51.37; of extraordinary, 8.43—total 59.80. The value of supplies and materials on hand for future use amounts to $89,555 07—the cost of which is embraced in the above statement of expenses. During the year, 11.66 miles of track have been laid with new material and ballasted, which, with the new track laid in 1860, makes a continuous new track from Milwaukee to near the the 14th mile-post. Repairs on other portions of the road have been kept up, and upwards of 100 tons of damaged rails taken out of the track, repaired and replaced, and 19,000 old ties removed and others substituted. There is now on hand, for an early resumption of the work of renewing track, 419 tons of rails, 5,900 cross ties, 88,575 lbs. of chairs, and 51,440 lbs. spike, valued at $25,083 33, the cost of which is included in the item stated above as the expenditure for renewal of track in 1861. There have been erected 4 truss bridges, 178 feet in length, and 1,425 feet of pile bridging built. Several arch culverts have been substituted for trestle work. About 23 miles of the eastern, and 47 miles of the western division, have been fenced on both sides with a board fence.

At Milwaukee, to accommodate the increased business of the road, a lot has been purchased, and a warehouse erected, 206 feet front, and 26 feet on the east side and 166 feet on the west side; and another, 220 feet in length and 50 feet in width, with a platform on each side 6 feet wide. A wood shed has also been built, 396 feet in length by 37 feet in width. At La Crosse the warehouse has been enlarged by an addition of 100 feet in length and 45 feet in width, and the dock line extended 150 feet. The space between the depot and baggage rooms, 50 by 65 feet has been covered with a roof, and a shed roof 32 by 280 feet built over the levee. A platform resting on piles 150 by 80 feet has been constructed for the accommodation of the local business at La Crosse. An elevator has been erected at this station capable of storing 50,000 bushels of grain, and of receiving and discharging 25,000 bushels daily.

Estimates have been made for construction and renewals during the year, viz.: for grading, $9,620; ballasting, $7,750; bridging and culverts, $19,112; rails, chairs, spike, cross-ties, etc., for renewal of track, $88,111; buildings, $12,560 50; fencing, $37,200—making a total of $174,353 50.

The Trustees of the sinking fund report that they have purchased during the year first mortgage bonds of the eastern division to the amount of $24,000, which with the amount previously reported, show that that there are now in the hands of trustees bonds to the amount of $72,500.

During the year there have been added to the rolling stock three first class and one second class locomotives, and ninety box freight cars—forty of which were purchased, and fifty built at the shops of the company. The equipment now consists of 31 locomotives; 17 first class, 5 second class and baggage combined, 3 baggage, 3 mail and express, 482 freight and 54 hand cars and 2 snow plows, all of which are in condition for immediate use. The general account of the Receiver is as follows:

Net earnings from June 10, 1860		$684,836 27
Balance due other roads		36,433 95
Amount due on account		24,859 78
" " pay rolls		25,006 99
		$771,136 99
Balance due at taking possession of the road		$43,330, 77
Amount due from P. O. depart. U.S. Gov. and State of Wisconsin		42,638 26
Due from agents, etc		5,846 93
Encumbrances on real estate:		
Eastern division	$35,358 01	
Western "	3,208 66	
		38,566 67
Right of way:		
Eastern division	$8,398 07	
Western "	11,480 71	
		19,878 78
Taxes, insurance and legal expenses		11,658 91
LaCrosse elevator & depot extension		18,267 50
Fencing road, ballasting track, etc .		37,685 11
Rolling stock		147,986 99
First mortgage interest		155,685 53
City " "		55,239 04
First mortgage sinking fund		12,000 00
Exchange and discount		6,652 42
Depot building at Fox Lake and Milwaukee		8,641 97
Cleveland judgment		58,801 92
Land grant mortgage		45,000 00
Helfenstein "		3,451 33
Loss and damage		700 00
Cash		59,645 86
		$771,136 99

Receiver—H. CROCKER.
Manager—E. H. GOODRICH.

Vermont and Massachusetts Railroad.

This company is a consolidation of the Vermont and Massachusetts, the Brattleboro' and Fitchburg, and the Greenfield and Fitchburg Railroad Companies. The consolidation was effected on the 22d of November, 1844. The construction of the road was commenced in 1845, and the section from Fitchburg to Baldwinville, 21 miles, opened in September, 1847; from Baldwinville to Athol, 12 miles, in January, 1848; from Athol to Grout's Corner, 15 miles, in December, 1848; and to Brattleboro', 21 miles, in February, 1850. The whole length of the main line is 65 miles. The Greenfield branch, 8 miles, was opened in the latter part of 1850. The share capital authorized was $3,200,000, of which $2,214,225 15 has been paid. Funded debt, $991,125. The amount originally issued was $1,052,502 59; of which $61,377 59 have been retired. It consists of first mortgage 6 per cent, coupon bonds, dated July 1, 1856, and payable July 1, 1865, interest payable semi-annually at the company's office in Boston. The mortgage provides for an issue of $1,100,000. They were issued to retire bonds falling due January 1, 1856, to the amount of $1,000,000. For the retirement of these bonds a sinking fund was created by the annual payment thereto of $10,000 which has been regularly made and invested in the bonds of the company. The road has cost, including everything charged to the construction and equipment of the main road and branch, $3,516,910 61.

The gross earnings of the road for the fiscal year ending November 30, 1861, have been:

From passengers	$55,906 60
" freight	90,931 10
" rent of joint use of road from Fitchburg to Ashburnham, and of engine house, water tanks, station buildings, etc.	39,000 00
" mails, express, etc.	14,810 68
	$200,648 38

And the expenses were:

Repairs of road	$17,387 04	
" bridges	2,863 37	
" buildings, etc.	2,704 38	
" locomotives	12,829 80	
" cars	13,507 28	
Transportation expenses	38,573 61	
Iron for renewals of track	4,860 42	
Rent to Conn. River R. R.	1,500 00	
All other expenses	10,684 41	
		104,909 81
Net earnings		$95,738 57
Interest for the year		56,387 49
Balance		$39,351 08

—applicable to the reduction of the debt.

Compared with the previous year, the gross earnings show a decrease of $54,177 99, with a decrease in expenses of $31,180 15—making the decrease in net earnings, $22,997 84. The number of miles run in 1860 was 101,326; in 1861, 90,539—decrease, 10,787.

The company own 11 locomotives, 9 of which have the modern improvements for the saving of fuel; 8 passenger, 5 baggage, and 179 freight cars, none of which require any repairs. The road bridges and buildings have been well taken care of. The trains have been run with regularity, and no passenger has been injured during the year.

The following will show the financial condition of the company at the close of the past fiscal year:

Capital stock	$2,214,225 15
Mortgage bonds outstanding	991,125 00
Unpaid bills	593 54
Balance of income, Nov. 30, 1860	481,608 71
Earnings for the year ending Nov. 30, 1861	200,648 38
	$3,888,200 78
Construction	$4,516,910 61
Machine shop stock	7,869 89
Fuel	5,960 00
Sinking fund—five instalments	50,000 00
Cash	3,357 40
Notes receivable	71,461 38
Amount of bonds retired	61,377 59
Balances due the company	9,960 61
Operating expenses	104,909 81
Interest account of the year	56,387 49
	$3,888,200 78

The following statement will show the gross earnings, operating expenses, and net earnings from commencement:

	Gross earnings.	Operating expenses.	Net earnings.
1847	$6,292	Operated by	$6,292
1848	63,000	Fitchburg Co.	63,000
1849	166,696	$84,432	82,264
1850	203,122	136,713	66,409
1851	180,613	100,141	80,477
1852	218,679	132,511	86,168
1853	244,323	158,022	86,301
1854	276,523	150,816	124,707
1855	268,726	181,421	87,305
1856	259,671	149,146	110,425
1857	247,471	151,844	95,627
1858	225,079	120,042	105,037
1859	246,798	140,481	106,317
1860	254,826	136,089	118,737
1861	200,648	104,909	95,739
	$3,061,472	$1,746,667	$1,414,805

President—James Cheever.

Directors—James Cheever, John J. Swift, D. N. Carpenter, Joseph Goodhue.

Treasurer—John Rogers.

Superintendent—Otis T. Ruggles.

Certificates of Indebtedness.

The following are the rules established by the Secretary of the Treasury, in accordance with the act of Congress, approved 1st inst., "to issue certificates of indebtedness to public creditors:"

Congress having authorized the issue of certificates of indebtedness by the Secretary of the Treasury, in payment of audited and settled demands against the Government, as well as in payment of checks or drafts drawn by disbursing officers upon amounts placed to their credit with the Treasurer of the United States, in favor of creditors who have furnished supplies, etc., and who are willing to receive such certificates in satisfaction of their demands, the following regulations are presented, and will be strictly observed in the execution of the act:

The certificates of indebtedness will be payable to the claimant or creditor of the Government, or his order, and in the denominations of $1,000 and $5,000. Certificates of the larger denominations will be issued in all cases where the nature of the claim will admit of it. A book will be opened by the Treasurer of the United States, in which shall be kept a record of each certificate issued under authority of the act; the name of the person to whom issued; the date, number, and amount thereof; on what account; if on Treasury warrant, the number thereof, and if on draft or check of a disbursing officer, the name of the officer by whom drawn, the date and amount of such check or draft, &c.

The certificates shall be signed by the Treasurer, and countersigned by the Register of the Treasury, who shall also keep a complete record of said certificates, as required of the Treasurer. If issued upon a warrant, they will bear even date therewith; or if to a disbursing officer, then with the date of the presentation of his check or draft on the Treasurer of the United States.

When the Secretary of War or Navy may desire to leave a credit on the books of the Treasury in favor of a disbursing officer of his Department, he will draw his requisition on the Secretary of the Treasury in the usual form for the amount desired to be placed to the credit of such disbursing officer, and specify the appropriation properly chargeable.

Upon such requisition being received at the Treasury Department, a warrant will issue to the Treasurer, and he will accordingly place the amounts to the credit of the disbursing officers named, who will then be authorized to draw checks or drafts thereon to the amount of such requisition, in favor of such creditors entitled to payment by him as may desire to receive such certificates in satisfaction of their respective demands.

The checks or drafts of disbursing officers will be in the following form:

$———. ———, 1862.

The Treasurer of the United States will pay to ——— or order, on certificates of indebtedness, —— dollars, being amount due for ———; as will appear by bill and receipt therefor, in my possession, and which will be rendered as a voucher in my accounts for the —— quarter of this year.

(Signed) ———.

To F. E. Spinger, Treasurer of U. S.

As the certificates of indebtedness are only to be issued in payment of creditors, and for amounts liquidated and actually due them, the disbursing officer before drawing his check for draft on the Treasurer, will take the same voucher from the creditor, and will, in all respects, be subject to the same responsibilities as if making payment in coin or United States notes.

The requisition in favor of the officer will be charged on the books of the accounting officer, as other requisitions, and vouchers will go into the general accounts of the disbursing officer, and be settled with other accounts.

Detroit and Milwaukee Railroad.

We understand that W. A. Berkey and J. N. Breseed have contracted with the Detroit and Milwaukee Railroad Company to build a new passenger depot, 80x80 feet, by the 20th day of May next. A new, large, convenient and finely finished depot building will soon cover the ground recently made waste by fire.—*Grand Rapids Eagle*, 17th.

Baltimore and Ohio Railroad.

Such has been the extraordinary progress made in the rebuilding of such portions of the Baltimore and Ohio Railroad as were destroyed by the Rebels, that the entire line of road from Baltimore to Wheeling will be open to-morrow. Merchants and other business men are officially informed that the Company is prepared to-day to receive either way freight or merchandise consigned to the West. The road is now amply protected by a strong military force, and it is not likely that any further interruptions to travel will soon occur.—*Balt. Am. 24th.*

Atlantic and Great Western Railroad.

The Jamestown (N. Y.,) *Journal*, announces the resumption of work on the Atlantic and Great Western Railroad. Squads of laborers are already on the line between Corry and Meadville, where a full force will soon be placed, and a partial force on the line in Ohio.

Milwaukee and Minnesota Railroad.

We understand new efforts are being made by the western stockholders to free this company from the litigation which has hung over it for the past two years, and that to accomplish so desirable a result some of our best citizens have been induced to go into the board of directors. We learn that John H. Tweedy, John P. McGregor, Eliphalet Cramer, and John S. Rockwell, Esqs., have been elected directors in this company, and that this has been brought about by the action of some of our influential property owners to secure to this city the advantages which it derives from this important road, and we are also happy to say that the eastern directors that resigned to accomplish this result, did so in the best of feeling, and with a request that the above named gentlemen would consent to fill their places, which has been done; and that they already entered on the discharge of their duties, with confidence in their abillity to save the road to the city, as a whole, and not allow it to be diverted into hostile channels, as has been contemplated; and that in the end something reasonable will be saved to the stockholders.—*Milwaukee Sentinel.*

From Newton's London Journal, February, 1862.

On the Manufacture of Cast Steel, and its Application to Constructive Purposes.

By Mr. Henry Bessemer, of London.

(Continued from p. 221.)

Before commencing with the first charge of metal, the interior of the converting vessel is thoroughly heated by coke, with a blast through the tuyeres to urge the fire; when sufficiently heated, it is turned upside down, and all the unburnt coke falls out. The vessel being now turned to nearly a horizontal position, melted pig iron is run in from the furnace by the spout, the vessel being kept in such a position, during the time of filling, that the holes of the tuyeres will be above the surface of the metal. When the proper charge of iron has been run in, the blast is turned on, and the vessel is quickly moved up into a vertical position. The blast now rushes upwards into the fluid metal from each of the 49 holes of the tuyeres, producing a most violent agitation of the whole mass. The silicium, always present in greater or less quantities in pig iron, is first attacked, and unites readily with the oxygen of the air, producing silicic acid; at the same time, a small portion of the iron undergoes oxidation, and hence, a fluid silicate of the oxide of iron is formed—a little carbon being simultaneously burnt off. The heat is thus gradually increased until nearly the whole of the silicium is oxidized, which generally takes place in about twelve minutes from the commencement of the process. The carbon of the pig iron now begins to unite more freely with the oxygen of the air, producing at first a small flame, which rapidly increases, and in about three minutes from its first appearance a most intense combustion is going on: the metal rises higher and higher in the vessel, sometimes occupying more than double its former space, and in this frothy fluid state, it presents an enormous surface to the action of the air, which unites rapidly with the carbon contained in the crude iron, and produces a most intense combustion, the whole mass being, in fact, a perfect mixture of metal and fire. The carbon is now burnt off so rapidly as to produce a series of harmless explosions, throwing out the fluid slag in great quantities; while the combustion of the gases is so perfect, that a volumnous white flame rushes from the mouth of the vessel, illuminating the whole building, and indicating, to the practised eye, the precise condition of the metal inside. The blowing may thus be left off whenever the number of minutes, from the commencement and appearance of the flame, indicate the required quality of metal. This is the mode preferred in working the process in Sweden. But, at the works in Sheffield, it is preferred to continue blowing the metal beyond this stage, until the flame suddenly drops, which it does just on the approach of the metal to the condition of malleable iron: a small measured quantity of charcoal pig iron, containing a known proportion of carbon, is then added, and thus steel is produced of any desired degree of carburation; the process having occupied about twenty-eight minutes altogether from the commencement. The converting vessel is tipped forwards and the blast shut off for adding this small charge of pig iron; after which, the blast is turned on again for a few seconds.

The spout of the vessel is then depressed, and the fluid steel is run into the casting ladle, which is carried by a hydraulic crane, it being counterbalanced by a weight on the opposite end of the jib. When all the metal is poured out of the converting vessel, the crane is raised by water pressure and turned round, for the purpose of running the steel into ingot moulds. Instead of tilting the casting ladle for pouring into the moulds, it is made with a hole in the bottom, fitted with a fireclay seating, and closed by a plug of fireclay forming a conical valve. The valve rod is coated with loam and bent over at the top, and works in guides on the outside of the ladle, with a handle for opening and closing the valve. By thus tapping the metal from below, no scoria or other floating impurities are allowed to run into the mould, and the stream of fluid steel is dropped straight down the centre of the mould right to the bottom, without coming in contact with the sides of the mould. The moulds are made of a slightly tapered form, so that as the ingot contracts in cooling, it liberates itself from the mould completely on all sides; and the mould is removed by being lifted off the ingot when sufficiently set. The moulds are arranged in the moulding pit in an arc of the circle described by the casting ladle.

By this process from one to ten tons of crude iron may be converted into cast steel in thirty minutes, without employing any fuel except that required for melting the pig iron, and for the preliminary heating of the converting vessel; the process being effected entirely without manipulation. The loss on the weight of crude iron is from 14 to 18 per cent. with English iron worked in small quantities; but the result of working with a purer iron in Sweden has been carefully noted for two consecutive weeks, and the loss on the weight of fluid iron, tapped from the blast furnace, was ascertained to be only 8¾ per cent. The largest sized apparatus at present erected is that in use at the Atlas Steel Works, Sheffield, the converting vessel being capable of receiving four tons at a time, which it converts into cast steel in 28 minutes. In consequence of the increased size of the converting vessel, in this case, no metal is thrown out during conversion, and the loss of weight has fallen as low as 10 per cent., including the loss in melting the pig iron in the reverberatory furnace.

Specimens of this manufacture, as carried on at the author's works in Sheffield, were exhibited, consisting of a piece of the pig iron employed, which is No. 1 hot-blast hæmatite made with coke; also, a portion of an ingot of very mild cast steel, broken under the hammer to show the purity and soundness of the metal in its cast unhammered state; and an ingot, partly forged, to show how little work with the hammer will produce a forging from these solid blooms of steel. There were also two pieces of steel of the quality employed for making piston rods, which had been bent cold under a heavy steam hammer to show the toughness of the metal: It required very much more force to bend it than would be required to bend wrought iron, but, notwithanding this additional rigidity, it will yield to any extent without snapping. The tensile strength of this soft and easily wrought metal is as much as forty tons per square inch, or from 15 to 18 tons greater than that of best Yorkshire iron. In turning, planing, boring, and tapping, it will be found that the uniformity of its quality will be less trying to the cutting tools than the hard reeds and sand cracks met with in the common qualities of malleable iron. The above tensile strength of the piston rod steel, however, is by no means the maximum, but, on the contrary, is nearly the minimum strength of the steel converted by this process; but, at the same time, it possesses nearly a maximum degree of toughness; for every additional ton in tensile strength, obtained by the addition of carbon, hardens the steel for working, renders it more difficult to forge, and brings it nearer to that undesirable state when a sudden blow snaps it like a piece of cast iron.

From tables compiled from experiments made at the Woolwich Arsenal, it appeared that after hammering or rolling, the steel or highly carbonized metal exhibits a mean tensile strength of 68 tons per square inch, but from its hardness and unyielding nature, it is totally unfit for many purposes; while the iron or entirely decarbonized metal is so soft and copper-like in its texture as to yield to a mean tensile strain of 32 tons per square inch, a point unnecessarily low, except in cases where a metal approaching copper in softness is required. The soft, easy working, tough metal, of the quality used for piston rods, is therefore believed by the author to be the most appropriate material for general purposes; while the hard steels that range up to a tensile strain of 50 or 60 tons per square inch should be avoided as altogether too expensive to work, and too dangerous to be employed in any case where sudden strains may be brought upon them.

With reference to the employment of the mild cast steel for constructive purposes, there are few applications of more importance than that which has recently and successfully been made to the construction of steam boilers. The Cornish boiler, as improved by Mr. Adamson, of Hyde, near Manchester, has a large flue tube constructed with narrow plates more than 12 feet long, extending round the flue in one length, and flanched at each edge in a manner which, while it adds greatly to the stability of the flue, demands such qualities in the material employed for its manufacture as are completely found only in metal that has undergone fusion, and has become perfectly homogeneous throughout. A practical illustration of the excellence of this mode of constructing boilers and the powerful strains which the new steel is capable of sustaining safely, is afforded by the steam boilers employed for some time past at Messrs. Platt's works at Oldham, where six of these boilers are in daily use; they are 30 feet long and 6⅛ feet diameter, and the flue is 4 feet diameter; the plates are 5-16 inch thick, and the working pressure 100 lbs. per square inch.

The advantages of cast steel are still more marked in the construction of the fire-boxes of locomotive engines. The difficulty of flanching and shaping this work in plate iron without splitting the metal at some part, is so great as to have rendered the employment of copper necessary hitherto for this purpose; but the shape required can now be obtained with ease and certainty by hammering up a sheet of metal rolled from one of the cast ingots, such as that now exhibited. One of these fire-box plates, flanched by Mr. Anderson, is also shown, and clearly illustrates the facility with which the new metal may, under skilful hands, be wrought into any required form. The perfect continuity of the material and its entire freedom from joinings or weldings also obviously render it specially suitable for the tube plates of locomotive engines; for, however near the holes are made to one another, there is no danger of their having a flaw or other weak place between them. Nor is it in the construction of the boiler alone that the cast steel may be employed with advantage in locomotives: the axles, whether plain or cranked, the piston rods and guide bars, and last but not least, the wheel tyres, are all exposed to so much abrasion, and to such sudden and powerful strains, that a tough strong material capable of withstanding this destructive wear and tear, is imperatively demanded for the satisfactory construction and economical working of the engine.

The special aim of the author during the first year of his labors, and which throughout the last six years has never been lost sight of, was the production of a malleable metal peculiarly suitable for the manufacture of ordinance. By means of the process that has been described, solid

blocks of malleable cast steel may be made of any required size, from 1 to 20 or 30 tons weight, with a degree of rapidity and cheapness previously unknown. The metal can also, with the utmost facility, be made of any amount of carburation and tensile strength that may be found most desirable. Commencing at the top of the scale with a quality of steel that is too hard to bore, and too brittle to use for ordnance, it can with ease and certainty be made to pass from that degree of hardness, by almost imperceptible gradations downwards, towards malleable iron; becoming at every stage of decarburation more easy to work and more tough and pliable, until it becomes at last pure decarbonized iron, possessing a copper-like degree of toughness not found in any iron produced by puddling. Between these extremes of temper the metal most suitable for ordnance must be found; and all qualities are equally cheap and easy of production.

From the practice now acquired in forging cast steel ordnance at the author's works in Sheffield, it has been found that the most satisfactory results are obtained with metal of the same soft description as that employed for making piston rods. With this degree of toughness the bursting of the gun becomes almost impossible; its power of resisting a tensile strain being at least fifteen tons per square inch greater than that of the best English bar iron. Every gun, before leaving the works, has a piece cut off the end, which is roughly forged into a bar of 2 inches by 8 inches section, and bent cold under the hammer, to show the state of the metal after forging. Several test bars cut from the ends of guns recently forged were exhibited.

The power of this metal to resist a sudden and powerful strain was illustrated by a piece of a gun muzzle, which was one of several tubular pieces that were subjected to a sudden crushing force at the Royal Arsenal, Woolwich, under the direction of Col. Wilmot. The pieces were laid on the anvil block in a perfectly cold state, and were crushed flat by the falling of the steam hammer, but none of them exhibited any signs of fracture when so tested. Probably the best proof of the power of the metal to resist a sudden violent strain was afforded by some experiments made at Liege by order of the Belgian government, who had one of these guns bored for a 12 lbs. sperical shot of 4¾ inches diameter, and made so thin as to weigh only 9¼ cwts. This gun was fired with increasing charges of powder and an additional shot after each three discharges, until it reached a maximum of 6¾ lbs. of powder and eight shots of 12 lbs. each or 96 lbs. of shot, the shots being thus equal to about one-tenth the weight of the gun. It stood this heavy charge twice, and then gave way about 40 inches from the muzzle, probably owing to the jamming of the shots. The employment of guns so excessively light, and charges so extremely heavy, would of course never be attempted in practice.

Some idea of the facility of this mode of making steel ordance is afforded by the time occupied in the fabrication of an 18-pounder gun exhibited to the meeting. The melted pig iron was tapped from the reverberatory furnace at 11·20 A. M., and converted into cast steel in 30 minutes; the ingot was cast in an iron mould 16 inches square by 4 feet long, and was forged while still hot from the casting operation. By this mode of treating the ingots, their central parts are sufficiently soft to receive the full effect of the hammer. At 7 P. M., the forging was completed, and the gun ready for the boring mill.

The erection of the necessary apparatus for the production of steel by this process, on a scale capable of converting from crude iron enough steel to make 40 of such gun blocks per day, will not exceed a cost of £5000, including the blast engine; hence the author cannot but feel that his labors in this direction have been crowned with entire success: the great rapidity of production, the cheapness of the material, and its strength and durability, all adapt it for the construction of every species of ordnance.—*Proceedings Insti. Mech. Engineers, July* 31, 1861.

Financial Strength of the Country in a Period of War.

The ease with which the country has borne the vast load placed upon it has agreeably disappointed the most sanguine believers in its financial strength. It has shown where this lay, and that secession carried off no considerable portion of it—not enough to weaken perceptibly the government, or the people. As an almost universal rule, war contracts to a ruinous extent the industries and commerce of a people, and in an equal degree, weakens its means. But the one in which the government is engaged left the foreign commerce of the country entirely free, which from a fortunate concurrence of circumstances, has proved since the rebellion broke out, highly prosperous. There has been a steady and active demand for our crops that have been most bountiful, the exportation of which have kept foreigners constantly in our debt. The internal trade of the country has been equally active and prosperous. The movement of produce and merchandise upon 30,000 miles of railway and canal in the north, has not been interrupted for a single moment by a hostile force, or by the fear of such. The avocations of 20,000,000 of the people were never more uninterruptedly pursued. War, consequently, brought none of the ordinary consequences of war. Those waged so long between France and England had a direct effect to impair, to a very great extent the resources of each, so that the indirect losses were far greater than any that met the eye, or could be accurately computed. But almost any burden may be borne by a people who are free in all their industries, and in all the articulations of their commerce and trade.

The strength displayed by the United States is chiefly to be attributed to its unrivalled system of public works. The commerce of these is almost the only thing that can give us anything like an adequate idea of the extent of the wealth of the country. Take for example the commerce of the railroads of New York. The total tonnage, with value of the same, transported over these works the past year was as follows:

Articles.	Tons carried.	Value of same.
Products of the forest	540,079	$10,801,580
" animals	1,067,070	213,414,000
Vegetable food	1,220,332	61,016,600
Other Agricultural products	221,201	3,318,130
Manufactures	568,691	142,175,251
Merchandise	719,017	359,508,500
Other articles	1,124,111	11,741,110
Totals	5,460,409	$801,475,141

The tonnage of the canals of the State is fully as great as that of the railroads. The aggregate for both will equal 11,000,000 tons, having a value of $1,000,000,000. The tonnage of vegetable food for both railways and canals will equal very nearly if not quite three millions of tons, or 150,000,000 bushels.

The total mileage of the railways in New York engaged in the transportation of freight is 2,654 miles; in the Northern States 22,500 miles. At one-half the tonnage of the New York roads, the total of the roads of these States will exceed 22,500,000 tons, excluding such articles as coal. Estimating the value of such freight to be only $100 per ton, the total would be $2,250,000,000. In other words the value of the freight transported over the railroads of the Northern States exceeds 100 to each inhabitant. The value of such as go over their navigable water courses are nearly as great, making the aggregate value of the internal commerce, of the Northern States exceed $4,000,000,000; a sum six times greater than the entire foreign trade of the country.

These facts are given to show that the apparent, only represents the real financial strength of the country. Capital is abundant because it is created as fast as it is spent, even in a period of war. With this brought to a close the public securities of the country should have a value never before possessed. The strength and power of the government has been subject to a test to which no weak one can be put and survive. We are no longer an aggregation of States, but a nation. The war has shown that the wealth of the country is in the loyal States, and that all the taxes necessary to the support of Government can be borne by loyal subjects. The debt will be an institution—a tie, binding all parts of the country together. The amount likely to be issued, is not so great as ultimately to affect the market value of the securities, and it will not be long before this will, like all securities of solvent governments, sell at rates that will yield the purchaser the lowest rate of interest ruling. For some 16 years the U. S. 6 per cents. sold on an average of 118, at which price they produced an interest of only 4½ per cent.

Supplemental Treasury Act.

The following is an official copy of the Act Supplemental to the Treasury Act of March 1st, adopted by Congress, and approved by the President on the 16th inst:

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the Secretary of the Treasury may purchase coin with any of the bonds or notes of the United States, authorized by law, at such rates and upon such terms as he may deem most advantageous to the public interest; and may issue, under such rules and regulations as he may prescribe, certificates of indebtedness, such as are authorized by an act entitled "An act to authorize the Secretary of the Treasury to issue certificates of indebtedness to public creditors," approved March 1, 1862, to such creditors as may desire to receive the same, in discharge of checks drawn by disbursing officers upon sums placed to their credit on the books of the Treasurer, upon requisitions of the proper Departments, as well as in discharge of audited and settled accounts, as provided by same act.

Sec. 2. *And be it further enacted*, That the demand notes authorized by the act of July 17, 1861, and by the act of Feb. 12, 1862, shall, in addition to being receivable in payment of duties on imports, be receivable, and shall be lawful money and a legal tender, in like manner, and for the same purpose, and to the same extent, as the notes authorized by the act entitled "An act to authorize the issue of the United States notes, and for the redemption or funding thereof, and for funding the floating debt of the United States," approved Feb. 25, 1862.

Sec. 3. *And be it further enacted*, That the limitation upon temporary deposits of the United States notes with any assistant treasurers or designated depositaries, authorized by the Secretary of the Treasury, to receive such deposits, at five per cent. interest, to twenty-five millions of dollars, shall be so far modified as to authorize the Secretary of the Treasury to receive such deposits to an amount not exceeding fifty millions of dollars, and that the rates of interest shall be prescribed by the Secretary of the Treasury not exceeding the annual rate of five per centum.

Sec. 4. *And be it further enacted*, That in all cases where the Secretary of the Treasury is authorized by law to reissue notes, he may replace such as are so mutilated or otherwise injured as to be unfit for use, with others of the same character and amount; and such mutilated notes, and all others which by law are required to be taken up and not reissued, shall, when so replaced or taken up, be destroyed in such a manner and under such regulations as the Secretary of the Treasury may prescribe.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec :				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence :				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	86½
" "	700,000	6	1880	84
" "	1,123,500	6	1875	88
" "	1,000,000	6	1867	89½
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1865	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	400,000	6	1873	----
Boston and Worcester :				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	95
Income ½ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	500,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	95½
Mort. (chgd from Sterl'g)	888,000	5	1864	95½
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
*Catawissa :				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna :				
1st Mortgage	200,000	7	1865	----
Central of Georgia :				
Mortgage	86,087	7	1863	----
Central of New Jersey :				
1st Mortgage	1,400,000	7	'65 -'70	106
2d Mortgage	600,000	7	1875	100
Central Ohio :				
1st Mortgage W Div.	450,000	7	1861	62½
1st Mortgage E. Div.	800,000	7	1864	65
2d Mortgage	800,000	7	1865	59
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	98½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	98½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1885	----
Chicago and Rock Island :				
1st Mortgage	2,000,000	7	1870	98
Chicago and Northwestern :				
Sinking Fund Preferred	1,250,000	7	------	87½
1st Mortgage	3,600,000	7	------	46½
2d Mortgage	2,000,000	7	------	17

Description.	Amount.	Interest.	Due.	Price.
Cincinn., Hamilton and Dayton :				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	90
*Cincinn., Wilm. and Zanesville :				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	674,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning :				
1st Mortgage	850,000	7	------	80
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	90
2d Mortgage	343,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	78
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	43
Clev., Columbus and Cin. :				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	359,000	7	1857	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296 000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	85
Columbus and Xenia :				
Dividend (due 1860, '61, '62, '65)	272,700	---	var.	92
Connecticut River :				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60) :				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western :				
1st Mortgage	800,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware :				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	104
1st Mortgage (E. Extension)	1,500,000	---	1875	104
2d Mortgage	2,600,000	---	1881	98
Income (due 1862, '65 and '67	205,416	---	var.	88
Detriot and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000		------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	300,000	6	var.	100½
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	445,000	6	1874	101
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	300,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,600,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley :				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union :				
1st Mortgage Coupon	1,971,000	7	'62-'65	99½
1st Mortgage (Extended)	22,000	7	1882	----
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	98½

Description.	Amount.	Interest.	Due.	Price.
*Great Western, Ill :				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	40½
Land Security	5,000,000	7	1981	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster :				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven :				
1st Mortgage	927,000	6	1873	90
Housatonic :				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69-'70	103½
2d Mortgage	2,000,000	7	1860	82
3d Mortgage	1,840,000	7	1875	83½
Convertible	1,002,000	7	1867	76
Illinois Central :				
Optional Right Scrip	38,000	7	1863	64
Construction	12,885,000	7	1875	94½
Construction	4,115,000	6	1875	94½
Debentures	42,740	7	------	----
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	234,500	10	------	87
Income	231,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	66
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville :				
1st Mortage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
*Kennebec and Portland :				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
*Kentucky Centr. (Cov. and Lex.)				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	------	89½
La Crosse and Milwaukee :				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	18½
2d Land Grant (Western Div.)	353,600	†	------	18½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort :				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami :				
Mortgage (Coupon)	1,300,000	6	1863	89
Long Island :				
1st Mortgage	500,000	6	1870	85
Extension Bonds	175,000	7	1890	82½
Louisville and Frankfort :				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville :				
State (Tenn.), 1rt Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester :				
State (Tenn.)	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis :				
Mortgage	600,000	7	1861	----
*Marietta and Cincinnati :				
1st Mortgage (convertible)	2,500,000	7†	1863	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston :				
State Tenn.) Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarksv. and Louisv. :				
State (Tenn.) Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State (Tenn.) Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage Sk'g (convertible)	500,000	8	1869	103½
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	103½
2d Mortgage (S. F.), convertible	4,153,000	8	1882	98½
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	94½
Northern Indiana, 1st	985,000	7	1861	91½
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	90
Detroit and Toledo	611,000	7	1876	76
1st General Mortgage (S. F.)	2,850,000	7	1885	91
2d General Mortgage	2,465,000	7	1877	73½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,556,000	7	1891	89½
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
2d Mortgage	------	----	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4 '8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	102
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	96
Premium Consolidated Stock	7,745,000	6	1883	96
Real Estate	221,000	6	1883	96
New Convertible	3,000,000	7	1864	102
New York and Erie:				
1st Mortgage	3,000,000	7	1867	106
2d Mortgage	4,000,000	7	1864	102
3d Mortgage (convertible)	6,000,000	7	1883	93
4th Mortgage (convertible)	3,729,000	7	1880	93
5th Mortgage	1,277,000	7	1883	79½
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	100½
2d Mortgage	1,000,000	7	1864	91
3d Mortgage	862,300	7	1867	70
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	72½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	66½
2d Mortgage	3,077,000	7†	1861	4½
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	63
Chattel Mortgage	350,000	10	1883	85
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	99
2d Mortgage	2,319,000	6	1875	93
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	78½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,300	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,300	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	95
Mortgage	3,103,600	6	1870	90
Mortgage (convertible)	3,586,500	6	1886	78
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	78
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1883	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and I.)	1,000,000	7	1872	----
2d Mortgage (O. and I.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	500,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	30
2d Mortgage	937,500	7	1863	----
3d Mortgage	436,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1858	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1853	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	83
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	94
2d Mortgage (convertible)	2,000,000	7†	'68-'70	52
1st Mortgage (Bel. and Ill.)	617,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	77½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	47½
3d M. (L. Er., Wab. and St. Louis)	1,347,600	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	10½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	74
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1883	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance "Total, incl. all other assets and liabilities."	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	817,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	.....	207,626	111,236	—	----
30 Jun. '59	57.0	—	----	171.3	—	—	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,000	—	----
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	.....	.....	.....	—	----
1 May, '61	169.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	----
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	----
30 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	----	----
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	.....	.....	23.8	45,543	77,028	34,566	16	----
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,373,922	122.4	252,906	359,147	149,477	—	----
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	136½
31 Dec. '60	74.0	—	----	—	11	11	240	Housatonic	2,489,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	----
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	[illegible]	263,209	94,591	8	----
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	788,538	750,000	156.429	1,644,967	62.0	[illegible]	135,072	.....	—	----
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,422,500	55.2	[illegible]	[illegible]	149,317	5	----
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,...	[illegible]697	102,722	2	----
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	.....	1,717,523	117.4	579,659	[illegible]075	325,573	----	----
30 Nov. '60	66.0	—	8.5	—	14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286	.....	66.0	.....	358,362	159,005	3½	35
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	.....	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '59	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	723,551	.....	—	744,520	.....	4,641	749,171	5.0	.....	21,195	.....	6	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,486	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
-- -- '62	100.0	3.9	10.0	158.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	----
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,865	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832 343	454,541	—	----
								ILLINOIS.													
31 Dec. '60	220.0	—	----	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	845,961	994,569	225,786	13m	----
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	.....	10,195,257	168.0	.....	1,514,478	242,564	----	62½
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,862	120,000	988,000	762,866	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	----
1 Apr. '60	194.0	—	----	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	----
30 Jun. '60	181.8	—	----	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	.....	7,473,049	228.4	.....	1,093,934	309,567	3½	55½
10 Nov. '58	33.2	—	----	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	----
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,000	.....	10,469,355	261.3	792,029	1,462,752	652,260	----	68½
31 May, '61	175.0	—	----	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	2,391,000	.....	.....	175.0	.....	485,943	181,529	----	----
31 Dec. '60	454.8	252.5	----	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,654,980	15,672,240	.....	33,221,720	708.3	.....	2,721,591	850,630	—	65½
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	----
-- -- --	148.0	—	----	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	----
-- -- --	46.6	—	----	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic. & R. Is.	125,000	.....	—	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	----
-- -- '58	186.0	—	----	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	----
31 Dec. '58	100.0	—	----	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy	—	----
-- -- --	1.0	—	----	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	----
								INDIANA.													
-- -- --	108.0	—	----	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	----
-- -- --	29.0	—	----	78.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	----
31 Aug. '57	109.0	—	----	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,288,748	109.0	.....	249,867	119,342	----	----
31 Dec. '60	72.4	—	----	—	19	15	374	Indiana Central	1,667,039	274,061	26,641	610,050	1,178,000	40,550	2,108,011	109.0	36[illegible]122	400,397	183,009	—	58
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	30
31 Dec. '60	84.0	—	----	—	...	...	.....	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37,219	2,031,942	84.0	.....	277,952	119,745	—	----
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	----
-- -- '59	64.0	—	----	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	----	----
)Dec. '60	86.0	46.0	----	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	----	----
-- -- '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	----	----
-- -- '58	74.0	—	----	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	----
30 Nov. '60	73.0	—	----	—	18	25	298	Terre Haute and Richmond	1,811,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73 0	.....	404,599	232,775	10	----
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	----
31 Dec. '59	86.0	—	----	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,044	.....	86 0	7 mo's.	85,239	46,771	—	----
31 May, '58	50.1	—	----	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	.....	.....	.....	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	----
-- -- '59	55.0	52.6	----	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	----	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	----	----
-- -- '58	13.0	—	----	22.0	—	—	—	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	----
30 Jun. '61	29.0	—	----	— }	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	----	— }				} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	.....	1,649,551	65.1	244,773	246,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,200	9,455,250	269 0	618,803	716,478	371,12[illegible]	—	----
-- -- '59	18.8	—	----	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	----
-- -- --	27.0	—	----	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
1 Mar. '61	206.0	—	----	206.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	----
31 Aug. '60	53.7	—	----	185.8	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,091	*	—	1,282,015	248,969	106,434	1,710,819	53.7	.....	.....	.....	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares,
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	549	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,497	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75.000	.....	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	101
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	—	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	—	—	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,306,788	6	49
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,280,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	17
								MASSACHUSETTS.													
30 Nov. '60	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '60	28.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,728	*	—	1,830,000	440,000	3,863	2,655,821	28.6	.....	544,882	184,615	8	93
31 May, '60	74.3	8.8	51.3	—	32	54	606	Boston and Maine	3,846,709	417,233	465,758	4,076,974	—	134,950	4,929,166	118.3	553,484	915,626	450,096	8	108
30 Nov. '60	47.0	7.0	22.3	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	162,720	46,647	3,717,704	54.0	.....	685,631	349,487	8	110
30 Nov. '60	44.6	24.0	59.2	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	47,580	5,327,567	83.7	525,954	1,045,683	439,284	8	112
30 Nov. '60	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,690	168,400	11,058	.....	47.2	77,522	122,637	45,613	—	124
30 Nov. '60	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	242,000	—	1,928,264	52.4	.....	297,096	153,154	6	82
31 May, '61	44.1	30.5	24.4	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,960,000	—	5,045,630	120.7	456,825	684,685	327,590	4	56½
30 Nov. '60	19.9	1.3	3.6	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	55 946	62,498	12,498	—	67
30 Nov. '60	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149	—	3,540,000	100,000	—	3,889,729	67.7	337,451	632,865	272,299	6	99
30 Nov. '60	14.0	2.4	—	—	3	5	37	Fitchburg and Worcester	293,668	40,226	—	214,296	62,900	300	333,884	26.4	87,245	52,971	23,837	6	97
30 Nov. '60	24.9	—	2.0	—	—	—	—	Hampshire and Hampden	577,582	—	—	298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	—
30 Nov. '60	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	100,000	—	363,158	ope	r. by B.	and L'll	12,550	6	—
30 Nov. '60	14.6	—	17.1	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	30.0	172,511	251,683	72,097	8	110
30 Nov. '60	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644	—	500,000	—	19,800	564,707	21.8	49,241	136,565	30,677	5	73½
30 Nov. '60	26.9	—	2.3	—	5	9	44	Newburyport	596,208	63,896	—	220,240	221,000	211,693	653,533	36.0	75,866	16,577	2,552	—	—
30 Nov. '60	8.6	—	.....	23.4	—	—	—	N. York and Boston Air Line	673,302	—	—	279,818	197,512	111,691	.....	8.4	24,428	15,891	—	—	6
30 Nov. '60	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	107,000	76,500	.....	87.3	413,017	642,406	316,185	6	106
30 Nov. '60	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	33,160	48,169	26,769	6	.....
30 Nov. '60	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000	—	1,864,789	44.4	.....	393,689	197,774	8	110
30 Nov. '60	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543	—	243,306	226,900	316	470,521	ope	r. by B.	and L'll	17,508	1	—
30 Nov. '60	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,391	513,112	11.5	23,529	59,370	16,711	—	97
30 Nov. '60	21.9	—	1.0	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	451,000	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '60	11.1	0.6	1.3	—	7	18	144	Taunton Branch	250,000	*	—	250,000	—	—	250,000	.....	50,062	156,015	27,817	8	100½
30 Nov. '60	6.1	—	—	36.5	—	—	—	Troy and Greenfield	478,048	—	—	385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	40½
30 Nov. '60	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343	—	2,214,225	1,003,880	—	3,516,865	77.0	101,326	211,899	75,810	—	11½
30 Nov. '60	156.1	17.3	106.8	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,289,520	17,532	13,940,644	192.0	.....	1,881,351	888,254	—	120½
30 Nov. '60	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962	—	1,141,000	150,000	979	1,403,409	45.7	180,153	229,332	102,604	6	56½
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	3,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '61	284.8	—	23.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,849	329.3	1,281,263	2,126,699	910,169	3	55½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,036,629	—	23
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,180	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	554,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,483	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	—	*Cairo and Fulton*	*	—	—	—	—	—	—	37.0	.....	.....	.....	—	—
31 Aug. '60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	437,333	—	30
31 Jan. '61	168.8	—	10.8	68.0	22	19	391	*North Missouri*	6,469,890	498,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	—
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	13,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	63,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '60	86.5	8.6	.....	—	16	13	222	*St. Louis and Iron Mountain*	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	235,291	59,438	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,238	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,758,697	322,267	—	2,085,925	788,200	84,327	3,163,781	63.6	.....	327,741	128,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,883	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	56½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mass.	—	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	106,259	1,006,459	ope	r. by Con	cord.	83,577	8	104
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	308,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	363,101	187,136	4	82½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	800,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	2,128,257	*	—	997,362	2,082,000	108,579	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	3,880,000	.....	12,678,400	124.2	.....	1,997,085	733,950	12	123
31 Dec. '60	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,58	60.2	.....	160,043	54,902	—	1½
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	488,871	1,185,847	710,396	10	122½
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	—
31 Dec. '59	53.0	—	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	840,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	—
31 Dec. '61	33.8	—	.....	—	—	—	—	New Jersey	2,600,089	400,378	1,249,621	4,897,820	688,000	—	5,628,931	33.8	—	992,767	579,961	10	124
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	—
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,712	*	—	1,140,600	600,000	712	1,740,718	18.7	6 mo.	285,553	112,441	6½	70
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	380,228	—	—	216,796	—	56,432	—	—	—	15,344	4,262	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,088	—	439,006	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,289	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	26,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,895	5	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	593 745	187,704	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	827	Buffalo and State Line	2,287,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,647	10	120
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Erie.	—	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Erie.	—	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	35½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	13
30 Sep. '61	297.8	258.1	318.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	—	7,309,042	2,601,063	6	83
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,796	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	37½
30 Sep. '60	138.0	2.1	20.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,065,752	—	—	152.9	—	1,142,851	433,716	—	124
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60,000	6	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	[illegible]	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69 [illegible]	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottedam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,[illegible]	[illegible]611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	[illegible]353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by B.	N. Y. &	E. 22,047	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,060	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,485	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
1 Jan. '62	10½	—	½	30.0	—	—	—	Warwick Valley	185,000	—	—	100,000	85,000	—	185,000	10½	oper. by	Erie R.	W. Co.	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	232,235	351,167	178,067	10	95
								NORTH CAROLINA.													
31 May, '60	94.0	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,560	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	366,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	—	314,091	102,765	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,675,000	1,126,458	6,810,452	141.0	—	699,716	230,551	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,643,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	68
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	25
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	504.168	190,746	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	113
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	288,303	298,971	1,155,152	1,693,300	804,182	3,341,020	67.0	230,461	369 849	238,003	—	89
31 Dec. '60	96.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	—	—	96.6	402,935	1,063,405	683,647	15	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,693	332,662	4	17½
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	—	919,971	493,956	—	46
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,796	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	850,824	5,241,812	144.0	—	375,602	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	60,845	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,858	—	1,104,086	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	70,022	62,630	469,762	728,858	152,694	—	45.0	—	102,180	52,408	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	—	69,350	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,880	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	39	32	602	Little Miami	4,004,4 3	*	—	2,981,270	1,407,000	—	—	138.0	—	1,330,051	529,981	8	93
31 Dec. '58	178.8	21.6	—	—	33	26	523	Marietta and Cincinnati	9,517,561	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,455	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	898,518	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	163.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,625	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,919,539	*	17,613	2,123,500	5,843,650	488,265	8,498,947	250.0	—	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,824	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,291	164,554	10	60½
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	—	—	—	2½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,128,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	—	2,191,338	1,316,688	6	84
30 Nov. '59	36.3	—	2.8	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	13.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,23[illegible]	168,334	6	51
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,418	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	48.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	8	55
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.	W. & E.	—	—	19
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	—	763 318	670,227	6	50½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	—	—	—	2,991,150	72.5	—	566,192	379,976	10	47
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	398,927	—	3,155,875	2,940,473	774,323	6,471 462	65.7	5 mos.	176,047	91,369	—	7½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065 289	3,474,54b	13,281,980	17,163,947	387,489	32,407,124	423.0	3,476,812	5,932,701	2,246,402	—	45½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,65[illegible]	157,194	—	44½
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	Philadelphia and Reading	20,860,412	3,174,172	127,204	11,548,929	12,008,150	—	24,353,896	151.4	—	3,312,540	1,625,985	—	21½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	96.0	6.0	—	—	30	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,000,000	2,800,000	—	—	200.5	45.57	1,224,[illegible]	[illegible]	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	—
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791,166	18,487,835	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	---	---	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----------	----------	----	----------	----------	----------	----	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----------	1,355,700	54.0	----------	----------	----------	----	----
30 Sep. '59	9.2	15.3	14.9	—	---	---	----	Schuylkill Valley	573,616	*	—	568,150	----------	----------	573,616	24.5	----------	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	----	----------	96,227	54,582	----	----
31 Dec. '59	148.0	—	20.0	140.0	---	---	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	----------	114,126	61,848	----	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----------	----------	29.6	----------	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	----------	125,597	4,502	—	—
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	----------	78.0	199,878	238,420	860,339	—	7½
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	----------	----------	62.0	240,449	331,522	106,782	5	55
30 Nov. '58	13.6	—	0.5	—	—	—	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	----------	13.6	23,514	23,005	1,278	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	----------	----------	1,916,515	217,577	----------	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	196,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
-- -- '58	40.3	—	----	—	---	---	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	---	---	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----------	341,190	125,871	----	----
31 Aug. '58	22.5	—	----	—	---	---	----	Kings Mountain	196,230	*	—	200,000	----------	----------	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	---	---	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	---	---	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,333	----------	----------	----	----------	1,499,636	701,948	7	----
31 July '58	25.1	—	----	41.9	---	---	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	---	---	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	—
1859	[illegible]	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,636,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----	----------	----------	----------	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----	----------	----------	----------	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
1859	67.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	5	----
1859	----	—	—	—	—	—	—	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	----	158.0	---	---	----	Buffalo Bayou, Braz. & Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
-- -- '58	56.0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275-000	240,000	171,563	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
-- -- '59	25.0	—	----	110.0	---	---	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
-- -- '59	28.0	—	----	756.0	---	---	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	----------	90.7	118,219	183.750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----------	----------	----------	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	----------	----------	1,350,000	----------	----------	1,380,695	ope	r. by Vt.	Central	----------	—	105
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----------	----------	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	---	---	----	Western Vermont	1,083,500	*	—	332,000	700,000	----------	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	----
								VIRGINIA.													
31 Aug. '59	41.3	—	----	122.1	---	---	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,756,555	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,238,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	56.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	19.9	—	---	---	----	*Milwaukee and Minnesota*	7,400,000	*	—	7,400,000	----------	----------	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
-- -- '57	42.0	—	----	27.8	---	---	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '60	191.9	42.5	28.3	—	---	---	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	----------	7,500,000	234.4	----------	883,186	439,943	—	27½
-- -- '57	50.0	—	----	85.0	---	---	----	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '61	104.0	—	----	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	----
-- -- '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	----------	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 July '61	161.0	—	----	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,300	188,000	----------	7,150,000	16.10	400,075	1,771,780	383,670	—	----
-- -- '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----------	----------	----------	----------	----------	----------	----------	81.0	166,245	----------	----------	—	11
-- -- '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	12
0 Sep. '58	824.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	----------	15,603,128	31,351,133	----------	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	----------	14,054,908	8,480,849	----------	----------	357.0	1,360,900	----------	----------	3	----
-- -- '59	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	37,061	----------	----------	—	----
-- -- '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	254,530	----------	----------	—	----
-- -- '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	89,222	----------	----------	—	----
-- -- '59	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
								NEW BRUNSWICK.													
1 Oct. '60	103.0	0.9	12.0	—	12	18	236	European & North American	4,035,560	326,164	—	4,451,012	----------	----------	4,451,012	103 0	193,633	116,225	41,985	—	----
July,'61	60.0	—	----	----	---	---	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,232	60.0	----------	132,555	36,670	—	----
								NOVA SCOTIA.													
'59	61.5	—	----	60.1	---	---	----	Nova Scotia	----------	----------	----------	----------	----------	----------	----------	61.5	----------	----------	----------	—	----
								NEW GRANADA.													
	43.7	—	----	—	---	---	—	Panama	8,000,000	*	620,804	5,000,000	2,400,000	----------	9,606,530	43.7	----------	1,539,859	1,110,652	12	121½

New York Stock Exchange.

Highest Sale Prices for the week ending March 26

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26
Federal Stocks:—						
U. S. 5s, 1871	88	----	----	----	----	88
U. S. 5s, 1874	87¼	----	87¼	87¼	87¼	87¼
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	94	94	94½	94½	94½	94½
U. S. 6s, 1881, cou.	94½	94½	94¼	94½	94¼	94¼
U. S. 6s, 1862	----	----	----	----	----	----
U. S. 6s, 1867	----	----	----	94¼	----	----
U. S. 6s, 1868	----	----	----	----	----	----
State Stocks:—						
California 7s	86¼	86¼	----	----	----	----
Georgia 7s	----	----	----	----	----	----
Illinois Coupon bonds	90¼	90	----	90	----	----
" Canal bonds	89	----	88¼	88¼	----	----
Indiana 5s	----	----	----	----	79	79
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	70
Maryland 6s	----	----	----	----	----	----
Michigan 6s	89	----	----	----	----	----
Minnesota 6s	88	----	----	----	----	----
Missouri 6s	53	51¼	52¾	53¼	53	56¾
Do. iss. to H. & St. J. R.	62	----	----	----	61	----
New York 6s, 1862	----	----	----	----	----	----
North Carolina 6s	70	----	70	70	70	70
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	----	----	----	----	98¼
Tennessee 6s, 1890	60	58	57½	59½	59	58
Virginia 6s	----	60	60	----	60½	60
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. and Q.	63¼	----	----	63	----	62¾
Chicago and Rock Isl.	56¼	56¼	56¼	57	56¾	55¾
Clev., Col. and Cin.	----	----	112¼	111	----	113
Clev. and Pittsburg	17¾	17¾	17¼	18	18	17¾
Clev. and Toledo	45¼	45	45¼	46¾	46¾	46
Del., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	69¼	69	69	69	69	68
Hudson River	36	36	----	----	36	35¾
Illinois Central (scrip)	65¾	65¼	65¼	66¼	65¾	65¾
Michigan Central	56¼	56	56	57	56¼	55¼
M. S. and N. I. guar'd,	47¼	47¾	47¼	48	47¾	46¾
M. S. and N. I.	24¼	23¾	24¼	24¼	23¾	23
Mil. and P. du Chien	26¼	26¼	26¼	26¾	27¼	27¾
M. and P. du C. 1st pref.	----	----	----	----	78¼	----
M. and P. du C. 2d pref.	58	----	----	----	----	57¾
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	83¼	83¼	83¾	83¾	83¾	83
Erie	38	37¼	37¾	38¾	37¾	37¼
Erie pref.	62¼	62¼	62	----	62	61
Erie Assessment Scrip	----	----	----	----	----	90¼
N. York and Harlem	13	----	----	----	13	12¾
N. Y. and H. "pref."	32¼	31¾	31¾	----	31¾	31¾
Panama	121	----	----	----	121¾	121¼
Phila. and Reading	42¼	42	----	----	----	42¼
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N. W. 1st M.	----	----	47¼	----	----	46¾
" " 2d M.	17¼	----	----	----	----	17
" S. F.	88	----	87¼	----	87¼	87¼
Cl. & Tol. S. F. 7 p.c. '85	86	----	----	----	----	----
Chi., Bur. and Q. 8 p.c.	----	----	98¾	98¾	----	98¾
Chi. and R. I. 1st M. '70	----	----	98	----	----	----
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	104
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Gal. & Ch. 1 M. 8 p.c. '63	----	----	----	----	99¼	99¼
" 2 M. 8 p.c. '75	98	98¼	----	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	----
Hudson R. 1 M. 7 p.c. '69	----	----	----	----	103¾	----
" 2 M. 7 p.c. '60	----	----	----	----	----	----
" 3 M. 7 p.c. '75	83	82¼	----	83	----	83¼
" sink. fund	----	----	----	----	----	99¼
Illinois Centr. 7 p.c. '75	94	94	----	----	94¼	----
" " 6 p.c. '75	94	94	----	----	94¼	----
L. Erie & Wab. 1 M.	77¼	----	----	----	----	----
" " 2 M.	----	47	47¼	48	47¼	----
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. and P. du C. 1st M.	----	----	----	89¼	----	89¼
Mich. Cen. S. F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	103¼	----
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M. Ass.	----	----	----	----	----	----
" " 2d M.	73	----	----	----	----	----
" " S. F.	90¼	----	----	91¼	91	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83	----	----	----	96	----	----
" 1 M. 7 p.c. '64	----	----	----	----	----	----
" bonds 1876	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	----	----	106	----	----	----
" 2 M. 7 p.c. '64	102x	----	----	----	102	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	88	----	----	----	93	93
" 5 M. 7 p.c. '83	----	----	----	----	----	79¾
" conv. 7 p.c. '62	----	----	----	----	----	----
" " 7 p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	----	----	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
Miscellaneous:—						
Del. and Hud. Canal	88¼	88¼	----	----	----	----
Penn'a Coal Co.	----	82	----	----	----	----
Pacific Mail S. S. Co.	96	96	96	96	97¼	98

The following are the closing prices in the London Market on the 14th March:

United States 5s, 1874	75	to	77
Maryland	80	"	82
Virginia 6s	56	"	58
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	63	"	64
Erie shares, ex assessment scrip	32	"	33
Erie shares, 7 per cent. preference	52½	"	53½
Erie shares, assessment scrip	1½	"	2
Illinois Central 6s, 1875	79	"	81
Illinois Central 7s, 1875	82	"	84
Illinois Central $100 shares, $90 paid, dis.	43	"	42
Illinois Central, all paid	55	"	56
Michigan Central 8s, Convertible, 1869	82	"	85
Michigan Central Sinking Fund 8s, 1882	89	"	92
Michigan South. and North. Indiana 7s, 1885.	--	"	--
New York Central 6s, 1883	83	"	85
New York Central 7s, 1864	88	"	92
New York Central 7s, 1876	88	"	92
New York Central 7s, 1876	88	"	92
New York Central $100 shares	72	"	74
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 x.c.	85	"	90
New York and Erie, 3d mort., '83, assented	79	"	81
New York and Erie, 4th mort.	71	"	73
New York and Erie, 5th mort.	70	"	72
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	102	"	104
Panama, 2d mortgage 7s, 1872 x.c.	97	"	98
Pennsylvania Central 6s	86	"	88
Pennsylvania Central 2d mortgage	86	"	88
Pennsylvania Central $50 shares	40	"	48
Philadelphia and Reading $50 shares	18	"	23

American Railroad Journal.

Saturday, March 29, 1862.

Broadway Railroad,

No Bill now before the Legislature of this State is of greater public interest than that establishing a railroad in Broadway. The project is not one of mere local importance, but is in fact national, for it is a project which if carried out is destined to change the entire mode of travel through the grandest highway on the continent. We call attention to a very able and interesting communication upon this subject in another column believing the new views and suggestions contained in it, worthy of the most attentive consideration.

We feel that the street railways offer the best possible mode of transport through our streets, but we are nevertheless aware that constructed as they are—mere isolated lines all running in parallel directions—they do not provide that universal and comprehensive system so much needed. Any plan by which all the lines including that projected through Broadway can be brought into such a system, we believe will obviate the only remaining objection that now exists to the entire extinguishment of the clumsy and inconvenient stages which now crowd our streets and create the inconvenience to, and oftentimes entire stoppage of, all traffic through Broadway.

☞ The usual meeting of railroad managers, for the preparation of the Summer time-tables, will be held in this city on Wednesday, 9th April, at 10 a. m., at the St. Nicholas Hotel. The meeting is called by Erastus Corning, President N. Y. C. R. R. Co.; Nathaniel Marsh, President N. Y. & E. R. R. Co.; W. H. Clement, President Little Miami R. R. Co.; Sam. Sloan, President Hudson River R. R. Co.

Terre Haute, Alton St. Louis Railroad.

The Terre Haute, Alton and St. Louis Railroad was sold at auction on the 25th inst. by order of the United States District Court. It was purchased by Robert A. Bayard, S. J. Tilden and others, for the benefit of the bondholders, for $800,000.

Interest and Dividends.

The Philadelphia, Wilmington and Baltimore Railroad Company have declared a semi-annual dividend of four per cent. payable on and after the 1st of April.

The Hartford and New Haven Railroad has declared a quarterly dividend of $2 50 per share, payable on the 1st of April. The transfer books will be closed from the 25th inst. to that day, both inclusive. Stockholders in this city will receive the payment at the Union Bank.

The interest warrants on Bonds of Marion County, Ohio, maturing April 1, 1862, will be paid at the Irving Bank, New York City, from 1st to 10th April.

The Coupon Bonds of the City of Covington, issued to Covington and Lexington Railroad Company, due January 1, 1860, will be paid on presentation at the Bank of America.

It is understood that the gold for the payment of the 1st of April interest on the 7 3.10 per cent. notes has already been provided. The amount required is about $1,800,000.

The Comptroller of the State of New York gives notice that the interest of the State debt, due the 1st of April next, will be paid in coin.

The Eaton and Hamilton Railroad has deposited in the Lafayette Bank at Cincinnati $11,051, being the July, 1861, instalment of interest on $300,000 second mortgage bonds, with the interest on the coupons for nine months.

Holders of 1st mortgage bonds of the Ohio and Pennsylvania Railroad Company, the Ohio and Indiana Railroad Company, and the Fort Wayne and Chicago Railroad Company, who have not heretofore deposited their bonds, under the plan of reorganization, are notified to do so on or before the 1st day of April next, or they will be excluded from its benefits. Holders of 2d mortgage bonds of the said companies, or Construction Bonds of the Pittsburg, Fort Wayne and Chicago Railroad Company, who have not already deposited their bonds as above, are notified to make application to the Purchasing Committee to be admitted to the benefits of said reorganization, on or before the same day, or be excluded therefrom.

The interest on the fourth mortgage bonds of the Erie Railway Company, due on the 1st of April next, will be paid on that day, on presentation of coupons at the office of the Treasurer in Erie-place.

At the same time and place, the holders of the certificates of D. S. Gregory and J. C. B. Davis, Trustees, will receive payment of the coupon of the fourth mortgage bonds, due Oct. 1, 1861, with interest from May 1, 1861 to April 1, 1862.

New York Central Railroad Co.

At a recent meeting of the Directors of this Company, Edwin D. Worcester, who for eight years past has filled the post of principal bookkeeper in the Treasurer's office, with acknowledged ability and faithfulness, was appointed Assistant Treasurer of the Company; and Robert L. Banks was appointed its Secretary. Both appointments, we learn, were made unanimously, and there can be no doubt that the appointees will prove to be reliable and valuable officers.

At the special request of the Directors, Mr. Pruyn who has been temporarily in charge of the Treasurer's Office since June last, remains at its head; the detail duties being devolved upon the Assistant Treasurer.—*Albany Argus.*

New York and Erie Railroad.

From the tables appended to the Report of the Receiver, published by us last week, we compile the following, showing the annual earnings and expenses of the road from 1852 to 1861 inclusive, with the cost of repairs of track and railway, and of engines and cars:—

	Earnings.	Expenses.	Repairs road.	Rep'rs equip.
1852	$3,537,766 53	$1,895,168 10	$243,471 29	$278,546 74
1853	4,318,962 36	2,407,373 13	398,397 85	431,893 88
1854	5,859,958 68	2,742,615 57	512,584 68	560,582 14
1855	5,448,993 37	2,695,744 87	496,171 15	386,894 90
1856	6,849,050 15	3,101,053 52	544,383 24	631,179 03
1857	5,742,606 51	3,844,812 82	830,473 70	882,086 30
1858	5,151,616 43	3,680,675 76	1,015,627 79	890,274 10
1859	4,482,149 32	2,974,227 50	918,286 02	609,650 87
1860	5,180,321 70	3,276,995 48	890,808 20	609,650 87
1861	5,590,916 60	3,542,891 91	903,703 72	808,638 14

	1859.	1860.	1861.
Earnings	$4,482,149 32	$5,180,321 70	$5,590,916 60
Expenses	2,974,227 50	3,276,995 48	3,542,891 91
Repairs of track and railway..	$918,286 02	$890,808 20	$903,703 72
" engines and cars ...	609,650 87	718,114 73	808,638 14
No. of miles run	2,862,568	3,474,917	3,817,175
No. of passengers carried	866,840	941,563	842,659
Tons of freight carried	969,072	1,118,553	1,253,418
Cost per mile run, in cents	103.9	94.6	92.8
Expenses per cent. of earnings	66.3	63.2	63.3

La Crosse and Milwaukee Railroad.

We give elsewhere an abstract of the report of the Receiver of this road. Below is a statement of the monthly earnings from January, 1858, to December 31, 1861, inclusive:

	1858.	1859.	1860.	1861.
January..	$24,236 17	$35,193 45	$32,883 56	$53,698 46
February..	20,035 38	35,603 25	36,669 76	45,689 31
March	26,264 56	36,380 64	44,269 15	52,159 15
April	33,690 49	38,788 38	50,532 28	67,244 82
May	42,879 43	46,860 81	69,623 47	118,471 85
June	43,876 54	49,999 67	50,780 05	108,002 71
July	47,609 01	33,216 46	35,426 05	84,286 87
August.....	37,682 12	44,603 60	52,570 34	76,318 64
September.....	68,301 55	90,391 81	89,847 12	112,484 82
October	61,554 52	111,240 46	147,191 73	171,063 10
November	55,001 98	89,528 03	95,816 25	116,995 68
December	36,823 05	44,697 50	50,866 04	69,276 46
	$492,453 80	$665,493 56	$756,475 75	$1,070,821 86

DIVISION OF EARNINGS.

	1858.	1859.	1860.	1861.
Proportion to—Eastern Division ..	$425,293 34	$508,631 27	$526,277 30	$749,961 33
" Western " ..	67,159 46	161,862 29	230,198 45	320,870 53
	$492,453 82	$666,493 56	$756,475 75	$1,070,821 86

The proportion of expenses applicable to the former is about $447,757 40; and to the latter, $192,461 01—the net earnings are, therefore, $302,193 93, and $128,409 52 respectively. The Western, or Land Grant Division, is chargeable with the following items as per Receiver's account:

Land Grant mortgage	$45,000 00
Half of rolling stock purchased	73,994 95
Right of way and real estate	14,689 37
Insurance, taxes and legal expenses ..	5,829 45
La Crosse elevator and depot extension	18,267 50
Helfenstein mortgage	3,451 33
	$161,232 60

The above charges do not include the use of rolling stock belonging to the Eastern division, which is estimated at $50,000.

Railroad Earnings--Monthly.

The earnings of the La Crosse and Milwaukee Railroad for January and February, 1862, compared with the corresponding months of the previous years have been as follows:

1862,	January.	February.
Eastern division	$45,441 34	$38,433 01
Western "	15,613 49	16,352 71
Total	$61,054 83	$54,785 72
Same month in 1861 ...	53,898 46	45,689 31
Increase	$7,156 37	$9,096 41

The earnings of the Chicago and Northwestern Railroad in February were:

	1862.	1861.
Passengers	$3,709 63	$4,040 23
Freight	6,404 14	7,153 41
Express and mail	625 70	536 97
Total	$10,739 77	$11,730 61
Decrease	$990 34	.....

The operations of the Northern Central railway for February, 1861 and 1862, were as follows:

	1861.	1862.	Increase.
Earnings..	$69,265 24	$135,354 89	$66,089 65
Expenses .	44,119 15	67,623 19	23,504 04
	$25,146 09	$67,731 70	$42,585 61

The following statement shows the business of the Philadelphia and Reading Railroad Company for February, 1862, compared with that of 1861:

	1861.	1861.
Rec'd from coal	$107,680 29	$147,025 43
" " merch'dise	30,602 20	44,594 16
" " travel, etc.	22,255 97	25,541 61
Total..	$160,538 46	$217,161 20
Transportation, roadway, dumpage, renewal fund, and all charges	90,357 70	102,689 95
Net profit for the m'th,	$70,180 76	$114,471 25
Profit for the previous 2 months	186,839 83	234,817 92
Total net profit 3 mos.	$257,020 59	$349,289 17

Pennsylvania Canals.

The water was admitted into the Union Canal on Saturday, and navigation will commence this week. The prospect for a brisk trade during the coming season is said to be encouraging. The proposed arrangement between the bondholders and general creditors has been defeated by two or three of the bondholders opposing it. The management of the canal consequently rests in the hands of Trustees. The net revenue from tolls, last year, was $90,263 61. The expense of the Trustees were, $58,868 27. The company seems to be suffering greatly from litigation. The report says: "The 'costly, continued and wearisome litigation' adverted to in the last report is now in full operation, and to what extent it will use up the money that ought to have been distributed among the bondholders, can only be determined by the result."

The Susquehanna Canal, north of the Junction, will open navigation about the 25th inst., giving transportation from the coal regions to tide water earlier than usual.

The Juniata Canal will be open about the first of April.

The Tide Water Canal will be open and in navigable order by the 20th inst.—*Harrisburg Telegraph.*

Great Western (Ca.) Railway.

We learn that the Directors of the Great Western Railway have instructed their Chief Engineer to make a survey of the best line from Sarnia Branch to the center of the oil wells on Bear Creek, in the township of Enniskillen. It is intended that the Branch shall be in working order in the course of the coming summer. The whole question of traffic rates for transportation of the oil will then undergo thorough examination, and every encouragement be given for the development of the trade consistent with a fair return for the investment of the company.—*Toronto Globe.*

Revival of Business at St. Louis.

The St. Louis *Republican* says it sees all around it "evidence of better times. The cloud of rebellion is passing away, and people begin to look cheerfully upon each other. There is less of bitterness than has prevailed for a year past. It may be because all sides have become satisfied that injustice has been done to each other, and that it is time to heal the breaches thus made in social life. Peace is about to be restored to Missouri—the Mississippi will soon be open to the Gulf—the farmer, if he has not already sold, will soon be able to realize on everything he has—from ten to twenty millions of Treasury notes will soon be dispensed amongst us, and will fill the circulation. Let us be jubilant. *Better times are coming.*"

The Currency Question.

The additional $100,000,000 of United States Treasury Notes, to serve as money and to be legal tender in the discharge of all contracts, are now nearly prepared, and will come into circulation in a few days. A measure so novel, and unprecedented in modern times, cannot be regarded otherwise than with great interest, both from its influence upon commerce and trade, and from its bearing upon the received theories and doctrines in reference to the all important question of currency.

It would be almost superfluous at this late day to enlarge upon the reasons that led to the adoption of gold and silver as currency. The law in this, as in all other cases, corresponds with the phenomena, or fact. Gold and silver have an attraction for the race stronger than any other kind of property. A person possessing them can supply any want, and purchase complete personal immunity among every civilized or barbarous people. All place a similar value upon them. Not so of any other kind of property. What is valuable as food and clothing in one country may be valueless in another. This universal preference for gold and silver lies at the foundation of their adoption as currency. Their high relative value and divisibility without reducing their value are further qualifications to serve as currency, but not the principal one.

The use of the precious metals as money being to effect exchanges of property, it is plain that a saving is made whenever an exchange can be effected without their intervention. On a large scale, and in commercial transactions between nations, exchanges are effected by off-setting the title deeds to property, which are bills of exchange, one against the other. It is only to meet the balance remaining against one of the parties, that the precious metals are called into use—and them as merchandise rather than currency. Exchanges between persons composing the same community are effected in a similar manner;

the mode in which settlements are made between the banks of this city being a case sufficiently in point.

Such has been the progress made in the science of exchange of commodities, that gold and silver are now seldom used on a large scale. Property passes by transfers of the evidences of title. When a person gets a loan at bank he does not, as a rule, carry away with him gold and silver, which his contracts entitle him to do, but the promises of the bank to pay gold or silver to bearer. Whatever the capital of the bank consists of, the voucher he receives constitutes him the owner of a corresponding portion of its capital. It may consist of gold and silver or the promises of its debtors to pay gold and silver, which they have in effect borrowed. The bills of the bank, consequently, are treated as the money they represent; and in common parlance, are money; but they would not be money if issued by a bank possessing no capital, consequently nothing can possess the attribute of money but gold and silver, or title deeds to merchandise, and convertible at all times into gold and silver. Such title deeds, which consist of the bills of, or checks on banks, serve the same office in effecting exchanges as gold and silver, which hardly interposes in the ordinary transaction of business, except in the payment of balances.

Any attempt to substitute a currency in the place of one of gold and silver, or of title deeds of the same, or of merchandise, must prove a disastrous failure for two reasons: it is not convertible into the universal currency founded in nature; and as it does not represent an equal value in merchandise, its transfer from hand to hand passes nothing but a promise, the value of which may be entirely contingent. The promise must be sold before its value can be realized. It is not money; nor can it perform the office of money, which is to effect exchanges—the thing being wanting which it affects to represent. And here arises the great evil of a currency not based upon the precious metals, or upon merchandise. The issues of a bank without a penny of capital may be treated as capital till the fact of its insolvency is known, and become the foundation of important business transactions, which must fail with that of the promises upon which they were founded. The evils that flow from banking are precisely of this character—their promises are treated as capital when they may be worth no more than the paper they are written on.

We do not distrust the promises of government; on the other hand we have constantly labored to demonstrate their value. We have only to refer to experience in proof. But these promises are not title deeds to property or merchandise equal to their nominal amount. Their transfer from hand to hand does not, like transfers of bills of exchange, pass gold and silver, or property in form fitted for consumption. They cannot, consequently, possess the attributes of money. If these are treated as capital and made the basis of business or industrial operations, these must in the end fall from the unsubstantial foundation on which they rest. The capitals of banks are actual accumulations, which so far as they go may support the labor and furnish the material necessary for the construction of a railroad. But suppose such an enterprise be undertaken, based entirely upon promises to pay which do not represent a corresponding amount of property fitted to sustain labor, it is plain that such enterprise may fail entirely; or that the promises upon which it is based, will sink in value, just in ratio to the excess of their issue over the means for their instant redemption.

Such must be a result of the issue of Treasury Notes to pass as money, though the degree of their depreciation, and consequent harm may be slight. The country is rich and strong, and a mistake or blunder reaching only $150,000,000 may be readily borne. Still, the law cannot be violated without a corresponding penalty. The inevitable tendency of Treasury Notes will be to fall in value compared with the true standards—gold and silver. The decline may be gradual, but none the less certain. The mere increase in amount of money thrown into circulation, will have the effect to raise the market value of all other kinds of property. When this money is no addition to the capital of the country, such increase in price is only another name for a depreciation in the value of the paper currency compared with that of gold and silver.

Such has been the universal experience upon the subject. It was strikingly illustrated during the suspension of specie payments by the Bank of England. The bills of the Bank came much nearer being money than Treasury Notes. They were based upon commercial paper discounted, upon gold and silver, and upon deposits of Government securities. They were the symbols of existing values—not mere promises to pay. Yet they were at a discount varying all the way from 10 to 42 per cent. discount. The following statement taken from the report of the Committee appointed in reference to the resumption of specie payments shows the price of corn for a series of years, when paid for in gold or in bank notes.

Years.	Price of a quarter of Wheat when paid for in bank notes. s. d.	Do. when paid in gold. s. d.
1809	95 00	81 00
1810	106 00	88 06
1811	94 00	74 00
1812	115 00	90 00
1813	111 00	74 00
1814	74 00	56 06

We shall in this country soon began to witness a similar result. It is the inevitable consequence of two standards of value—one measurably permanent, dependent upon cost of production; the other corresponding in amount to the wants of the party issuing it, and its market value depending upon public opinion, and consequently constantly varying. The addition of $150,000,000 to the currency of the country will stimulate trade. Importations will increase, to be paid for in gold and silver. Interest on government securities must be also paid in coin. This will create an active demand which must tend to put up the price of the latter. But if there were no such demand, still there would be a difference between the value of the new currency, and gold and silver, just in ratio to the difference in actual values of which cost of production is an important element. It is a law, the effect of which cannot be avoided, and may soon, in this country, show as wide a difference between the value of the two currencies as ever existed in England.—*Hallett's Circular.*

British Australian Colonies.

An abstract of the official returns for the year 1859.

(Continued from p. 210.)

COMMERCE AND NAVIGATION.

Principal Ports and Tonnage entered and cleared thereat.

Principal Ports.	Tonnage. Entered.	Cleared.
N. S. WALES:		
Sidney	264,071	268,372
Moreton Bay	4,413	3,582
Newcastle	91,908	112,163
Eden	2,397	2,565
Rockhampton	332	332
VICTORIA:		
Melbourne	577,103	603,111
Geelong	33,250	35,545
Portland	7,838	4,525
Port Fairy	678	969
Port Albert	14,173	14,242
Warrnamboot	1,089	3,126
S. AUSTRALIA:		
Port Adelaide	87,880	74,054
Port Robe	2,534	3,445
Port Wakefield	.....	106
Port Elliot	114	1,425
Southern Ports	3,034	5,834
Port Augusta	.....	954
Goolwas	189	189
" R. Murray Trade	3,515	3,998
Kangaroo I. Mail	17,685	17,685
W. AUSTRALIA:		
Freemantle	10,279	11,158
Bunbury	902	812
Vasse	2,998	3,372
K. George Sound	49,240	42,343
TASMANIA:		
Hobart Town	71,879	75,293
Launceston	32,576	33,573
Circular Head	6,202	6,145
Port Frederick	10,249	10,078
N. ZEALAND:		
Auckland	28,297	27,749
Russell	12,704	12,432
Mongonui	11,066	10,205
New Plymouth	1,172	2,787
Wellington	17,627	9,720
Nelson	17,552	12,130
Littelton	18,738	15,119
Otago (Dunedin)	16,606	16,119

Commerce—Principal Articles Exported.

Articles.	N. South Wales.	Victoria.	S. Australia.	W. Australia.	Tasmania.	New Zealand.
Butter and cheese	£29,846	£.....	£4,502	£.....	£13,877	£.....
Cattle	12,564	55,902	.....	.....	.....	.....
Coal and coke	133,757	.....	.....	.....	.....	.....
Copper—metal	.....	34,385	290,054	.....	.....	.....
" ore & regular	12,320	62,634	107,399	14,122	.....	2,605
Flour and bread	46,388	11,638	407,144	.....	105,128	2,405
Gold coin	1,488,833	1,304,992	8,780	.....	.....	.....
" dust and bars	215,941	9,122,037	.....	.....	2,673	28,427
Grain and rice	91,910	12,159	146,129	.....	187,829	39,416
Hides and skins	88,848	172,422	.....	.....	10,254	.....
Horses	53,021	57,093	9,368	2,730	52,595	.....
Lead	.....	.....	8,068	495	.....	.....
Oil—sperm, whale and cocoa nut	56,018	.....	.....	607	63,110	11,912
Potatoes	.....	.....	.....	812	25,632	10,758
Silver coin	13,420	889	.....	.....	.....	.....
Sheep	10,030	25,794	.....	.....	.....	.....
Tallow	37,690	10,354	.....	.....	.....	.....
Timber	34,951	26,163	.....	23,591	81,122	34,867
Woolens	1,482,343	1,756,950	533,967	44,600	467,968	239,779

AVERAGE WAGES.

Description of Labor.		N. South Wales.	Victoria.	S. Australia.	W. Australia.	Tasmania.	N. Zealand.
Blacksmiths	shillings per day	9 to 10	10 to 12	10½	10	....	No returns.
Bakers (with board)	" "	....	....	5¼	..	....	"
Bricklayers	" "	10 to 11	10 to 10½	9¾	..	8 to 13½	"
Brickmakers	per 1,000 bricks	....	....	14½	..	....	"
Bullock drivers (with board)	£ per year	....	....	43	..	....	"
Butchers (with board)	shillings per day	....	....	5½	..	....	"
Carpenters	" "	9 to 10	9 to 11	9¾	8	8 to 11	"
Cabinet makers	" "	....	....	9½	..	....	"
Carriage makers	" "	....	....	11½	..	....	"
Coopers	" "	....	....	9	..	....	"
Day laborers	" "	5 to 6	6 to 8	6½	..	....	"
Masons	" "	9 to 10½	9 to 10	9¾	7	7½ to 12¾	"
Millers	" "	....	....	10	..	....	"
Miners and quarrymen	" "	....	....	6¾	..	6 to 10	"
Painters and glaziers	" "	....	....	9½	8	8 to 12	"
Plasterers	" "	....	....	9¾	..	7 to 12	"
Sawyers	per 100 feet	....	....	11¾	..	....	"
Saddlers	shillings per day	....	....	9	10	....	"
Shoemakers	" "	....	....	9	..	....	"
Shepherds (with board)	£ per year	....	....	40	12 to 40	....	"
Shepherds	shillings per day	4 to 4½	....	....	..	....	"
Tanners	" "	....	....	9	..	....	"
Wheelwrights	" "	9 to 10	9 to 10½	11	..	....	"
Domestic servants—males (with board)	£ per year	....	35 to 45	45	..	35 to 40	"
Do. females (with board)	£ per year	15 to 25	15 to 30	22	12 to 18	18 to 30	"
Farm servants—married couples (with board)	£ per year	....	....	55	..	....	"
Do. single men (with board)	£ per year	....	20 to 30	45	12 to 40	....	"

AVERAGE RETAIL PRICES OF VARIOUS ARTICLES.

Articles.		N. So. Wales.	Victoria.	South Australia.	West Australia.	Tasmania.	N. Zealand.
Beer (colonial)	pence per gall.	48	No returns.	....	60	24	24
Bread	" per lb.	4	"	3	3	3¼	2¾ to 4½
Butter—fresh	" "	22	"	25	30	31½	10 to 24
" salt	" "	18	"	17	24	21½	12 to 18
Candles—tallow	" "	10½	"	....	..	8	....
" sperm	" "	....	"	....	..	18	....
Cheese—colonial	" "	12	"	8½	18	22	10 to 18
" English	" "	19	"	13	..	24	.. ..
Coffee	" "	20	"	16	18	24	9½ to 24
Flour	" "	4	"	3½	3	3½	2½ to 4
Milk	" per qt.	....	"	7	6	8	5 to 8
Oil—lamp	" "	26	"	....	..	18	....
Rice	" per lb.	4½	"	3	2	4½	3 to 5
Tea—Hyson	" "	30	"	30	24	30	36 to 54
Sugar—raw	" "	5	"	5	4 to 5	5¼	5 to 11
Salt	" "	2½	"	2	2	1½	1 to 2½
Potatoes	" per cwt.	96	"	....	..	39	....
Tobacco—colonial	" per lb.	30	"	42	42	60	45 to 56
Meats—beef	" "	6	"	6	6	7¼	4 to 8
" mutton	" "	5	"	5½	6	7¼	5 to 7
" veal	" "	10	"	....	..	10½	....
" pork	" "	9	"	9	12	11	5 to 8
Brandy	shilling per gal.	..	"	....	15	25	18 to 30

REVENUE AND EXPENDITURES.

Colonies.	Revenue. Ordinary.	Loans.	Total.	Expenditures. Ordinary.	Loan services.	Total.
New South Wales	£1,502,669	£836,822	£2,339,491	£1,864,328	£493,839	£1,858,167
Victoria	3,257,724	.....	3,257,724	2,404,965	349,779	2,754,744
South Australia	511,927	157,756	669,683	553,680	67,126	620,756
West Australia	57,943	.....	57,943	54,919	.....	54,919
	£5,330,263	£994.578	£6,324,841	£4,377,842	£910,744	£5,288,586
Tasmania	389,625	39,800	429,425	327,646	94,941	422,585
New Zealand	459,649	....	459,649	459,649	.. ..	459,649
Total	£6,179,537	£1,034,378	£7,213,915	£5,165,137	£1,005,685	£6,170,822

PRINCIPAL SOURCES OF ORDINARY REVENUE.

Colonies.	Custom Duties.	Duty on Gold, etc.	Land Revenue.	Postage Receipts.	Railroads & Telegr.	Miscell's Receipts.
New South Wales	£611,875	£66,131	£477,892	£43,679	£70,268	£232,834
Victoria	1,605,658	67,482	1,074,696	101,513	91,246	317,129
South Australia	140,943	.....	255,466	13,779	14,072	87,669
West Australia	28,853	.....	10,002	2,546	.....	16,644
	£2,387,329	£133,613	£1,818,056	£161,517	£175,586	£654,276
Tasmania	123,301	.....	101,501	18,593	698	145,532
New Zealand	168,381	.....	240,881	7,841	.....	43,046
Total	£2,679,011	£133,613	£2,159,938	£187,951	£176,284	£842,854

Personal Liability of Stockholders.

DISTINCTION BETWEEN STOCKHOLDERS AND STOCK-OWNERS. A PERSON SUBSCRIBING IN ANOTER PERSON'S NAME, BUT PAYING FOR THE STOCK AND RECEIVING THE CERTIFICATE IS LIABLE TO CREDITORS OF THE COMPANY.

In the case of Burr *vs.* Wilcox, the defendant held a certificate of ten shares of the stock of the Hudson River Stone Dressing Company; and the plaintiff sought to make him liable to the amount of these shares upon a judgment recovered against the company, upon the ground that the whole amount of the capital stock was never paid in, nor was any certificate of such payment made, signed, sworn to, or recorded as required by the statutes of the State of New York; this statute making the stockholders personally liable in such cases. The defence was that the defendant was never a stockholder of the company in such a case as to be individually liable to the creditors of the company within the meaning of the statute.

It appeared that one Samuel H. Jordan subscribed for ten shares of the capital stock of the company in his own name; but such subscription was made at the request of the defendant in the name of the said Jordan, but for the defendant, to whom the certificate was issued—the name of the defendant not appearing on the subscription book.

The stock of the company was all taken up by subscription in April, 1853, the subscribers obligating themselves to pay for the stock in ten monthly instalments of ten per cent., commencing May 1st, 1853. On the 15th April, 1853, the whole stock having been subscribed for, the trustees apportioned the stock according to the several subscriptions, and ten shares was apportioned to Jordan for the defendant—which facts appeared on the records of the company. The defendant paid for his stock in monthly instalments of ten per cent., paying his first instalment May 3d, 1853. The company kept a book for the purpose of entering alphabetically the names of stockholders and the defendants name appears on a page under letter "W" in said book thus: "*Feb. 6th*, 1854, *E. C. Wilcox, ten shares.*" There was no transfer of stock to the defendant in the transfer books of the company, nor had any stock ever been transferred to him. A by-law, adopted at the organization of the company was to the effect that the stock of the company was transferable only on the transfer book of the corporation by the holder thereof or his attorney on the surrender of his certificate. The defendant was not one of the signers of the certificate for the formation of the corporation, nor had any claims to, or right to, or interest in, any stock thereof, other than what the certificate dated February 6th, 1854, indicated.

The action was brought in the Superior Court of the City of New York, and came before the court on questions of law arising at the trial, and there directed to be heard at the General Term, in the first instance. The jury by the direction of the judge found a verdict for the plaintiff for $1,071, the judgment being in the mean time suspended.

It was contended in behalf of the plaintiff on appeal that the fact that the defendant subscribed for the stock in the name of Jordan did not effect his liability; that having personally paid up all the instalments, and taken the certificate in his own name, he could not be suffered to evade the

claims of creditors by setting up that he originally subscribed for the stock under an *alias*. On the other hand it was maintained, in behalf of the defendant, that the decisions of the courts interpreting the statute under which it was sought to make him liable re-organized and established a distinction between stockholders and stockowners, in respect to the rights of creditors to sue individual members in actions at law; the former being responsible and the latter not. A stockholder being one in whom the legal title to that stock is vested: and a stockowner being one who has some equitable right to acquire the legal title from the company or third persons.

The General Term decided the case in favor of the plaintiff, on the ground that the defendant was liable as a stockholder. The case was then carried to the New York Court of Appeals; and the judgment of the Superior Court was affirmed. The following opinion was rendered at the decision of the case by the Court of Appeals.

CLERKE, J.—The counsel for the defendant contends that, as the stock was subscribed for in the name of Jordan, although really for the defendant Wilcox, the latter was not a stockholder within the meaning of the statute; and he says that the spirit of the doctrine upheld in the authorities to which he refers is, that only those having the legal title are stockholders, and that the court can only look to the legal title in determining who are liable under the 10th section of the statute.

Supposing for a moment, that the counsel is correct in this position, can it be truly said that Wilcox was merely an equitable owner of this stock? Jordan subscribed for this stock for Wilcox, as one of the original subscribers, at Wilcox's request; on the 15th of April, 1853, it was apportioned to Jordan for Wilcox, as appears on the records of the company. Wilcox himself paid for the stock in monthly instalments, the company receiving it from him as principal; and when all his instalments were paid, he received, on the 6th of February, 1854, his certificate of stock. Under these circumstances, he was I think, a legal, and not merely an equitable owner of the stock. Jordan acted merely as his agent; the relation between him and Wilcox was not of a trustee and *cestui que trust*, but that of principal and agent; which, although, in a certain sense and for certain purposes, involving the idea of a trust, does not make the principal the equitable, and the agent the legal owner of everything he buys for the former in his own name; particularly when he discloses the name of his principal. If it is known to the seller that the agent acts on behalf of another, and that other is recognized by the seller as the real owner, the principal is at once entitled to the possession of the thing purchased. So, in this case, the certificate of stock was issued to Wilcox in his own name: and although the name of Jordan was originally employed, the certificate of stock, in view of the whole circumstances, related back to make Wilcox the legal owner from the commencement of the transaction. He was entitled to demand a share of the profits from that time, if any profits accrued: he then became a stockholder and continued to be a stockholder at the time this action was commenced. The appellants counsel seems to insist that a transfer of stock in a transfer book is necessary to constitute a person a stockholder. After the original issue of stock, perhaps, any subsequent holders, in order to be made liable, should have the stock transfered to them on the books, or their names as stockholders should appear in the index book, or in the register of stockholders. But in the present case, Wilcox was an original subscriber through his agent Jordan; and of course, no transfer, as from an old to a new subscriber was requisite. The stock was issued, not transferred to him. The minor objections taken by the defendants counsel are equally untenable.

The judgment of the Superior Court of New York should be affirmed.

Opening of the Illinois Canal.

The Illinois and Michigan Canal was to be opened to Joliet on the 24th inst., for vessels drawing four feet six inches, and on the 1st of April it will be opened for the whole distance to La Salle.

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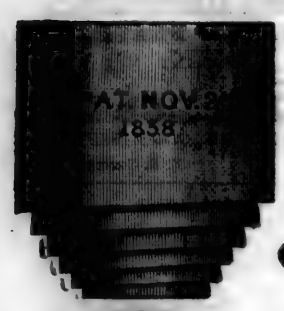
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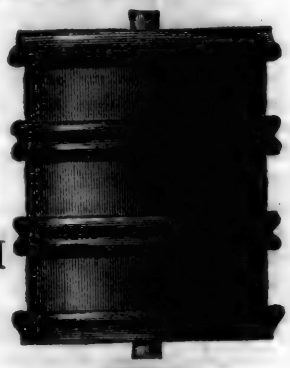
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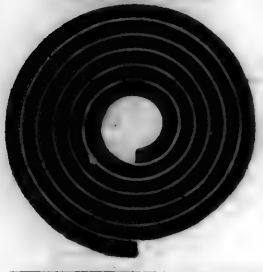
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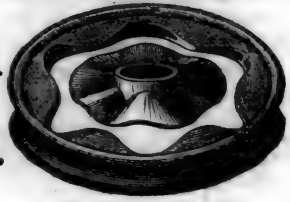
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5.	"	15	" ½ to 1	17.	"	25	" 1½ to 1
6.	"	15	" 1 to 1	18.	"	26	" 1½ to 1
7.	"	15	" 1½ to 1	19.	"	28	" ½ to 1
8.	"	16	" ½ to 1	20.	"	30	" 1 to 1
9	"	16	" 1 to 1	21.	"	30	" 1½ to 1
10.	"	18	" ½ to 1	22.	"	30	" 1½ to 1
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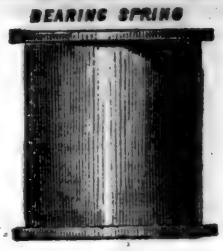
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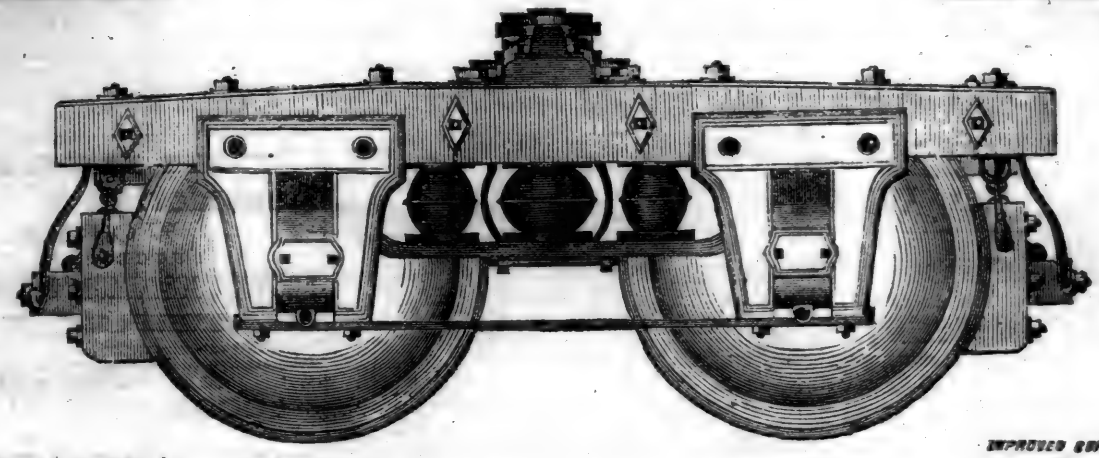


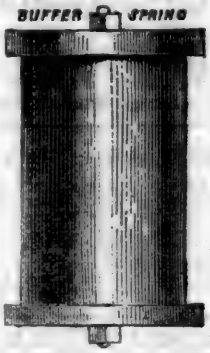
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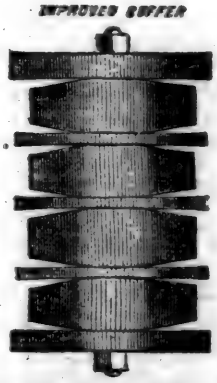




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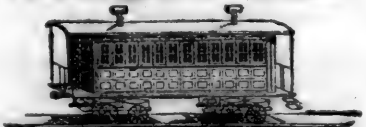
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From our LOCATION, and CONVENIENCES FOR SHIPMENT, we can supply southern roads with despatch, and ship at reasonable freights.

We are also extensively engaged in building IRON VESSELS and IRON STEAM BOATS, STEAM ENGINES and BOILERS, and **Machine Work in general.** All orders executed with despatch and on reasonable terms.

UNION RAILROAD CAR WORKS,

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FREIGHT, PASSENGER, BAGGAGE, EXPRESS, MARKET, COAL, LUMBER and HAND CARS, manufactured at this establishment of the **best material**, and in the MOST APPROVED manner, with either **Plate** or **Spoke Wheels** and **Axles**, of Salisbury or other Iron. Trucks fitted up, or Wheels and Axles separately will be furnished at the shortest notice, and shipped to any part of the United States.

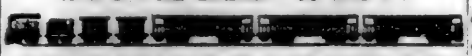
Having **extensive arrangements** and **superior facilities** for manufacturing at this establishment, orders will be received and contracts made for **equipping entire roads** at short notice.

G. W. GRICE, Agent.

Philadelphia, Wilmington & Baltimore Railroad.

UNITED STATES MAIL ROUTE TO THE

SOUTH AND WEST.



Trains will leave the Southern and Western Station, corner of Broad and Prime streets, Philadelphia, at 8.30 A.M., 12.45, 3 and 11 P.M.

FARE BY THROUGH TICKETS TO THE SOUTH.

From New York to Wilmington			$15.50
Do.	do.	Norfolk	8.50
From Philadelphia to Wilmington			14.00
Do.	do.	Norfolk	9.50
Do.	do.	Petersburg	9.00
Do.	do.	Richmond	8.00

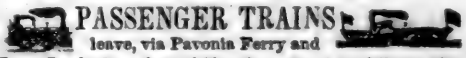
FARE BY THROUGH TICKETS TO THE WEST.

From New York to Cincinnati			$17.00
Do.	do.	Louisville	19.00
Do.	do.	Indianapolis	19.00
From Philadelphia to Cincinnati			18.00
Do.	do.	Louisville	18.00

An extra charge will be made for meals and state rooms on board the boat. GEORGE A. PARKER, Sup't.



ERIE RAILWAY.



PASSENGER TRAINS leave, via Pavonia Ferry and Long Dock, from foot of Chambers street, as follows, viz:

7.00 A. M., EXPRESS, for Buffalo, and principal intermediate stations.

8.15 A. M., MAIL, for Dunkirk, and intermediate stations. This Train remains over night at Elmira, and proceeds the next morning.

9.15 A. M., MILK, *daily*, for Otisville, and intermediate stations.

11.00 A. M., ACCOMMODATION, *daily*, for Port Jervis, and principal stations.

3.30 P. M., WAY, for Middletown, Newburg, and intermediate stations.

5.00 P. M., NIGHT EXPRESS, *daily*, for Dunkirk, Buffalo Canandaigua, and principal stations. The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk

7.00 P. M., ACCOMMODATION, for Dunkirk, and principa stations.

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NIAGARA STEAM FORGE,

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Steamboat and Propeller Shafts and Cranks.

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Also, Every Description of HEAVY BLACKSMITHING.

Orders or Inquiry by mail, will receive prompt attention.

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THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,

OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & CO.,
32 Cliff st.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

E. A. & S. W. HOPKINS,
70 Beaver st., New York.

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SUCCESSORS TO
MORRIS & JONES & CO.,
IRON MERCHANTS,
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IRON AND STEEL
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CUT NAILS and SPIKES, PIG IRON, etc.

Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.

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AND COMMON BARS.

THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAKIN, 70 Broad st.

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THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States

M. K. JESUP & COMP'Y,
44 Exchange Place.

New York, 1st June, 1852.

RAILROAD IRON.

CONTRACTS for **RAILS**, at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned.

THEODORE DEHON,
10 Wall st., near Broadway, N. Y.

500 tons T Rails on hand, 54 to 57 lbs. per lineal yard.

HUDSON RIVER CEMENT COMPANY.

THIS Company is now prepared to furnish at the shortest notice, on the most favorable terms, **HYDRAULIC ROSENDALE CEMENT, NOVA SCOTIA CALCINED PLASTER, FARMERS' PLASTER,** and **MARBLE DUST,** all of full weight, and of a fine and superior quality.

This Cement is manufactured by the Company from a superior selected quality of Cement Stone, from its extensive Quarries at Rosendale Ulster Co., N. Y., and has been very extensively used during the past eight years in the construction of RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS, VAULTS, etc., and for a variety of purposes "under water," such as DOCKS, BRIDGES, MILL-DAMS, FOUNDATIONS and BREAKWATERS. It is largely used for any sort of **dry concrete and Underwater Works.** Where strong work is needed, or dampness to be excluded, this Cement is unrivalled. It has the unqualified approbation of the most eminent ARCHITECTS, ENGINEERS, CONTRACTORS and BUILDERS in AMERICA, being used in most every department of the **Works under Government.**

It is put up, for shipping purposes, in tight, well-made, and thoroughly papered barrels—each barrel containing **300 lbs.** of Cement—and shipped direc from the works at JERSEY CITY, N. J., (opposite the City of New York), **at all seasons** of the year, thus avoiding all unnecessary handling.

The better condition, therefore, in which its articles are received by purchasers makes it an object for them to purchase its Hydraulic Rosendale Cement, Calcined Plaster, Farmers' Plaster, and Marble Dust; and which, if used by persons of experience, never fail to give entire satisfaction. Orders, however extensive they may be, are respectfully solicited from Dealers, Contractors, Railroad Companies, Masons and others.

Please address **Hudson River Cement Company, Jersey City, N. J.,** or **J. H. BUTTS, Secretary.**

N. B.—Freights obtained by good vessels on the best terms, and Insurance when required.

RAILROAD IRON.

THE UNDERSIGNED are prepared to contract for the sale of

RAILROAD IRON

on advantageous terms, delivered at ports of England, Wales, or the United States.

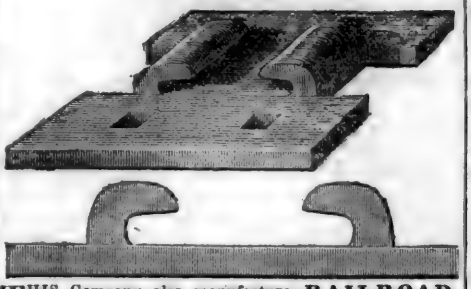
MEAD & BELL,
13 Cliff Street, N. Y.

NEW YORK
Railroad Chair Works,

J. S. BREESE, *Pres't.* J. S. DAVENPORT, *Secr'y and Treas.*

Office, No. 89 Maiden Lane, cor. Gold St.,
NEW YORK.

JOSIAH S. LEVERETT & CO.,
SOLE AGENTS.

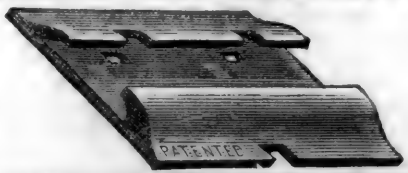


THIS Company also manufacture **RAILROAD, SHIP AND BOAT SPIKES** of a superior quality, which they are prepared to supply at the **shortest notice.**

JAMES H. DOBBS,

No. 92 JOHN STREET,
NEW YORK.
WROUGHT IRON RAILWAY CHAIRS,
With **Single** or **Double Continuous Lips,** weighing from eight pounds each, to any size required. Also,
FOLDED LIP CHAIRS,
Weighing from seven to eighteen pounds each.
BRAD AND COUNTERSUNK
RAILWAY SPIKES.

PHŒNIX IRON COMPANY'S



SUPERIOR WROUGHT IRON
RAILWAY CHAIRS,
With continuous lips, made to fit exactly the flanges of the rails.
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Office, No. 16 Broadway, NEW YORK.
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SPERM, WHALE, LARD AND OTHER OILS,
For Railroads, Steamers, Machinery and Burning.

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RICHARD NORRIS & SON,
LOCOMOTIVE STEAM ENGINE
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MACHINERY.

MANUFACTURE to order, Locomotives of any Arrangement, Weight or Capacit . In Design, Material and Workmanship, the Locomotives produced at these Works, are equal to and cannot be excelled by any.

THE ROGERS
Locomotive & Machine
WORKS,
SUCCESSORS TO
ROGERS, KETCHUM & GROSVENOR,
PATERSON, N. J.,

HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either
COAL OR WOOD BURNING
LOCOMOTIVE ENGINES
AND OTHER VARIETIES OF
RAILROAD MACHINERY.

J. S. ROGERS, *Pres't,* } **Paterson, N. J.**
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L. P. STARR, *Secr'y and Treas'r.*
44 Exchange Place, New York.

Locomotive Engines.
DANFORTH, COOK & CO.,
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HAVING erected an extensive Shop, with the most approved Machinery and Tools, are prepared to execute orders for the various classes of Freight and Passenger Locomotive Engines and Tenders, in the best manner and on the most favorable terms.

Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops.

The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention.

THE
TAUNTON LOCOMOTIVE
MANUFACTURING COMPANY,
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HAVING large facilities, and having had a long experience in the business, are prepared to furnish

LOCOMOTIVES,
EITHER FOR BURNING WOOD OR COAL,
OF THE MOST APPROVED CONSTRUCTION.
ALSO ALL KINDS OF
RAILROAD MACHINERY,
STATIONARY ENGINES AND BOILERS,
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ORDERS received for all sizes MERCHANT, BAR and RAILROAD IRON, AMERICAN and SCOTCH PIG IRON, SUPERIOR WROUGHT IRON RAILROAD CHAIRS, SPIKES, CAR WHEELS, NAILS, ETC., ETC.

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Messrs. Wm. Oothout & Bro.,	Peter Cooper, Esq.
Messrs Marshall Lefferts & Bro.	James L. Jackson, Esq.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

EDITED BY

HENRY V. POOR AND JOHN H. SCHULTZ.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XVIII., No. 14.] SATURDAY, APRIL 5, 1862. [WHOLE No. 1,855, VOL. XXXV.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, April 5, 1862.

Cleveland, Painsville and Ashtabula R.R.

Annexed is an abstract of the annual report of the Cleveland, Painsville and Ashtabula Railroad for the year 1861:

Capital	$3,000,000
Funded debt, as per last report	1,602,000
Total amount of funned debt now	1,353,000
Floating debt	None.
Cost of road and equipment	3,980,531

DOINGS OF THE YEAR IN TRADSPORTATION, ANE TOTAL MILES RUN.

Number of miles run by passenger cars	206,745
" " " freight trains	204,627
" of passengers carried	270,607
" of passengers carried one mile	18,174,274
" of tons freight carried	303,609
" " " " one mile.	27,104,689

THE AMOUNT OF FREIGHT CARRIED.

Of products of the forest	4,756
Of animals	118,760
Of vegetable food	86,562
Of other agricultural products	20,585
Of manufactures	16,695
Of merchandise	88,421
Of other articles	18,830
Total tons	303,609

EARNINGS.

From passengers	$406,596 24
From freight	669,324 89
From mail	21,600 00
From other sources	22,848 81
Total earnings	$1,120,869 94

EXPENSES.

Maintaining road and real estate	$144,343 42
Repairs of machinery	82,120 13
Operating road	230,968 70
Total transportation expenses	$457,432 25
For interest	96,460 00
Total	$553,892 25
Total amount of surplus fund	$161,620 67

During the year the road has declared three dividends, as follows: January, 1861, 5 per cent. cash, and 4 per cent. scrip. July, 5 per cent. cash, on a capital of $3,000,000.

Dubuque and Sioux City Railroad.

The Dubuque and Sioux City Railroad Company are the successors of the Dubuque and Pacific Railroad Company. In August, 1860, the road was sold under process of foreclosure of a mortgage, and a new company organized, to which the road, equipments and lands were conveyed. The first election for directors of the new company took place in February following. By the articles of agreement, the new company succeed to all property, rights and franchises possessed by the old. The share capital authorized is $6,000,000, in shares of $100 each of which not more than $2,000,000 shall be preferred shares, being the amount of the mortgage and the interest thereon, for the non-payment of which the road was sold. By this decree it was provided that the holders of preference stock shall be entitled to receive as dividends on their shares the net earnings of the road, but whenever these should afford a larger dividend than seven per cent. per annum, *the excess* should be equally divided between the preferred and the common (old) stock.

The report of the new company, for the year ending December 31, 1861, shows that the road has earned largely, considering the limited machinery and rolling stock owned by them. No accident of the most trivial nature occurred during the past year. The managers have settled up the entire back payments, which amounted to over $12,000; also a large amount due upon old vouchers, besides diminishing the floating debt over $12,000. By order of the Board of Directors a circular was recently issued, asking the consent of the preferred shareholders to mortgage the first hundred miles of road, the bonds to be used only at par in the payment of floating debt; but few responses has been received at date of the report. The following is a copy of the last

GENERAL BALANCE SHEET.

	Dr.
D. & P. R. R. Co. obligations	$2,539,343 08
Construction	239,618 63
Engineering	3,588 75
Right of way	6,749 55
Equipment	47,553 32
Bills receivable	5,059 53
Company expenses	5,347 47
Individual accounts	21,921 72
Cash in bank	832 72
	$2,870,014 77
	Cr.
Capital stock	$2,469,776 60
Bills payable	219,249 53
Judgment liens	11,465 64
Lands	12,927 37
Edward Stimson, "Trustee"	43,500 00
Dividend fund	113,095 53
	$2,870,014 77

The capital stock consists of the following classes:

Preferred shares	$1,479,700 00
Common "	979,900 00
Fractional preferred	4,208 66
" common	5,972 94
Total	$2,469,776 60

The receipts and expenditures for 1861 were as follows:

Freight earnings		$152,180 68
Passenger "		42,985 24
Mails		4,294 19
Rents		749 94
		$200,160 05
EXPENDITURES:—		
Expenses of operation	$99,731 07	
Interest and discount applicable to same	7,999 89	
Portion of Company expenses, salaries, etc.	10,000 00	
Taxes paid	650 48	
		118,381 44
Amount net earnings for year 1861, to credit of dividend fund		$81,778 61
Add amount to credit of dividend fund of last annual report		31,316 92
Am't as shown in Gen. Balance Sheet.		$113,095 53

The liabilities discharged under the decree of foreclosure amounted to $2,539,343, comprising $1,136,000 land grant construction bonds of $1,000 each, $4,400 of the same description of bonds in $50 each, $149,308 of interest, $839,800 of capital stock, and various smaller sums of floating indebtedness. On the 1st of January last there were sold and outstanding construction bonds of the Dubuque and Pacific Railroad Co. and interest on them to the amount of $297,426, besides $105,180 bonds and coupons pledged and outstanding, making a total of $402,606.

The lands granted by Congress to aid in building the road were 1,226,163 acres of which 349,376 were sold by the Dubuque and Pacific Company or by the trustees, leaving a balance of 876,786 in the hands of the present company. Of this quantity they have sold 7,382 acres and pledged 76,981, leaving undisposed of 792,423 acres. The lands have been parted with at prices between two and three dollars per acre.

From the Superintendent's report we learn that the general condition of the road has been decidedly improved during the year by a more thorough system of drainage and track repairs; and the track may now be considered as being in a fair condition. A trestle work of 1,500 feet near Dubuque has been nearly all filled in, at a cost of $4,000. About one hundred tons of rails are still needed to put the track in proper condition. The western part of the road is so straight and level that it can be kept in repair at a minimum of expense. To the working expenses should be added about $5,000 for depreciation of rails. The number of miles run during the year was 107,646, showing average earnings of $1.85 per mile, against 93 cents per mile for expenses of operating. The annexed statement shows the yearly earnings of the road since it was opened:

Year.	Earnings.	Increase.
1858	$62,519 68	
1859	58,620 19	
1860	121,025 95	$62,405 76
1861	199,410 11	78,384 16

The earnings of 1862 are estimated at not less than $260,000, yielding one-half as net proceeds. It is recommended to erect four wood sheds at the principal stations to prevent the longer use of fuel when green. Additional accommodations for storing wheat, flour and cattle are needed at Dubuque. The water stations are fed by means of wind-mills, thus saving a considerable sum as wages.

The present stock of the company consists of four first-class locomotives, two second class and one switching engine; 65 box cars, 35 flat cars, 2 baggage cars and 7 passenger cars—all in good order, excepting two of the engines. The want of sufficient motive power is badly felt, also a new engine house at Dubuque, the present one being far too small.

The facilities at Dunleith, on the Illinois Central, for loading and unloading freight are about to be increased; and arrangements are being perfected so that through freight trains can be run from that place to Chicago, enabling freight to go from Cedar Falls to Chicago in thirty-six hours. This will be a valuable advantage to Northern Iowa. The passengers and freight of the Dubuque, Marion and Western Railroad are carried over 22 miles of the Dubuque and Sioux City railroad between Farley and Dubuque. The revenue derived from that source during the past year has been $11,144 91.

The report also alludes to the ballasting, fencing and planting of trees along the line. Arrangements, it is stated, are nearly completed with the Illinois and Mississippi Telegraph Company for putting up a telegraph from Dubuque to Cedar Falls. The road is 100 miles in length.

The present officers are:—

President—Edward Stimson.
Treasurer—C. H. Booth.
Secretary—James McKinlay.
Superintendent—George Young.

Northern Central Railway.

The revenue of this company for the fiscal year ending December 31, 1861, was as follows:

	Wrightsville, Y. & G. R. R.	Northern Central.
Freight	$18,387 59	$682,062 98
Passengers	9,402 74	280,859 24
Mail	650 00	25,450 00
Express		24,885 92
U. S. service		336,835 49
State "		24,039 34
Sundries		20,903 76
Total Northern Central Railway		$1,394,536 78
Wrightsville, York and Gettysburg.		28,440 33
Total revenue		$1,417,977 06
The expenses were:		
Transportation expens.	$306,023 00	
Repairs of machinery	149,295 52	
" railway	179,117 09	
General expenses	47,396 59	
		681,832 20
Net revenue, 51.92 per cent.		$736,144 86
Add interest on bonds, debt and stock of W., Y. & G. R. R. Co.		8,212 75
Tonnage tax commuted		7,816 43
Interest on bonds of L. & B. R. R. Co.		595 00
Discount gained on purchase of sinking fund		10,005 00
Interest on sinking fund loan No. 1		16,212 50
" " " " No. 2		2,115 00
Total net revenue		$781,001 54
Less interest on loans	$310,530 00	
Dividend on stock of W., Y. & G. R. R. Co.	6,841 00	
Interest on bonds of do.	3,120 00	
Interest on stock of do.	1,919 75	
Instalments due sinking fund loan No. 1, from Oct. 1, 1855, to Oct. 1, 1861	69,723 18	
Instalments due sinking fund loan, No. 7, from Dec. 20, 1856, to Dec. 20, 1861, less partial payments	97,410 69	
Depreciation in value of rolling stock from consolidation Dec. 9, 1854, to Dec. 31, 1861	189,879 21	
Discount on sale of Company's bonds	51,172 99	
Interest account	25,488 43	
Exchange and sundry accounts	1,138 16	
		756,723 31
Balance		$24,278 23
" December 31, 1860		347,901 28
Total balance		$372,179 51
Compared with the previous year, the gross earnings show an increase of		$399,874 85
With a decrease in expenses of		52,643 34
Making the increase in net earnings		$452,517 69

The expenses of transportation department have been increased $14,621 82; and the general expenses, $12,136 79. The expenses of the road department have decreased $60,414 06; and of the machinery department, $18,887 89.

The working expenses have been 48.08 per cent. In 1860, they were 72.14—showing a reduction of 24.06 per cent.

The gross earnings on the Northern Central *proper*, exceed those of 1860 44.5 per cent., while the expenditures have decreased 5.8 per cent.

The large amount of expenditures made upon the road in 1860, have enabled the management to show these favorable results of the working of the property in 1861.

The total number of passengers carried during the year, (exclusive of U. S. soldiers,) has been 298,633. The average amount paid by each was 93.84 cents. The total number of tons of freight amounted to 489,155—of which the local business of the Northern Central furnished 300,148 tons, and the Wrightsville branch 30,431; the amount of tonnage received from all connecting roads was 158,576.

The number of locomotives owned by the company is 41; of which 39 only are fit for service. Seven more had been contracted for, the delivery of which was to have commenced about the 1st of February. The number of miles run by engines during the year has been 744,961, at a cost of 8.63 cts. per mile. The average mileage of passenger engines has been 28,421; and of freight engines, 12,792.

The company have purchased 25 stock cars, and built 5 in their own shops. The rolling stock now consists of 30 passenger, 8 baggage, 1 paymaster's, 1 express, 656 freight and 744 coal cars, valued at $338,010. The value of the 41 locomotives is estimated at $328,000.

The gross revenue of the W., Y. & G. M. was $23,440 33, and the expenses of operating and repairing the road $15,335 82—leaving net revenue $8,104 51. Dividend of $1 per share, and interest on bonds and debt of $11,380 75—deficiency $3,276 24.

It will scarcely be forgotten, that at the commencement of the fiscal year, 1859, the portion of the road below Bridgeport was worn out and the part between Bridgeport and Sunbury had never been completed; and further, there was a great deficiency of rolling stock—there being neither a sufficient number of passenger cars, freight cars or locomotives; and many of those that were upon the road were greatly out of repair.

The finances of the Company, too, were in a deplorable condition. Since that time the affairs of the Company have been steadily improving.

At the commencement of the fiscal year, 1859, the indebtedness of the Company was as follows:

Funded debt	$4,545,800 00
Other liabilities, commonly called floating debt	617,507 10
Total	$5,163,307 10
From which deduct cash in banks, bills receivable, value of materials on hand, investments, at their market value, in Wrightsville, York and Gettysburg R. R. stocks, and of Northern Central Railway bonds on hand, and also $62,555, the redemption value of the Sinking Fund	448,816 20
Leaving the net liabilities	$4,714,490 90

The indebtedness of the Company at the commencement of the fiscal year 1860, was as follows:

Funded debt	$4,728,800 00	
Floating debt	756,641 38	
Total	$5,485,441 38	
From which deduct cash in banks, bills receivable, value of materials on hand, investments, at their market value, in Wrightsville, York and Gettysburg Railroad stocks and bonds, Lackawanna and Bloomsburg 7 per cent. bonds, and Northern Central Railway bonds on hand, and also redemption value of Sinking Fund, $62,-555 00	508,158 87	
Leaving the net liabilities	$4,977,282 51	

The indebtedness of the Company at the commencement of the fiscal year 1861, was as follows:

Funded Debt	$5,040,300 00	
Floating Debt	543,650 07	
Total	$5,583,950 07	
From which deduct cash in banks, bills receivable, value of materials on hand, investments, at their market value, in Wrightsville, York and Gettysburg Railroad stocks and bonds, Lackawanna and Bloomsburg seven per cent. bonds, and Northern Central Railway bonds on hand, and also $62,-555 00, the redemption value of the Sinking Fund	419,080 41	
Leaving the net liabilities	$5,164,869 66	

The indebtedness of the Company at the commencement of the fiscal year 1862, was as follows:

Funded Debt	$5,150,000 00	
Floating Debt	500,088 39	
Total	$5,659,088 80	
From which deduct cash in banks, bills receivable, value of materials on hand, investments, at their market value, in Wrightsville, York and Gettysburg Railroad stocks and bonds, Lackawanna and Bloomsburg seven per cent. bonds, and Northern Central Railway bonds on hand, and also $86,-157 50, the redemption value of the Sinking Fund	858,169 99	
And it leaves the net liabilities	$4,800,918 40	

The amount due the sinking fund, as will be hereinafter represented is not included in the above statement of floating debt.

To the task of improving the general condition of the road and remedying the deficiences, the Board in 1859 turned their attention, and that policy has been continued to the present time. Accordingly large sums were expended, not properly chargeable to the road department for ordinary repairs of the road, or to the machinery department for ordinary repairs of cars and engines, or to ordinary expenses of transportation; but as stated in a former report, to the cost of construction of the road, to the rolling stock account and to a special account of extraordinary repairs, rendered necessary by the dilapidated condition into which the road had fallen, and which should have been distributed over former years. During that year the following sums were expended not properly chargeable to the ordinary expenses of operating the road and keeping it in repair, viz:

Under the head of Construction, were charged—for work done	$8,680 98	
Ballasting	28,000 00	
Engine and Station Houses	13,243 53	
Engineering	2,496 84	
Discount on Sale of Bonds	63,613 75	
Interest on Construction Loans	80,445 49	
Making	$146,480 00	
For Right of Way and Real Estate, there was charged	32,692 36	
On acc't of Rolling Stock for 4 Locomotives	$34,750 00	
65 House Cars	37,700 00	
95 Gondolas	43,427 37	
Passenger & Baggage Cars	5,402 00	
Making	$121,279 37	
From which deduct the amount allowed for old Locomotives, given in part payment, and for Lime Cars sold	4,870 00	
And it makes under this head	$116,409 37	
On account of building the Telegraph Line, there was expended	7,867 97	
And there was expended for rebuilding Bridges, renewing Cross-ties, for purchase of new iron, for re-rolling old rails, and for tools, spikes, &c	104,557 24	
Making a grand total of	$408,007 03	

Thus it will be seen by a comparison with what has been stated before, that notwithstanding this large expenditure beyond the sum necessary for ordinary expenses, the net liabilities were increased only $262,791 59.

During the year 1860, there were expended under the head of construction	$101 00	
For Discount on Bonds	147,048 11	
" Rolling Stock	5,546 00	
" Telegraph Line	725 00	
And the Superintendent reported in regard to the operations of the road for that year, that in order the road might be worked with economy and regularity, and dispatch given to the business offering, it became necessary to expend over and above a fair allowance for regularly working and maintaining the property in a condition to meet the requirements of the public, as well as the expectations of those interested in its success, the large sum of	145,500 00	
Making the grand total for the year	298,920 11	
The increase in the liabilities that year was	278,587 15	

During the year 1861, the following sums were expended, to wit:

For right of way	$8,817 26	
" engine house, &c	287 78	
And the Superintendent reports that the extraordinary outlay in the road department was	41,224 39	
Making a total of	$50,329 43	

The net liabilities this year were reduced below those of the preceding year $363,951 26.

The Board regret that the financial embarrassments of the company have, heretofore, not only prevented the prompt discharge of all the interest obligations, but also the annual investments to the sinking funds. These arrearages have consequently been accumulating year after year, until they amount, with compound interest, according to the balance sheet, to the sum of $167,133 87.

There are two sinking funds which the Company are required to maintain, viz:

1st. For the loan of $150,000, due October 1st, 1866;

2d. For the loan of $2,500,000, due July 1st, 1885.

The act of the State of Maryland authorising the issues of the first named loan, provides that there shall be an annual appropriation of $10,000 in cash, invested in securities, approved by the Treasurer of Maryland—such securities to be held by said Treasurer, in trust, until the maturity of the loan, when they shall be sold, and the proceeds applied to pay off the principal and interest of the bonds.

Four annual appropriations, with accrued interest, have, accordingly, been invested to October 1st, 1855, in the purchase and deposite, as aforesaid, of $20,000 North-western Virginia Rail Road first mortgage bonds, guaranteed by the city of Baltimore; and of $23,500 of Baltimore city six per cent. stocks of 1890, costing and representing value for redemption purposes to the amount of $43,555 00

To which the accrued interest being added 16,612 50

Makes the total value of investments $60,167 50

Six annual instalments to October 1st, 1861, with compound interest are therefore due, amounting to $69,723 18, which being invested at par, would augment this sinking fund to $129,890 68, a sum sufficient with its accruing interest, to liquidate the loan during the year 1864—more than two years before its maturity. In view therefore of this fact, it will be for the Board to consider, if practicable, whether it will not be the interest the Company, to invest a sum sufficient, but not more than will provide for the redemption of the loan at maturity, for by appropriating $10,000 for the year ending October 1st, 1861, and annually thereafter, the same amount, until and including October 1866, this will be fully attained.

The mortgage which secures the loan of $2,500,-000 provides that one per cent. of the amount of loan outstanding on December 20th of each year, commencing with December 20th, 1857, shall be annually paid in cash to the trustees of the mortgage, to be invested by them in the bonds of this loan, whenever they can be bought at, or less than par; otherwise to be invested in other stocks; the securities thus purchased to be held by them as a sinking fund for the ultimate absoption and payment of said bonds and interest, and to be applied by them at maturity of said bonds to the payment thereof and interest thereon: the surplus, if any, to be paid to the Northern Central Railway Company.

Nineteen thousand dollars of the Company's bonds, having a market value of $11,020 00, have been delivered to the trustees, who have from time to time invested the accrued interest to July 1st, 1860, until the whole value of the fund carrying interest from that date was $25,500, and cash on hand, (including $152 50 expended for legal expenses, not yet credited on the books of the Company,) $490 00.

After crediting the above amount it will be found that, according to the balance sheet of the Treasurer, there are instalments, with compound interest, due to December 20th, 1861, amounting to $97,410 69.

This amount the Board feel confident can be paid during the present year 1862, as well as $10,-000, or the whole sum, if found to be expedient, due on sinking fund for loan of $150,000 00.

The Board, anxious that every precaution should be adopted to secure the safety of the funds entrusted to the Trustees, desire that each bond (of the Company,) and coupon, shall be stamped with a suitable device, representing that such bonds and coupons are set apart for the sinking fund, and in no case are to be diverted therefrom.

It requires to pay the interest on the funded debt, including the annuity to the State of Maryland	$309,000 00
To pay up the arrears to the Sinking Funds	167,133 87
To pay annual investment this year (1862) to Sinking Fund	35.000 00
Total	$511,133 87
And in order that none of the investments before mentioned need be sold to pay off the floating debt remaining last year, there may be added, (due allowance being made for contingencies and losses on the bills receivable) the sum of	$50,000 00
Making in all	$561,133 87

The net revenue of 1861, as has been stated above, was $736,144 86. Should the net revenue, therefore, for the year 1862 equal that of 1861, and there is every reason to believe it will, there will remain, after paying all proper demands upon the treasury, the sum of $175,011.

The Board believe it to be the true policy of the Company to finisht he road and put it in complete order, to fully equip it with rolling stock, and erect suitable buildings for the protection of its engines and machinery; and that after the present year the Company may commence paying dividends and maintain them regularly thereafter.

The damage sustained by the destruction of the bridges in April last is estimated at $117,609 63.

The quantity of coal transported over the road during the year amounted to 151,741 tons, viz: from the Lackawanna and Bloomsburg Railroad, 22,667; from the Shamokin road at Sunbury, 4,232; from the Trevorton Mines, 28,382; from the Lyken's Valley region, 55,059; from Pine Grove, 1,350; and from Wrightsville, 2,000 tons—a decrease as compared with the previous year of 88,076 tons.

CONDENSED BALANCE SHEET.

Construction of railway from Baltimore to Bridgeport		$3,780,702 39
Do., from Bridgeport to Sunbury		3,148,057 44
Do., Canton Extension (unfinished)		317,378 68
		$7,246,138 51
Real estate		316,582 52
Rolling stock		666,010 00
		$8,228,731 03
Cash in bank	$90,265 02	
Post office department	6,525 00	
Bills receivable	6,012 67	
Agents	85,494 66	
Adams Express Co	6,953 26	
United States	212,451 99	
State of Pennsylvania	7,492 17	
Individuals & corporat'ns	54,904 90	
		470,099 67
Bonds, debt and stock of W. Y. & G. R. R. Co.	$209,761 25	
Bonds of N. C. R.W. Co.	17,000 00	
Stock of N. C. R.W. Co.	216,750 00	
Bonds and stock of other Companies	15,037 00	
		458,548 25
Sinking funds		86,157 50
Materials, tools, etc., on hand		64,865 82
		$9,308,401 77
Capital stock		$2,260,000 00
Loans secured by mortgage		5,150,000 00
Bills payable	$83,845 93	
Interest coupons	208,525 50	
Pay rolls & bills for Dec.	62,065 75	
Div. W. Y. G. R. R. Co.	3,919 86	
State of Maryland	117,609 63	
Individuals & corporat'ns	22,061 54	
		498,028 21
Other liabilities		11,060 18
Debt to city of Baltimore		850,000 00
Instalments due sinking fund		167,133 87
Surplus revenue		372,179 51
		$9,308,401 77

President—A. B. WARFORD.

Vice-President—JOHN D. CAMERON.

Directors on the part of the City—Charles Geo. Bridgely, Wm. D. Miller.

Directors on the part of the Stockholders—John A. Wright, Simon Cameron, John D. Cameron, E. C. Biddle, Henry Welsh, J. R. Eby, Jos. D. Potts, B. F. Newcomer, A. E. Kapp, William Colder, Alexander Small, Fairman Rogers.

Secretary—ROBERT S. HOLLINS.

Treasurer—JOHN S. LEIB.

Superintendent—J. N. DUBARRY.

Internal Commerce of the United States.

A Paper Read before the American Geographical and Statistical Society, by HENRY V. POOR, ESQ., *a Member of the Society.*

It is characteristic of this country that its commerce and wealth, and, consequently, its population are creations rather than growths. These could never have existed, unless the conditions on which they are based had been supplied by man. The natural routes of commerce, the great rivers of the Continent, had their outlets in inhospitable climes, and far distant from the central portion of the Atlantic slope, which was better fitted than any other portion of the Continent for commercial nad manufacturing enterprise, and as the seat of a dense population, and at the same time most conveniently placed in reference to the Old World. The proposition set before our people, consequently, was to correct this oversight of nature; to recast a Continent, and adapt it to their convenience and wants. Nature had taken good care, however, that the task should not be too ardous to discourage the attempt, by the slight elevation she gave to the interior of the Continent, and in the gentle and uniform slopes of its great plains. In its centre were the great lakes, so nicely poised as to give almost equal choice of outlet, either into the Gulf of Mexico, Hudson's Bay, or the Gulf of St. Lawrence. A low ridge, of eight feet in elevation, is the only barrier between them and the Mississippi, which was undoubtedly at one time their outlet. The waters of the two mingled in times of flood, allowing the barks of the natives to pass from one to the other. On the North, a similar means of communication exists between the lakes and Hudson's Bay, although the dividing ridge is somewhat higher. The great depression in the Continent, however, in ascending from the Gulf, is to be found in the Valley of the Mississippi and the Red River of the North, whose waters also mingle, so that, at certain periods of the year, boats pass from one to the other. But neither the inhospitable shores of Hudson's Bay, or the Gulf of St. Lawrence, or the insalubrious Delta of the Mississippi, were adapted to become the seats of a people excelling alike in agriculture, commerce, and the mechanic arts, which require for their development the temperate and bracing climates of the Middle and Northern States, beneath whose soil Providence has accumulated in the greatest profusion the two prime agencies in modern civilization—iron and coal.

In the absence of navigable water-courses the people on the Atlantic slope were without any means of opening communication with the interior at all adequate to the wants of an extensive commerce. The quality in the soil that gave it fertility, rendered it entirely unfit for good earth-roads. The report made to the Legislature of this State in 1817, which laid the foundation for the construction of the Erie Canal, stated that the cost of transporting a ton of produce from Buffalo to Albany was $100, and the time required twenty days. At that time the produce of Western New York was either floated down the Susquehanna or Delaware Rivers to Baltimore or Philadelphia, or the St. Lawrence to Montreal and Quebec. The area of the trade of the City of New York, which, by virtue of its public works, now lays the whole country under tribute, did not extend in any direction twenty miles from the tributaries of the Hudson. All beyond is an acquisition of her enterprise and skill, which have annexed territories far exceeding those ever annexed by the sword, and hold them by a tenure ten times as firm—that of mutual interest and dependence.

The first well-matured plan for an improved line of communication between the Atlantic slope and the Great Valley, was the proposition for a canal upon the route of the Potomac and Monongahela rivers, by the Father of this country—Gen. WASHINGTON. This project was a subject uppermost in his mind in his first journey across the mountains. Upon his entrance into the House of Burgesses of Virginia, he called its special attention to the subject, and proposed a series of surveys of the route. It was not long, however, before it was ascertained that a much better route existed in the valley of the James and Kanawha rivers. The improvement of the first named river, with a view of ultimately carrying a water-line across the mountains, was commenced in the last century. But Virginia long since tired of the work. Even WASHINGTON himself lived to see that his own State was not to reap the glory or advantage of first opening through her own territory the great highway which was to be freighted with a commerce vastly richer than that even fabled of Ormus or of Ind. In after years, when he stood upon the summit of that vast plain from which the waters flow by gentle descent into the Lake Ontario and the Huron, and over which, through the Erie Canal, the waters of the St. Lawrence turned into the Atlantic, he saw that the march of empire was not to be through his beloved Virginia, but through distant lands, as a reward, seemingly by Providence for principles that make manly industry the honor as well as the welfare of every people.

It is this great depression in the continent through which the Erie Canal has been constructed, which is the great fact in the progress of this country in population and wealth, and in whatever really distinguishes it. It established the supremacy of the North upon the permanent basis of natural law. But for this depression, the Western States would have been unpeopled, and the greater proportion of their area still a desert. From the advantages taken of it, produce is grown, with profit to the farmer, upon the Upper Mississippi, two thousand miles from our harbor, and five thousand miles from the districts of consumption in Europe, the transportation of which, for three hundred miles, over ordinary roads, would fully equal its value. The cost in 1860, for transporting a ton of produce from Buffalo to Albany, including tolls was only $2 87, and from Chicago to Albany only about twice this sum. The greater part of the vegetable food we consume is grown in districts so far distant, that the cost of transporting a bushel of wheat from them to us, over ordinary earth-roads, would be three times greater than its present value in our market, and more than six times greater than the value of Indian corn. This statement is a striking illustration of what the country owes to its public works.

The success of the Erie Canal, connecting the great lakes with tide-water, immediately led to the commencement of a large number of similar works extending from thence to the Mississippi River and its tributaries. Of these seven have been completed and are in operation—the Erie Canal, extending from Erie, Penn., to Pittsburgh; the Sandy and Beaver Canal, connecting a tributray of the upper Ohio with Cleveland; the Ohio Canal, extending from Cleveland to Portsmouth on the Ohio River; the Miami Canal, extending from Toledo to Cincinnati; the Wabash and Erie Canal, extending from Toledo to Evansville on the Ohio; the Illinois and Michigan Canal, extending from Chicago and the head of navigation on the Illinois River, and the Canal connecting the Fox and Wisconsin Rivers.

The greater number of these works were commenced and either fully or partially completed before the railroad, that great wonder of modern civilization, had developed its vast capacity and usefulness. With the exception of the Erie, and perhaps we may say the Illinois and Michigan Canal, all the others named have been nearly superseded by railroads, which, in all the Northern States, have come to be the common highways. Two great lines of railway have been constructed between our own harbors and the Lakes Erie and Ontario, with branches to every available port upon them, and serving as trunk lines for the vast system that radiates from the lakes and striking the Ohio and Mississippi at numerous points, have partially turned these great rivers with their tributaries into our own harbor. There are thirteen great lines connecting the lakes with the Mississippi, and eight with the Ohio. All these are but prolongations of our own system, and are as much tributary to the commerce of our City

as if they radiated from it, and brings to us not only the commerce of the vast network of railroads, of which they form the trunk lines, but that of the 20,000 miles of navigable water line formed by the Mississippi and its tributaries.

The following statements show the extent of the lines of completed railroad in the United States on the 1st day of January last, and of the progress of the system for 30 years past:

States, &c.	Total length of line.	Miles in operation.	Cost of roads & equipment.
Maine	639.86	475.86	$16,238,261
N. Hampsh'e.	684.29	657.88	22,676,234
Vermont	555.37	575.37	23,240,097
Massachu't's	1,386.63	1,314.35	59,777,878
Rhode Island.	136.82	104.32	4,138,383
Connecticut	762.90	607.76	20,948,380
N. E. States	4,185.87	3,715.54	$147,014,233
New York	3,455.37	2,808.96	$145,259,792
New Jersey	844.76	627.28	30,395,031
Pennsylvania.	3,972.26	2,948.22	151,529,629
Delaware	170.69	136.69	4,370,766
Maryl. & D. C.	701.81	405.81	19,979,284
M. Atl. States.	9,144.89	6,921.96	$351,534,492
Virginia.	2,483.62	1,805.04	$69,580,696
N. Carolina	1,212.04	886.92	17,084,500
S. Carolina	1,074.47	978.47	22,045,435
Georgia	1,724.20	1,401.50	27,632,690
Florida.	736.50	326.50	6,561,000
S. Atl. States.	7,230.83	5,398.43	$142,904,321
Alabama.	1,438.90	643.40	$17,261,487
Mississippi	870.80	797.80	22,986,370
Louisiana	831.00	327.75	12 193,124
Texas	2,667.00	294.50	9,200,000
Gulf States	5,807.70	2,063.45	$61,640,981
Arkansas	701.33	38.56	$1,800,000
Missouri.	1,430.60	813.10	35,398,093
Tennessee.	1,412.63	1,283.54	30,793,180
Kentucky.	763.90	531.20	16,551,600
S. Int. States.	4,308.46	2,666.34	$84,542,873
Ohio	4,183.25	3,057.03	$117,353,116
Michigan	1,412.10	807.30	33,615,761
Indiana.	2,522.27	2,058.17	71,973,669
Illinois	3,551.90	2,924.60	106,975,581
Wisconsin	2,272.09	937.09	37,580,881
Iowa	2,021.80	548.80	17,257,905
Minnesota	1,167.00	.....	2,000,000
N. Int. Stat.	17,080.41	10,332.99	$386,756,913
California.	343.23	70.05	$3,600,000
Total U. S.	48,100.89	31,168.76	$1,177,993,818

The following table exhibits the progress of railroads for the 30 years ending on the 1st of January, 1861:

Years.	Miles.	Years.	Miles.	Years.	Miles.
1832	131	1842	3,877	1852	10.873
1833	576	1843	4,174	1853	13,315
1834	762	1844	4,311	1854	15,511
1835	918	1855	4,522	1855	18,153
1836	1,102	1846	4,870	1856	21,440
1837	1,421	1847	5,336	1857	24,230
1838	1,483	1848	5,682	1858	26,210
1839	1,920	1849	6,350	1859	27,857
1840	2,197	1850	7,475	1860	29,401
1841	3,819	1851	8,856	1861	31,179

The following statement will show the length of Canals in the United States at the period named:

	Length in miles.	
Northeastern States.		
Maine	50.50	
New Hampshire.	2.13	
Vermont.	1.06	
Massachusetts	6.60	
Connecticut	5.50—	65.19
Middle Atlantic States.		
New York	1,039.86	
New Jersey	148.70	
Pennsylvania	1,349.00	
Delaware	13.50	
Maryland and Dist. of Columb.	191.00—	2,742.06
Southern Atlantic States.		
Virginia	188.98	
North Carolina	13.50	
South Carolina	52.50	
Georgia	28.00—	382.98
Gulf States.		
Louisiana	24.74—	24.75
Southern Interior States.		
Tennessee	51.70	
Kentucky	486.50—	538.20
Northern Interior States.		
Ohio	796.00	
Michigan.	543.00	
Indiana	102.00	
Illinois	20.00—	1,461.00
Total.		5,214.18
Add railroads		31,168.76
Total mileage of railroads and canals.		36,382.94

But what chiefly concerns us are the results of this vast system—the commerce and wealth it has created. It is here that conjecture becomes an element in our calculations. The Federal Government utterly ignores what is regarded a most important function with others—a knowledge of the extent and value of the internal commerce of the country. State Governments have been almost equally indifferent. It is to make up for such neglects that our Society was instituted. What individuals and institutions like our own do not accomplish, will be left undone. We have in this State, fortunately, some data with which we can commence, and which, with statements furnished by Railroad and Canal Companies, will enable us to estimate approximately the value of the tonnage of our public works. Upon the canals the tonnage is both classified and its value estimated as a basis for the imposition of tolls. This tonnage for 1860, with the valuation, was as follows:

CANALS.

	Tons transported.	Val. per ton.	Aggregate value.
Prod. of the forest	1,509,977	$7	$10,554,723
Prod. of animals.	19,882	253	5,030,061
Vegetable food	1,659,158	30	49,710,833
Other agricul. prod'ts.	3,714	29	1,098,072
Manufactures	268,759	30	8,413,177
Merchandise	250,360	337	84,250,425
Other articles	938,364	13	11,389,907
Total.	4,650,214	$37	$170,840,198

The Railroad Companies are required to classify a report of the amount of their tonnage, but not the value of the same. I give the classification and amount, with the estimates by myself.

RAILROADS.

Kinds of freight.	Tons carried.	Val. per ton.	Total value.
Prod. of the forest	373,424	$20	$7,468,480
Prod. of animals.	895,519	200	179,103,800
Vegetable food	1,103,640	50	55,183,000
Other agricul. prod.	143,219	15	2,148,055
Manufactures	511,916	250	127,979,000
Merchandise	783,811	500	391,905,500
Other articles	980,244	10	9,802,440
Totals	4,741,773	$163	$773,086,500
Add ton'ge of canals.	4,659,214	37	170,849,198
Totals.	9,391,987	$104	$943,935,698

The value of the tonnage carried on Railroads is from estimates of experienced forwarders. The correctness of these estimates is an important subject of inquiry as furnishing data applicable to the tonnage of all the public works of the United States.

The products of the forests, which embrace the more valuable kinds of lumber, are put at $20 per ton, which is about equivalent to a thousand feet, board measure. The products of animals are estimated at $200 per ton, or ten cents per pound. As butter and cheese make a considerabe portion of this class of tonnage, the estimate is not probably out of the way. It is lower than that of the products of animals carried by the canals. Vegetable food, which is chiefly flour, is estimated at $50 per ton, which is at the rate of $5 per barrel. The greatest difficulty in arriving at absolute correctness is in reference to manufactures and merchandise. The former is estimated at $250 per ton, while that transported by the canal is estimated at only $30 per ton. But the great proportion of manufactures carried by the former is *salt*, which is never transported on railroads. Another important item of manufactures transported on the canals is made up of pig and bar iron. The manufactures transported by railroad, on the other hand, are of entirely a different class of articles, being iron and wood wrought into various forms, fitting them for use, such as utensils and machinery, furniture, leather and domestic woolens and cottons. The term merchandise is applied to a higher grade of manufactures, and embraces all the more valuable kind of goods. The estimate for this class of tonnage is $500 per ton. A very large proportion of our imports come under this head. A merchant, with the system of classification adopted by the railroad companies, could probably give a very accurate estimate, and, perhaps, point out fallacies in my own.

I am aware that the results deduced from the calculations may seem almost incredible. I believe they are not exaggerated, and am sustained, I think, by reference to the railroads of Massachusetts. These transported in 1860, 4,094,369 tons. At the value estimated for the tonnage of the New York railroads, that of Massachusetts would equal $667,382,147. If we take off one-quarter of this tonnage as duplications being reported by more than one road, we shall reach 3,070,027 as the absolute tonnage of the railroads of the State, having a value of $500,524,201. The products of the State for the same year, entering into consumption, were fully up to $300,000,000. In 1855, according to an accurate census, they were probably $200,000,000. If we estimate the raw material used, almost the whole of which is imported, the aggregate value of the tonnage would be $450,000,000. The tonnage passing over the roads of the State, from other States, probably exceeded in value $50,000,000, making the aggregate of $500,000,000.

In estimationg the value of the tonnage of the railroads of New York, we must make certain deductions for duplications, though probably not so great a percentage as for the railroads of Massachusetts. Of the total tonnage of the former 2,107,737 tons were carried by the Erie and Central Railroads. The roads tributary to these are the Buffalo and State line, the Buffalo, New York and Erie, and the Watertown and Rome, the aggregate tonnage of which was 678,767 tons. If we deduct 25 per cent. for duplications from the total tonnage of the State there will be left 3,556,330 tons, having a valuation of $598,681,798. With the deductions the absolute tonnage of the railroads of the two States was $6,626,357, having an aggregate value of $1,080,205,991. Adding this tonnage and value to the freight transported by the public works of the two States will be 11,276,571 tons, having a total value of $1,250,055,179.

The total length of the railroads of the two States transporting freight was 3,886 miles, 1317 being in the former and 2,569 in the latter. The freight carried per mile of road was, consequently, 1,700 tons. There are in the United States 33,000 miles of railroad. If we assume a tonnage for the whole equal to one-half that for the railroads of New York and Massachusetts, or 850 tons per mile of road, the total tonnage will be 28,050,000 tons, having a value of $4,542,150,000.

If to these aggregates we add the tonnage of the Canals of the country, estimating the same and their value at twice those for the New York Canals, the aggregates for all the Canals will be 9,300,428 tons, having a value of $341,698,396. Adding these amounts to the Railroads of the country, the former will be swelled to 37,350,428 tons, having a value of $4,883,848,396. These aggregates, vast as they are, do not include the coastwise trade of the country, or that of its navigable lakes and rivers. There is no doubt that the tonnage is greatly under-estimated, whatever may be thought of its value. The average ton-

nage per mile of the railroads of the Eastern States, embracing coal roads, is fully 2,000 tons per mile of road. The tonnage of the Western roads will equal fully 1,000 tons per mile, as is proved by the following statement of the length and tonnage of several roads:

Road.	L'gth, Miles.	Tons Transported.
Cleveland, Columbus & Cincinnati	141	295,835
Little Miami	120	343,961
Cleveland and Toledo	147	250,483
Michigan Central	282	378,570
Michigan Southern	525	398,679
Illinois Central	700	496,390
Chicago, Burlington and Quincy	310	538,670
Chicago and Rock Island	228	301,668
Galena and Chicago	259	381,188
Total	2,712	3,386,393

Average per mile, 1,250 tons.

As conditions precedent to an accurate estimate of the value of the internal commerce of a country, we must first know the amount and value of the products, and the degree to which subdivision of labor is carried. But no adequate census of the country has been taken in view of ascertaining these facts. We have had only one thoroughly complete census—that of the State of Massachusetts, taken in 1855. The total value of all the products was $295,820,825. The rate of production was equal to $200 per head. One-half this rate for the whole country would equal $4,000,000,000. Assuming that one-half the values produced went into channels of commerce, the return values being equal to those outgoing in any direction, and we should have a result corresponding very nearly to that already given.

The next step, assuming the correctness of the calculations in reference to the commerce of the railroads and canals of the country, is to determine the value of the coastwise trade, and that of the natural water-courses—the lakes and rivers. But here we are thrown almost entirely upon conjecture. Take, for example, the value of the merchandise brought to, and carried from this city on the Sound boats, of which, in connection with railroads, there are three first class lines. The steamers of these arrive and depart daily, almost always heavily laden. We have not here the elements for making a calculation approximately correct. Such is the case with the whole coastwise trade. We are no better off in reference to the river trade. With regard to the lake-trade, a great many reports have been got up, but the calculations of many of them seem to be extravagant and fallacious. That of Mr. I. D. Andrews is the most complete work of the kind ever executed, as few are willing to bring to such an undertaking an equal amount of patient industry, and few are so well acquainted with the subject discussed. But his report was prepared ten years ago, since which the internal commerce of the country has doubled in value. In 1855, an elaborate report was submitted to Congress in reference to this trade, which gave the following aggregates, for the several lake ports:

Districts.	Ton'ge enter'd and cleared.	Value of Imp'ts & Exp'ts
Cuyahoga	1,782,493	$162,185,640
Buffalo Creek	3,330,232	303,023,000
Sandusky	—	59,966,000
Maumee	1,034,644	94,107,000
Chicago	2,632,000	238,878,000
Detroit	1,538,000	140,000,000
Milwaukee	—	35,000,000
Oswego	1,607,000	146,235,000
Sackett's Habor, Cape Vincent, Oswegatchie, Genesee, Niagara.	.... —	42,226,000
Presque Isle, Michilimackinac	Omitted.	
Exports and Imports		$1,216,620,640
Total value of Lake Commerce excluding Presque Isle and Michilimackinac		$608,310,320

Tonnage of the Lakes for 1854 *and* 1855, *including the Steam Tonnage for* 1855.

	—Tonnage— 1854.	1855.	Steam Ton'ge. 1855.
Sackett's Harbor	7,570	6,227	1,944
Oswego	24,365	42,460	5,199
Genesee	—	233	128
Niagara	868	403	128
Oswegatchie	3,744	4,485	3,042
Buffalo Creek	82,678	76,952	38,262
Cape Vincent	4,866	6,609	1,143
Presque Isle	8,210	9,269	4,720
Cuyahoga	45,483	51,078	15,012
Sandusky	6,084	8,051	306
Miami	5,479	3,763	115
Detroit	52,363	65,058	32,180
Mackinaw	3,393	4,431	2,397
Milwaukee	14,117	15,673	288
Chicago	31,041	50,972	3,207
Total tonnage	291,231	345,729	108,243

Increase of Lake tonnage (steam and sail) from June 30, 1854, to June 30, 1855, a fraction over 18.8 per cent.

Ratio of steam to sail tonnage for 1855, a small fraction less than ⅓.

With regard to the commerce of the rivers we have nothing better than the estimates and statements of the Boards of Trade, and of Prices Current of a few cities lying upon them. According to these, the value of the imports into Cincinnati for 1860 was $107,647,216; exports, $119,637,188. Those of St. Louis were still greater. Of smaller ports we have no account whatever, and this branch of the subject is referred to, rather as an important field of inquiry, which should immediately engage the attention of the General Government, than with any purpose of giving estimates of such commerce even approximately correct.

Assuming the correctness of the estimates given, a most important lesson is taught as to the relative value of the crops and wealth of different portions of the country. I do not desire to introduce political or social questions, but there is no doubt that the value of the tonnage of the public works of New York is four times greater than that of a full cotton crop. Very exaggerated notions have been entertained as to the value of this crop compared with that of the products of the whole country. It is doubtful whether it equals in value *one-twenty fifth* of the whole. The strength displayed by the North in the present contest fully confirms this estimate. With one half, in area of the United States actually isolated from it, the strength of the Government does not seem to be weakened either in men or money. There has been a great amount of individual loss and suffering, but the North carries the load imposed upon it without feeling the burden, and has for the first time in its history, come to something like a consciousness of its real strength. The concurrence of a dearth in Europe, with abundant crops in the Northern States, undoubtedly proved our salvation; but all this would not have availed us, had we not accumulated the means for their transportation. If the North, twenty years ago, had foreseen the rebellion, and commenced what would have been deemed adequate preparation for the crisis, it must have succumbed, as such preparations would have checked the progress of its public works and wealth to such a degree as to have left it incapable to putting forth the strength necessary to crush a gigantic insurrection. If it had happened that the Erie Canal had had four feet of water instead of *seven*, the demand for breadstuffs could not have been supplied. The balance of trade would probably have been so largely against us as to have forced the Banks to suspend specie payment and perhaps involved people and Government in a common ruin. But this great work, so silent in its operations that hardly any one is conscious of its existence, has safely carried us through a storm which all intelligent foreigners believed would soon make financial, and then political shipwrecks of our country. Under incredible difficulties, the strength it has displayed is the most marvelous thing in this land of marvels.

Since the construction of the Erie Canal, and our system of railroads, every year has greatly added to the area from which this City draws its trade. The possible extent of this area becomes a question of the utmost importance, in view of the closing of Southern harbors, either by a temporary or permanent blockade—by a stone or a steam fleet. It is a remarkable fact that, however important it may be to keep Southern ports open to preserve capital already invested in them, and for the purpose of maintaining an established route, they might all be closed without reducing, except temporarily, the volume or value of Southern products, especially *cotton* and sugar. Previous to the rebellion, nearly all the sugar grown in Louisiana went up the Mississippi River. Cotton had begun to move largely in the same direction. New Orleans had almost entirely ceased to be the port of export, either coast-wise or foreign, for the grain or food crops of the West. The total exports of these articles from that city the past year was as follows:

Exports to	Flour, bbls.	Pork, bbls.	Bacon, casks.	Lard, bbls.	Beef, bbls.	Corn, sacks.
New York	10,862	868	271	9,948	9,878	37,243
Boston	41,524	2,097	91	1,061	1,696	22,410
Philadelphia	—	—	—	280	10	—
Baltimore	—	—	—	—	—	—
Oth. constw. p'ts	247,231	45,572	28,565	7,396	3,019	498,916
Great Britain	6,341	89	—	7,846	5,496	52,448
Cuba	6,478	1,307	1,461	37,380	735	27,065
Oth. foreign ports	74,115	3,120	305	6,461	863	14,288
Total	386,511	53,050	30,693	70,852	21,699	652,370

Of the Breadstuffs exported from New Orleans the past year, only 58,727 barrels of Flour and 112,101 sacks of Corn were sent to the Eastern States and Great Britain, the value of which did not exceed $576,564. Of Provisions there were exported in the same direction 3,055 barrels of Pork, 362 casks of Bacon, 18,871 barrels of Lard, and 17,082 barrels of Beef, the value of the whole not exceeding $600,000. In other words, the total exports of Breadstuffs and Provisions, the products of the Mississippi Valley, sent to the Eastern States and Great Britain, the past year, did not exceed $1,200,000 in value, against a tonnage of the same articles, equaling $200,000,000 in value coming to the water, over the public works of New York. Already has this city swept clean the northwest. The same law of attraction that had turned to its harbor the food grown in the great valley, was bringing its cotton, and would have soon brought to us a large portion of the crop, had peace and harmony in domestic relations continued. From Cairo cotton can be forwarded to Liverpool as cheaply through New York as through New Orleans. The belt for the production of this staple lies midway between this point and New Orleans, and it can be laid down as cheaply at one place as the other. The same thing may be affirmed of the crop grown in Western Alabama as well as in the States lying upon the Mississippi and its tributaries. The cotton of South Carolina and Georgia can go forward to Liverpool through the interior routes, and by way of New York, at a cost not exceeding one cent per pound that of sending it direct from Savannah and Charleston. These statements could be easily demonstrated by the introduction of a few freight bills of railroad companies and forwarders. By closing Southern ports we need not fear any harm to commerce, the moment the people there make up their mind to trade.

Lexington, Nicholasville, Danville and Knoxville Railroad.

It is said that a contractor is now in Kentucky who will proceed immediately to construct the military railroad from Nicholasville on to Knoxville, and that he expects to complete the road to Danville in sixty days, and the balance of the route in "double quick." It will be recollected that the lower House of Congress repealed the law authorizing the President to construct the road, but the Senate refused to concur.—*Lexington Observer.*

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	88½
" "	700,000	6	1880	84
" "	1,128,500	6	1875	80
" "	1,000,000	6	1867	89½
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	870,000	7	1860	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	400,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	500,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	95½
Mort. (chgd from Ster'g)	888,000	5	1864	95½
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,090,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	83,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	104½
2d Mortgage	600,000	7	1875	100
Central Ohio:				
1st Mortgage W Div.	450,000	7	1861	62½
1st Mortgage E. Div.	800,000	7	1864	76
2d Mortgage	800,000	7	1865	63
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	736,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	99
Consolidated 2d Mort. (S. F.)	813,000	8	1890	99
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1863	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	96
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	86½
1st Mortgage	3,600,000	7	------	46½
2d Mortgage	2,000,000	7	------	16½
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	90
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	350,000	7	------	80
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	43
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	295 000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	85
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	800,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guaranteed	66,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	104
1st Mortgage (E. Extension)	1,500,000	---	1875	104
2d Mortgage	2,600,000	---	1881	93
Income (due 1862, '65 and '67	265,416	---	var.	88
Detriot and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	300,000	6	var.	100½
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	445,000	6	1874	101
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage Coupon	1,971,000	7	'62-'63	100
1st Mortgage (Extended)	22,000	7	1882	----
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	100
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	†1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	823,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	40½
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	104
2d Mortgage	2,000,000	7	1860	85
3d Mortgage	1,840,000	7	1875	83½
Convertible	1,002,000	7	1867	76
Illinois Central:				
Optional Right Scrip	38,000	7	1863	84
Construction	12,885,000	7	1875	90
Construction	4,115,000	6	1875	90
Debentures	42,740	7	------	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	66
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	280,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,900	6	------	89½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	18½
2d Land Grant (Western Div.)	353,600	†	------	18½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	89
Long Island:				
1st Mortgage	500,000	6	1870	85
Extension Bonds	175,000	7	1890	82½
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
Mc Minnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
Marietta and Cincinnati:				
1st Mortgage	235,789	7	1891	90
2d Mortgage	----------	---	------	----
3d Mortgage	----------	---	------	----
Sterling Income	----------	---	------	----
Domestic	----------	---	------	----
Memphis and Charleston:				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	103½
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	103½
2d Mortgage (S. F.), convertible	4,153,000	8	1882	99
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	94½
Northern Indiana, 1st	985,000	7	1861	91½
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	90
Detroit and Toledo	611,000	7	1876	76
1st General Mortgage (S. F.)	2,850,000	7	1885	90½
2d General Mortgage	2,465,000	7	1877	74
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,556,000	7	1891	89½
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	93,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
2d Mortgage	------	------	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	102
Funding (S. F.) Bonds	1,553,000	7	1876	----
Stock Exchange (S. F.) Bonds	680,000	6	1883	----
Real Estate (S. F.) Bonds	166,000	6	1883	----
Real Estate Bonds	301,952	7	------	96
Bonds of June, 1854	3,000,000	7	1864	96
Convertible Bonds	970,000	7	1876	95
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	101
New York and Erie:				
1st Mortgage	3,000,000	7	1867	106
2d Mortgage	4,000,000	7	1864	100
3d Mortgage (convertible)	6,000,000	7	1883	92
4th Mortgage (convertible)	3,729,000	7	1880	87½
5th Mortgage	1,277,000	7	1883	79
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	101
2d Mortgage	1,000,000	7	1864	92½
3d Mortgage	862,300	7	1867	70
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
State Loan	1,000,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	2,086,500	6	1885	70
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	66½
2d Mortgage	3,077,000	7†	1861	4½
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	67
Chattel Mortgage	850,000	10	1883	83
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100½
2d Mortgage	2,319,000	6	1875	91
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	78½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	95
Mortgage	3,103,600	6	1870	90
Mortgage (convertible)	3,586,500	6	1886	78
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	78
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	90½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and I.)	1,000,000	7	1872	----
2d Mortgage (O. and I.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	30
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	[997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1860	----
Seaboard and Roanoke:				
1st Mortgage	800,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	83
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	94
2d Mortgage (convertible)	2,000,000	7†	'68-'70	52
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	77½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	47½
3d M. (L. Er., Wab. and St. Louis)	1,347,600	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	10½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	74
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	.....	.....	.....	.....	—	....
1 May,'61	469.8	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,156	260,269	6	....
1 May,'61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													4
.. .. ..	301.4	—	—	301.4	...	...	.....	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	33.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,14?	149,477	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	136½
31 Dec. '60	74.0	—	.....	—	11	11	240	Housatonic	2,489,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	.....	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	636,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	1,717,523	117.4	579,659	925,078	325,573	—	....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	35
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '59	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	.....	6	....
								FLORIDA.													
.. .. '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,435	195,000	75,894	619,112	32.0	.....	7,857	3,585	—	....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.0	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	96,612	—	....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	—	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May,'58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '60	220.0	—	.....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	—	5,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	.....	10,195,257	168.0	.....	1,514,478	242,564	.....	61½
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	.....	—	...	...	.....	Chicago and Northwestern	9,344,863	—	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
30 Jun. '60	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,003,934	309,567	3½	55½
10 Nov. '58	33.2	—	.....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '60	121.0	133.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,000	—	10,469,355	261.8	792,029	1,462,762	652,260	—	67½
31 May,'61	175.0	—	.....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '60	454.8	252.5	.....	—	113	96	2,305	*Illinois Central*	27,195,391	*	—	15,554,980	15,672,240	—	33,221,720	708.8	.....	2,721,591	850,630	—	61½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	.....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '58	186.0	—	.....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	.....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	.....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	623,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	.....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,887	119,342	—	....
31 Dec. '60	72.4	—	.....	—	19	15	374	Indiana Central	1,667,089	274,081	25,641	610,050	1,178,000	40,550	2,108,011	109.0	366,122	460,397	133,009	—	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	30
31 Dec. '60	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37,219	2,031,942	84.0	.....	277,952	119,745	—	....
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	106.0	329,461	302,006	112,798	—	....
.. .. '59	64.0	—	.....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
1Dec. '60	86.0	49.0	.....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
.. .. '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	.....	645,827	371,402	—	....
.. .. '58	74.0	—	.....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '60	78.0	—	.....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,281	73.0	.....	404,599	232,773	10	....
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,034	.....	86 0	7 mo's.	85,239	46,771	—	....
31 May,'58	80.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	985,000	441,787	2,267,313	80.1	.....	.....	.....	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,087,376	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	.....	57.8	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,606	11.2	.....	.....	.....	—	....
.. .. '59	55.0	62.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,998	111.8	.....	426,408	227,584	—	85
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold,1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	.....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	—	—	}			} Lexington and Frankfort	501,121	52,800	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	—	—	13	10	220														
1 Oct. '60	185.0	84.0	16.9	—	}			} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	66
					30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,200	9,455,250	269 0	618,808	716,478	371,122	—	....
.. .. '59	18.8	—	.....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	.....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	.....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
1 Mar. '61	206.0	—	.....	206.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 424	—	....
31 Aug. '60	58.7	—	.....	185.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,989	108,434	1,710,819	43.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	645,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	101
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	—
31 May, '59	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	666,070	31,241,011	236.8	.....	3,922,203	2,305,788	6	63
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '60	138.0	4.0	16.4	—	41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0	.....	1,018,103	283,627	—	21½
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,880,000	440,000	22,382	.....	57.7	.....	449,051	128,783	7	93
31 May, '61	74.3	8.8	49.7	—	32	54	606	Boston and Maine	4,300,849	*	465,758	4,076,974	—	86,655	.....	118.3	.....	776,066	316,071	6½	109
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	132,720	—	.....	61.8	.....	588,871	272,429	8	111
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,982	408,594	8	112
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	124
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	.....	52.3	.....	250,836	122,956	6	92
30 Nov. '61	44.1	30.5	25.3	—	28	47	429	Eastern	4,045,166	315,165	234,102	2,853,400	1,885,000	34,000	.....	120.7	.....	565,939	246,402	4	56½
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	.....	71.6	.....	543,158	217,054	6	99
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,668	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	—	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	43,542	8	110
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	.....	21.6	.....	123,016	24,907	2	73½
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,698	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	106
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	—
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308,238	139,447	8	110
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	—	—	—
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	60.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	11½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,158	*	—	5,150,000	6,271,520	76,000	.....	217.9	.....	1,894,567	812,996	8	120½
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	56½
								MICHIGAN.													
1 Jun. '59	17.3	—	—	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,033	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '61	284.8	—	23.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	56½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	23
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	.....	.....
31 Aug. '60	206.8	—	.....	—	—	—	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	437,333	—	30
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '61	180.0	—	—	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	2,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	—	—	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	76,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	81,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	56½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	29.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,430	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,006,459	ope	r. by Con	cord.	58,577	8	104
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	50
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	202,516	1,512,416	24.7	49,000	68,874	19,397	—	—
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	108,879	3,188,741	76.0	.....	274,204	162,841	—	—
31 Dec. '60	63.9	32.3	.....	8.0	—	—	.....	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	123
31 Dec. '60	60.2	—	.....	—	—	—	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,961	64.0	488,871	1,186,847	710,396	10	122
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,353,584	—	Leased	to Erie	Co.	—	.....
31 Dec. '59	83.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,285	1,768,241	83.0	168,703	263,496	109,111	8	.....
31 Dec '61	33.8	—	.....	—	—	—	—	New Jersey	3,609,089	400,378	1,249,621	4,397820	683,000	—	5,629,981	33.8	—	992,767	579,981	10	124
31 Dec. '60	21.3	—	.....	2	6	—	17	Northern New Jersey	365,344	*	—	164,157	—	—	—	—	—	—	—	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	33,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,446	—	.....
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,600	600,000	713	1,740,713	18.7	6 mo.	235,553	112,441	6½	70
31 Dec, '60	13.0	—	—	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	.....	—	—	15,344	3,268	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2d Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$		M.	M.	$	$	p. c.	p. c.
								NEW YORK.														
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—					—	----
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	----------	—	oper. by Rens. & Sarat.				—	----
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	----------	2,389,559	—	oper. by Western.		----------		6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—	----
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	----------	470,000	14.8	22,712	34,310	19,886	—	—	----
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—	----
30 Sep. '60	24.7	0.9	23.4	5.6	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	—	----
30 Sep. '61	142.0	—	14.9	18.5	28	82	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	593 845	187,704	—	—	----
30 Sep. '60	68.3	—	14.0	—	28	84	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	—	120
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—	----
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	----------	450,000	oper. by Erie.			24,000	6	—	----
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	----------	----------	500.000	oper. by Erie.			30,000	6	—	----
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'n)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—	----
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	----------	150.0	967,065	2,047,145	778,121	—	—	36½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12.283	2,620,997	101.5	258,763	343,021	119,454	—	—	13
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	----------	7,309,042	2,601,063	6	—	82½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	—	37½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	----------	----------	152.9	----------	1,142,851	433,716	—	—	12½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—	----
30 Sep. '61	99.0	—	----	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.			60.000	6	—	----
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	----------	4,577,000	121.8	395,128	458,912	153,080	—	—	----
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	----------	35.9	69,759	119,666	64,753	8	—	----
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	----------	75.4	79,240	80,611	37,436	—	—	----
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	----------	59.2	119,325	269,353	131,525	6	—	----
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	160,000	19,980	----------	oper. by R., N. Y. & E.			22,047	—	—	----
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3.365	634	54	—	—	----
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	----------	----------	oper. by Rens. & Sar.			----------	5	—	----
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	----------	47.3	114,731	175,604	60,113	—	—	----
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	----------	13.0	----------	15,720	11,800	—	—	----
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	----------	81.0	191,579	227,488	139,817	—	—	----
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	----------	112.0	280,643	312,066	160,237	—	—	----
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	----------	----------	oper. by Hudson River.			----------	6	—	----
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	----------	----------	oper. by other Co's.			----------	—	—	----
1 Jan. '62	10½	—	½	30.0	—	—	—	Warwick Valley	185,000	—	—	100,000	85,000	—	185,000	10½	oper. by Erie R. W. Co.			—	—	----
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	68,112	----------	96.7	212,235	351,167	178,067	10	—	35
								NORTH CAROLINA.														
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	----------	103,953	35,572	—	—	----
-- -- '58	223.0	—	----	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	----------	----------	----------	223.0	----------	----------	----------	—	—	----
-- -- '59	97.0	—	----	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	----------	----------	97.0	----------	206,917	108,541	—	—	----
30 Sep. '60	161.5	15.0	----	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51.300	2,934,509	171.9	----------	409,458	219,685	—	—	----
30 Sep. '59	161.9	—	----	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—	----
15 Mar. '60	81.0	3.0	----	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	----------	70,860	364,072	----------	----------	----------	----------	—	—	----
								OHIO.														
-- -- '58	—	—	----	—	—	—	—	Atlantic and Great Western	613,231	----------	----------	866,939	----------	77,294	----------							
31 Dec. '60	118.2	—	----	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71.660	3,256,750	118.2	----------	314,091	102,765	—	—	----
1 Aug. '61	137.0	—	----	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,675,000	1,126,458	6,810,432	141.0	----------	699,716	230,551	—	—	----
31 Mar. '61	60.3	—	----	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	----------	3,708,392	198.3	382,987	644,229	282,700	7	—	88
31 Dec. '60	80.0	—	----	69.1	—	—	—	Cinc. and Indianapolis Junc.	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	—	28
1 May, '59	131.8	—	----	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,978	----------	131.8	304,168	190,745	19,180	—	—	----
31 Dec. '60	135.4	5.8	----	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	—	112
31 Dec. '60	67.0	—	----	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,162	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	—	89
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,221,635	549,593	541,503	3,000,000	1,602,000	----------	----------	96.6	402,935	1,063,405	633.647	15	—	125
30 Nov. '58	101.0	102.5	----	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	658.821	9,661,102	203.5	646,413	772,093	332.093	4	—	17½
31 May '61	109.2	79.4	----	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,296	3,343,800	3,850,570	196,413	7,612,406	188.6	----------	919,971	493,956	—	—	46
31 Dec. '58	61.4	—	----	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	----------	61.5	75,120	68,128	19,763	—	—	----
31 Dec. '58	72.0	—	----	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	----------	72.0	144,000	84,000	17,760	—	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	oper. r. w. Lit. Miami.			170.795	8	—	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	----------	375,002	212,107	—	—	----
31 Aug. '60	36.6	—	----	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	----------	36.6	----------	62,025	3,565	—	—	----
31 Aug. '58	16.0	—	----	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	----------	1,104,086	16.0	40,064	64,000	33,000	—	—	----
1 Nov. '61	45.0	—	----	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	----------	45.0	----------	102,180	52,408	—	—	----
-- -- '59	36.0	—	----	84.0	—	—	—	Fremont and Indiana	----------	----------	----------	----------	----------	1,358,867	----------					—	—	----
31 Oct. '61	32.0	—	----	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	----------	47.0	----------	69,352	----------	—	—	----
30 Nov. '58	13.0	—	----	34.0	1	2	50	Iron	172,530	*	—	118,865	50,000	3,965	----------	13.0	24,000	31,126	10.460	—	—	----
30 Nov. '61	88.5	—	57.8	—	39	32	602	Little Miami	4,004,4 3	*	—	2,981,270	1,407,000	----------	----------	138.0	----------	1,330,051	529,981	8	92	----
31 Jan. '62	182.0	21.0	----	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	----------	434,290	99,554	—	—	----
30 Apr. '61	192.3	—	----	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	----------	808,818	169,943	—	—	1½
31 Aug. '58	117.0	8.0	----	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	----------	125.0	----------	----------	----------	—	—	----
30 Jun. '61	168.9	52.0	----	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—	----
31 Dec. '60	116.0	9.0	----	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	----------	185,984	34.167	—	—	----
30 Nov. '58	55.6	—	----	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	----------	55.6	70,000	110,200	53,100	—	—	----
31 Aug. '58	19.5	—	----	23.5	—	—	—	Springfield and Columbus	346,500	*	—	193,000	150,000	3,500	346,500	oper. by C., C. & C.			----------	—	—	----
30 Nov. '58	49.8	—	----	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	----------	----------	—	—	----
31 Aug. '60	243.0	—	----	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,842,650	458,286	8,498,947	250.0	----------	861,722	373,772	—	—	----
								PENNSYLVANIA.														
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	----------	----------	----------	378,455	62,624	----------	----------	45.0	61,634	94,342	45,161	—	—	----
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	----------	1,412,900	20.5	----------	311,201	164,554	10	—	60
31 Dec. '60	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,360,000	53,500	----------	----------	146.0	----------	----------	----------	—	—	24
30 Sep. '61	52.5	—	2.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	966,900	270,500	----------	1,308,919	52.5	181,087	249,778	159,531	8	—	----
31 Dec. '60	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,145,951	*	106,150	5,189,157	5,222,916	733,622	11,680,357	202.0	----------	2,191,236	1,316,688	6	53	----
30 Nov. '59	36.5	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	----------	----------	----------	—	—	----
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	----------	1,000,000	oper. r. b. Buf. & S. L.			----------	10	—	----
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	----------	1,888,343	55.5	----------	436,237	153,334	6	51	----
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,562	----------	----------	1,809,562	32.3	----------	32,411	7,267	—	—	----
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	----------	84,017	3,413	—	—	----
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,308	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	----------	116,200	67,600	—	—	----
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,583	*	—	1,966,350	1,500,000	----------	----------	45.7	183,500	679,908	342,039	6	—	52½
30 Nov. '59	28.0	5.0	18.5	—	—	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	oper. r. by C., W. & E.			----------	—	—	19
31 Dec. '60	20.0	—	4.0	—	9	—	—	Lehigh Coal and Navigation	1,380,000	----------	4,455,000	2,479,950	3,413,871	303 927	9,803,932	----------	----------	758,318	670,227	6	—	51
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	----------	2,800,000	----------	----------	2,991,150	72.3	----------	556,192	379,976	10	—	47
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	396,927	----------	3,155,875	2,940,473	774,323	6,471,462	65.7	5 mos.	176,047	91,399	—	—	7
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	—	—	45½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	----------	----------	250,000	50,000	----------	20.0	----------	1,837	----------	—	—	----
30 Sep. '59	17.0	7.0	----	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	----------	1,208,500	374,800	104,720	1,742,333	24.0	----------	288,657	157,194	—	—	44
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150	----------	24,353,896	151.4	----------	3,312,546	1,625,985	—	—	21½
31 Dec. '59	28.0	—	----	—	—	—	—	Philadelphia and Trenton	1,000,000	----------	----------	1,000,000	----------	----------	1,000,000	28.0	oper. by Cam. & Amboy			—	—	125
31 Oct. '60	98.0	6.0	----	—	80	98	521	Phila., Wilmington and Balt.	7,800,000	*	----------	5,000,000	2,300,000	----------	----------	200.5	48,677	1,236,597	471,712	6½	—	49½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	118,775	80,558	29,690	—	.....
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791,166	18,487,835	467.5	1,948,501	2,886,358	761,554	—	4
30 Sep. '59	31.0	—	—	11.0	—	—	—	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	—	—	—	—	—	—	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	—	1,355,700	54.0	—	—	—	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	—	—	573,616	24.5	—	84,501	29,604	2½	.....
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	—	—	96,227	54,582	—	.....
31 Dec. '59	148.0	—	20.0	140.0	—	—	—	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	—	114,126	61,848	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	708,349	85,932	—	97,550	396,000	—	—	29.6	—	88,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,484	1,679,301	26.4	—	125,697	4,502	—	.....
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	—	78.0	199,878	238,420	860,339	—	7½
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	—	—	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	437,917	8,500	—	—	13.6	—	28,454	6,914	—	.....
								SOUTH CAROLINA.													.....
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	—	—	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	—	49.3	—	—	—	—	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	—	341,190	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	—	—	.....	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	—	—	—	5	.....
31 July '58	32.0	—	.....	—	—	—	.....	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	—	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	—	—	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	.....
31 July '58	25.1	—	.....	41.9	—	—	.....	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	.....
1859.....	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—	30.0	29,845	9,350	7,486	—	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	3 149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,089	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,096	878,597	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	.....
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	.....
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	—	59.4	69,870	177,256	60,029	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,384	6	.....
1859.....	.....	—	.....	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	.....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,950	127,953	37,243	—	.....
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	—	—	.....	Buffalo Bayou, Braz. & Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	.....
— — '58	56 0	—	.....	184.0	—	—	.....	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,560	—	50.0	31,300	32,670	—	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,845	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	—	—	.....	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	.....
— — '59	28.0	—	.....	756.0	—	—	.....	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	.....
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,182	193,422	—	1,280,400	800,000	60 589	—	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	.....
31 Aug. '60	62.0	.....	4.0	—	10	6	174	Rutland and Washington	1,771,688	*	—	950,000	—	—	—	62.0	142,839	150,318	30,288	—	.....
31 Aug. '60	119.0	—	20.0	—	42	28	835	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	.....
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,350,695	ope	r. by Vt.	Central	.....	—	105
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	—	23.7	47,950	45,930	8,522	—	.....
31 Aug. '60	54.0	10.5	.....	—	—	—	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	.....	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	.....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,528	*	—	883,200	102,500	5,799	1,486,527	80.5	—	328,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,728,037	*	—	1,981,197	1,200,000	75 908	6,753,555	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	.....
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,489,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	—	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	—	55.0	—	—	—	—	.....
31 Dec. '61	199.9	—	19.9	—	—	—	.....	*Milwaukee and Minnesota*	7,400,000	*	—	7,400,000	—	—	—	199.9	—	756,476	329,550	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
— — '57	42.0	—	.....	27.8	—	—	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,066	—	—	.....
31 Dec. '60	191.9	42.5	28.3	—	—	—	.....	*Milwaukee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	—	7,500,000	234.4	—	883,186	439,943	—	20
— — '57	50.0	—	.....	85.0	—	—	.....	Milw., Watertown & Baraboo	514,238	—	—	345,861	132,000	—	—	50.0	—	121,401	—	—	.....
10 May, '61	104.0	—	.....	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	.....
— — '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	—	—	.....
								CANADA.													
31 July '61	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	.....
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	—	—	—	—	—	—	—	81.0	166,245	—	—	—	11
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—	48.0	—	—	—	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	88
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	—	—	357.0	1,380,900	—	—	3	.....
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	—	24.0	37,081	—	—	—	.....
— — '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	254,530	—	—	—	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—	54.0	89,222	—	—	—	.....
— — '59	25.0	—	.....	—	4	—	57	Welland	—	—	—	—	—	—	—	25.0	—	—	—	—	.....
								NEW BRUNSWICK.													
1 Oct. '60	108.0	0.9	12.0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	—	—	4,451,012	108 0	193,688	116,225	41,985	—	—
1 July, '61	60.0	—	.....	—	—	—	.....	New Brunswick and Canada	1,402,743	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	—	132,565	36,670	—	.....
								NOVA SCOTIA.													
— — '59	61.5	—	.....	60.1	—	—	—	Nova Scotia	—	—	—	—	—	—	—	61.5	—	—	—	—	.....
								NEW GRANADA.													
31 Dec. '60	48.7	—	.....	—	—	—	.....	Panama	8,000,000	*	620,804	5,000,000	2,400,000	—	9,608,530	48.7	.....	1,539,859	1,110,662	12	126

New York Stock Exchange.

Highest Sale Prices for the week ending April 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2
Federal Stocks:—						
U. S. 5s, 1871	....	....	....	....	87	....
U. S. 5s, 1874 87	....	....	....	87½	87	....
U. S. 5s, 1865 ..... 92½	....	....	....	....	....	92½
U. S. 6s, 1881. reg. 94	93½	93½	93	93½	93	93
U. S. 6s, 1881, cou..... 94	93½	93½	93½	93½	93	93
U. S. 6s, 1862	....	....	....	....	....	....
U. S. 6s, 1867	....	....	....	....	....	....
U. S. 6s, 1868 95	....	....	95	....	....	....
State Stocks:—						
California 7s 86½	86½	86	86	....	....	....
Georgia 7s	....	....	....	....	....	....
Illinois Coupon bonds 90½	89½	....	....	....	....	....
" Canal bonds	....	87	....	....	....	....
Indiana 5s	....	....	....	....	....	....
Kentucky 6s	....	....	86½	....	87	....
Louisiana 6s	....	....	....	....	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	....	....	....
Minnesota 8s	....	87	....	....	....	....
Missouri 6s 51½	51½	51½	51½	51½	51½	....
Do. 1ss. to H.& St.J.R.	....	....	....	61	....	....
New York 6s, 1865	....	....	104	....	....	....
North Carolina 6s..... 69	....	....	....	....	....	....
South Carolina 6s	....	....	....	....	....	....
Ohio 6s 98½	....	98½	....	....	....	98½
Tennessee 6s, 1890..... 57½	57½	57½	56½	56½	56½	56½
Virginia 6s..... 59½	58	60	....	....	....	57
Railroad Shares:—						
Buffalo & State Line.....	....	....	....	....	....	....
Chicago, Burl. and Q. 63½	....	61½	....	....	61½	....
Chicago and Rock Isl. 55½	55½	56½	55½	....	55½	55½
Clev., Col. and Cin.....112½	....	112½	112	....	....	112
Clev. and Pittsburg ... 17½	17½	17½	....	....	17½	....
Clev. and Toledo..... 46½	45½	45½	45½	46	46	....
Del., Lack. and West 83	....	....	....	....	....	....
Galena and Chicago... 67½	67½	69	67½	68	68	67½
Hudson River 35½	36	35½	36	36	36	36½
Illinois Central (scrip) 64½	64½	63½	62½	62	62	61½
Michigan Central 55½	55½	55½	55½	55½	55½	55½
M. S. and N. I. guar'd, 47	....	46½	....	46½	46½	46½
M. S. and N. I. 23	23½	23	22½	....	23	....
Mil. and P. du Chien . 27	26	25	23	24½	26	....
M. and P. du C. 1st pref.....	78½	....	....	....	....	....
M. and P. du C. 2d pref.....	57½	57	....	....	....	....
New Jersey	....	....	....	....	....	....
New Jersey Central.....	....	....	....	....	....	....
New York Central.... 82½	82½	82½	82½	82½	82½	82½
Erie..... 37	37	36½	36½	37	37	37½
Erie pref. 61	60½	60½	60½	61½	61½	....
Erie Assessment Scrip.....	....	92	....	....	....	....
N. York and Harlem.....	12½	....	....	....	12½	....
N. Y. and H. "pref." . 30½	30½	....	....	....	....	....
Panama 121½	122	....	....	....	120s	120
Phila. and Reading.... 42	41½	41½	....	....	....	42½
Railroad Bonds:—						
Buff., N.Y. & Erie 1 M.....	....	....	....	....	....	....
Chic. and N. W. 1st M. 46½	....	....	....	....	....	....
" " 2d M.....	....	....	....	....	16½	....
" " S. F.....	....	....	....	....	....	....
Cl. & Tol. S. F. 7 p.c. '85....	86½	86½	86	85	85	85
Chi., Bur. and Q. 8 p.c.....	....	99	....	....	....	99
Chi. and R. I. 1st M. '70	....	....	....	....	....	....
D. L. & W. 1 M. 8 p.c. '71-5	....	....	....	....	....	....
" 2 M. 6 p.c. '81	....	....	....	....	....	....
Gal. & Ch. 1 M. 8 p.c. '63. 99½	....	....	....	....	....	100
" 2 M. 8 p.c. '75.....	98	....	....	....	....	....
Hann. & St. J. 1 M. 8s.. 40	....	....	....	....	....	....
Hudson R. 1 M. 7 p.c. '69	104	103½	....	103½	104	....
" 2 M. 7 p.c. '60	....	....	....	....	....	....
" 3 M. 7 p.c. '75.....	....	....	....	....	....	83½
" sink. fund. 99½	....	....	....	....	....	....
Illinois Centr. 7 p.c. '75	94½	....	94½	90½s	90	....
" " 6 p.c. '75	94½	....	94½	90½s	90	....
L. Erie & Wab. 1 M.....	....	77	....	77½	....	....
" " 2 M.. 48½	47½	47½	47½	....	....	47½
La Grosse & Mil. L. G.....	....	....	....	....	....	....
Mil. and P. du C. 1st M.....	....	....	89½	....	....	....
Mich. Cen. S. F. 8 p.c. '82....	....	....	....	....	....	....
" conv. 8 p.c. '69 103½	103½	103	....	99½	99s	....
Mich. Southern 1st M.....	....	....	....	....	....	....
" " 2d M. Ass.....	....	....	....	....	....	....
" " 2d M.....	73½	73½	....	....	74	....
" " S. F.. 90½	90½	90½	90½	....	....	....
M. S. & N. I. 1 M. S. F.....	....	....	....	....	....	....
" 2 M. 8 p.c. '77.....	....	....	....	....	....	....
Northern Ind. 1 M..... 91	....	....	....	....	....	....
" " 2 M.....	....	....	....	....	....	....
N. J. Central 1st M.....	....	....	....	104½	....	....
" " 2d M.....	....	....	....	....	....	....
N. Y. C. 6 p.c. certif. '83.....	95	....	....	95½	96	....
" 1 M. 7 p.c. '64...101	....	....	....	....	....	....
" bonds 1876.....102	....	....	....	....	....	....
N. Y. & E. 1 M. 7 p.c. '67 106	....	....	....	100	....	....
" 2 M. 7 p.c. '64	101½s	....	....	....	....	....
" 3 M. 7 p.c. '83 93	....	....	92½	....	92	....
" 4 M. 7 p.c. '80 88	....	87½	87½	....	....	....
" 5 M. 7 p.c. '83.....	79	....	79	....	....	....
" conv. 7 p.c. '62.....	....	....	....	....	....	....
" " 7 p.c. '71.....	....	....	....	....	....	....
" S. F. '75	....	....	....	....	....	....
N. Y. & H. 1 M. 7 p.c. '73	....	....	....	....	101	....
" 2 M. 7 p.c. '64.....	....	92½	....	....	....	....
" 3 M. 7 p.c. '67.....	....	....	....	....	....	....
Miscellaneous:—						
Del. and Hud. Canal. 88½	89½	89	....	....	....	....
Penn'a Coal Co.	....	....	....	81	....	....
Pacific Mail S. S. Co.. 96½	96½	97½	97½	97½	97½	....

The following are the closing prices in the London Market on the 20th March:

United States 5s, 1874	76	to	77
Maryland	80	"	82
Virginia 6s	56	"	57
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.....	63½	"	64½
Erie shares, ex assessment scrip.....	32	"	33
Erie shares, 7 per cent. preference	53	"	54
Erie shares, assessment scrip	1½	"	2
Illinois Central 6s, 1875	79	"	81
Illinois Central 7s, 1875	79	"	81
Illinois Central $100 shares, $85 paid, dis.	43½	"	42½
Illinois Central, all paid	55	"	56
Michigan Central 8s, Convertible, 1869	84	"	86
Michigan Central Sinking Fund 8s, 1852	86	"	88
Michigan South. and North. Indiana 7s, 1885..	..	"	..
New York Central 6s, 1883	84	"	86
New York Central 7s, 1864	88	"	92
New York Central 7s, 1876	88	"	92
New York Central 7s, 1876	88	"	92
New York Central $100 shares	72	"	74
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 ..... x.c.	85	"	90
New York and Erie, 3d mort., '83, assented "	79½	"	80½
New York and Erie, 4th mort.	69	"	71
New York and Erie, 5th mort.	70	"	72
New York and Erie Bonds, 1862, '71, '75	..	"	..
New York and Erie shares, assented	..	"	..
Panama, 1st mortgage 7s, 1865	102	"	104
Panama, 2d mortgage 7s, 1872..... x.c.	98	"	100
Pennsylvania Central 6s.....	86	"	88
Pennsylvania Central 2d mortgage.....	86	"	88
Pennsylvania Central $50 shares	40	"	43
Philadelphia and Reading $50 shares.....	18	"	22

American Railroad Journal.

Saturday, April 5, 1862.

Share and Money Market.

The Share Market the past week has been regular, with a slightly declining tendency. No other explanation is offered but the prevailing uncertainty in reference to military events, which are now pending on a grand scale. There has been but slight fluctuations in prices. Governments have shared in the decline, although investments in these continue very active, and they have been and still are, regarded with great favor. Money is abundant, and must become more so by the rapid issue of the new Treasury Notes, which are now rapidly coming upon the market. It is the general conviction that these must exert a strong influence upon prices of all kinds, though we can hardly expect much of a movement in stocks, till some decisive event takes place. Exchange shows an upward tendency, as does gold—the price of the two naturally keeping pace with each other. The price of the former may be quoted at 112 to 112½; the latter at 102 to 102¼.

Locomotive for Sale.

See Advertisement of Messrs. Holden, Hawley & Co., in Advertising columns.

Northern Central Railway.

We give elsewhere an abstract of the report of this company for the year 1861. It will be seen that the gross revenue exceeds that of the previous year $399,874 35, with a diminution in expenditures of $52,643 34. The following is a comparative statement of the revenue of the past and preceding years, with the sources from whence it was derived:

	1860.	1861.
Freight	$674,142 31	$682,062 98
Passengers	242,819 28	280,359 24
Mail	25,450 00	25,450 00
Express	14,400 59	24,885 92
United States	.....	336,835 49
State of Pennsylvania.	.....	24,039 84
W., Y. & G. R. R.....	25,529 50	23,440 33
Sunbury & Erie R. R.	27,951 91	.....
Sundries	7,809 12	20,903 76
	$1,018,102 71	$1,417,977 06

The following is a comparative statement of working expenses during the same time:

	1860.	1861.
Transportation expenses.	$291,501 18	$306,023 00
Repairs of machinery...	168,183 41	149,295 52
" railway.....	239,431 15	179,117 09
General expenses.....	35,259 80	47,396 59
	$734,475 54	$681,832 20

The following is a condensed monthly statement of the revenue and expenses for the year 1861:

	Gross revenue.	Working expenses.	Net revenue.
January ...	$66,890 49	$46,014 40	$20,876 09
February...	69,265 23	44,119 15	25,146 08
March	77,796 44	53,775 88	24,020 56
April	83,306 98	41,259 56	42,047 32
May	70,278 82	38,178 84	32,099 98
June.....	108,914 74	47,460 98	61,453 76
July.....	171,251 10	49,845 22	121,405 88
August	148,594 83	50,875 49	97,719 34
September..	150,334 57	52,727 06	97,607 52
October....	153,045 97	80,677 35	72,368 62
November..	147,654 92	65,221 59	82,433 33
December..	170,643 07	111,676 68	58,966 39
Totals.	$1,417,977 06	$681,832 20	$736,144 86

The following will show the cost, earnings and expenses yearly from 1855 to 1861, including earnings and expenses of leased roads:

	Cost of road, etc.	Miles opera'd.	Gross earnings.	Operating expe's.	Net earn'gs.
	$		$	$	$
1855..	5,272,367	132.5	688,026	405,844	282,182
1856..	6,451,946	132.5	789,853	477,862	301,991
1857..	7,238,540	157.0	840,675	557,391	283,284
1858..	7,941,180	218.0	815,373	422,822	392,551
1859..	8,244,636	222.0	929,527	589,012	340,515
1860..	8,409,505	222.0	1,018,102	734,475	283,627
1861..	8,228,731	155.0	1,417,977	681,832	736,145

From the commencement of 1855 to the close of 1858 the company operated the Westminister branch and the Hanover branch roads. The contract with the Wrightsville, York and Gettysburg Railroad, which commenced with 1855, terminates with the year 1864. The company also commenced running the Sunbury and Erie Railroad, from Sunbury to Williamsport, 40 miles, in July, 1858, and from Williamsport to Lock Haven, 25 miles, in July, 1859. The company ceased to operate the Sunbury and Erie Railroad at the 30th of June, 1860.

The Fairmount Rolling Mill.

By reference to the advertisment of Messrs. M. Thomas & Sons, in another column, it will be seen that this mill is to be sold by auction at the Merchant's Exchange, Philadelphia, on Tuesday, the 6th of May next, to close the affairs of the firm of Charles E. Smith & Co. The mill is so well described in the advertisement, and so well known to the community at large as to render it needless for us to do more than call the attention of the public to it. The sale will be without reserve. Terms easy. Title indisputable. The mill is now in full operation; and ample time is afforded before the day of sale for purchasers to view the premises.

Jersey City Locomotive Works.

There are now on hand and for sale at these works, four first class new locomotives, constructed with the latest improvements, and of the best material and workmanship. These works furnish Low Moor Tires, and Portable and Stationary Steam Engines of all sizes. See advertisements of Wm. G. Hamilton, Esq., Vice-President and Engineer, in another column.

Illinois Central Railroad.

We give below a copy of the Report of the President of this Company for the year ending December 31, 1861:

The favorable condition of your property in the early months of last year arose largely from the through traffic with the South. The result of the completion of the connecting lines with Mobile and New Orleans, during the previous year, gave promise of a surplus beyond the interest of the debt, to provide a dividend on the Share Capital.

The net profits of the first quarter's traffic were $354,718 96, the land sales and collections were alike satisfactory, and we felt justified in the belief that the difficulties which had attended our enterprise had been surmounted.

The Government placed a force at Cairo in April. Communication with the South being prohibited, our through business was out off—the freight traffic at Cairo, from $117,000 per month the first 4 months, decreased to $103,-122 18 for the entire eight months following. Our interests suffered both in the loss of business (the transportation to Cairo having fallen off from 92,000 tons in the first four months to 20,000 tons in the last eight months), and in the lack of ability of the farmers upon our line to meet their engagements in consequence of the loss of their usual market. Our line for 253 miles south of the Terre Haute and Alton Road is now mainly of use for the transportation of Government troops and stores, and must remain so until the settlement of our national troubles.

With the very abundant harvest of wheat and corn, the local traffic of our line north of the point named would have supported the entire road, with ordinary market prices for the products of the country, but the surplus crops of the North-west were thrown on the lakes; the supply of vessels and canal boats was inadequate to the sudden unexampled demand for transportation, which consequently rose rapidly in price and reduced the net price of his products to the Illinois farmer to so low a point as to leave no margin for profit.

The bank issues in this State were largely based upon the securities of the Southern States. The overthrow of this currency caused the withdrawal of $12,000,000 of paper in circulation with great loss to the holders, thus adding to the general confusion caused by the unexpected war which has transferred in Illinois alone 65,000 to warlike pursuits from the ordinary occupations of civil life.

In this state of things, our first effort was to reduce the expenses; secondly, to secure grain from the purchasers of lands, in payment of their contracts.

The working expenses from the 1st of January to the 1st of July were $817,890 86; from the 1st of July to the 31st of December, $637,063 01; the expenditures on capital account, including $64,487 62 for one engine and sixty-three cars (constructed early in the year) are $297,597 31.

We have contracted for two iron bridges to be delivered this year, and shall construct a new bridge at Chicago, but the entire expense for capital account should not exceed $150,-000, and the working expense $1,450,000.

Receipts of grain for lands were commenced in August and 1,860,000 bushels of corn were delivered and shipped throughto New York for sale—the first shipments at a small profit. The great advance in lake and canal freights not only cut off this profit, but will produce a loss, which however will be compensated in some measure by the purchase of the construction bonds at a discount. We are now taking corn in the car, and have already 300,000 bushels stored near Chicago. From 10,000 to 15,000 bushels are sent in daily; and this appears to the most practical method in these hard times, for the Western farmer, of meeting his desire to pay his debts, and securing to the Company partial payments of the large amount of notes it has on hand.

The road forwarded last year 50 per cent. more grain than in 1860, and five times as much as the total of 1855. Fifteen millions of bushels in twelve months is the most striking proof of the rapid development of the prairies; and now, with the necessities growing out of the war, Sorghum (or Chinese Sugar Cane) is successfully cultivated; some 1,500,000 gallons of molasses were produced last year; and the cultivation of Cotton in Southern Illinois will be resumed if seed can be obtained—the culture of cotton was not abandoned in this State until the price of Upland declined below ten cents per lb., at this price it is generally believed that it can be grown profitably, and to a large extent. Three-fourths of the citizens of Southern Illinois, originated from the Southern States, and are familiar with its culture. The Agricultural Department of the general Government has taken steps to secure a supply of seed.

Illinois has eight or ten million acres of land, with the climate of Virginia and Kentucky, and will furnish, should the national troubles continue, large supplies of tobacco, besides other semi-tropical products. At no period has this State occupied so prominent a position in the public mind, its immense shipments of grain, cattle, and provisions, controlling the prices in the Eastern markets. Even during these Winter months, the sale of cattle, provisions, etc., are said to exceed one million dollars per week. The troubles and losses incident to the war must turn the attention more directly to these cheap and fertile lands, and concentrate population upon them.

It would be unjust to the distant owners of this property to shrink from an expression of apprehension in regard to the income of this year, especially from passenger traffic, so long as the Southern insurrection continues. The gross passenger receipts in 1861, were only $661,392 72 being less than the receipts of 1855, and $451,009 less than the receipts of 1856.

The War Department has agreed to allow the actual expense of transporting troops, but the major part of this service $207,128 64 performed in 1861, is still unpaid. The first quarter will show a large decrease in freight earnings, for there is no way to recover the loss of business at Cairo, and while our communications with the South are cut off, we cannot escape the inevitable consequences of loss and uncertainty.

The unexpected intervention of special causes has arrestedthe prosperity of the company, at the moment when it seemed upon the most secure footing. It is beyond individual power to re-establish it until the relations with the South are renewed, or until higher prices for the produce of the country place our farmers in better circumstances.

The general balance sheet is as follows:

	DR.	
Permanent expenditures		$27,492,988 12
Interest account	$6,425,498 40	
Less avail of int'st fund	1,447,132 18	—4,978,366 22
Working stock of supplies		488,103 50
Miscellaneous assets, New York	$442,900 88	
Miscellan's assets, Chicago	101,665 02	— 544,565 90
Total		$33,504,023 74

	CR.
Capital stock	$15,829,095 00
Funded Debt:	
Construction bonds, due April 1, 1875 — $14,913,500	
Optional right bonds, due Feb. 20, 1868 — 38,000	
Eight per cent. bonds due March 1, 1865 — 326,000	—15,277,500 00
Construction bonds canceled by land department collections	2,086,500 00
Free land bonds canceled by land department collections, to June 1, 1859	138,000 00
Net floating liabilities	172,928 74
Total	$33,504,023 74

CAPITAL STOCK.

Of the 255,000 shares, 179,454 have been issued represented by 87,633 shares of $100 paid				$8,763,300
Do. do.	87,798	"	80 "	7,023,840
Do. do.	4,023	"	85 "	341,955
	179,454	"		$16,129,695
From which deduct amount carried to interfund in 1851				300,000
Net balance at credit as shown in general balance sheet				$15,829,695

The Construction Bond debt has been reduced by cancelling $340,000 during 1861, to $14,913,500. The amount of land notes on hand is $11,998,668 50, and there are 1,358,-549 acres of land still unsold.

INTEREST ACCOUNT.

Interest in General Account	$44,458 11
Loss on Sterling Exchange	7,950 58
Interest on Debentures	2,963 20
Interest on Optional Right Bonds	2,590 00
Interest on 8 per cent Bonds	25,273 44
Construction Bonds, Coupons of April and October	1,026,987 50
Interest on full paid Stock	319,061 89
Total	$1,429,284 72
Add balance at debit of the account in last report	4,996,213 68
Total amount of debit as shown in general balance sheet	$6,425,498 40

The report of the Superintendent says:

The operations of the Illinois Central Railroad for the year 1861 have been seriously deranged by the service required by the State of Illinois and the General Government. The demand for trains for troops and munitions of war have ever had preference over our regular business, and the necessity to make up large trains for troops, munitions, &c., has obliged us to sacrifice at times our local traffic. The allowance made by the War Department is about two-fifths of our regular tariff charges for troops and two-thirds for munitions, and is thus entered in the subjoined tables, viz: $207,128 64. This sum, with $66,155 23 earned over the Peoria and Oquawka Road, not credited in the Treasurer's statement, make the total earnings $2,965,767 87—an increase of $187,434 38 over the earnings of 1860, per following table:

COMPARATIVE STATEMENT OF EARNINGS IN THE YEARS 1860 AND 1861.

	1861. Total earnings.	1860. Total earnings.
Freight	$1,976,136 20	$1,737,196 34
Passengers	804,769 19	846,693 06
Extra Baggage	1,454 28	2,002 59
Mails	76,300 00	76,300 00
Express	29,042 52	29,336 28
Rents	5,587 11	4,594 44
Rent of Property	69,792 15	68,293 30
Rent of Property & Cars	2,453 15	13,748 80
Storage & Dockage	236 27	163 58
Total	$2,965,767 87	$2,778,333 49

In the working expenses as shown in the following comparative statement with those of 1860, the items of Charter Tax, Loss on Currency, Loss and Damage by Fire, Interest and Insurance, are not included:

The reduction in expenses is $193,570 38, and the proportion of expenses to gross earnings in 1861 is 49 1-10 per cent. against 59 35-100 per cent in 1860.

COMPARATIVE STATEMENT OF OPERATION EXPENDITURES FOR 1860 AND 1861.

	1860.	1861.
Salaries	$73,248 90	$72,168 03
General expenses	75,031 89	74,729 60
Legal expenses	12,383 10	10,043 58
Claims and damages	21,537 10	18,602 53
Station expenses	259,563 76	244,315 02
Train expenses	375,306 15	362,636 37
Maintenance—machinery	328,336 35	319,592 53
Maintenance—road	496,470 19	341,444 53
Repairs of fencing	3,301 13	11,904 69
Operating St. Charles Air Line	1,523 96	685 77
Total	$1,649,693 03	$1,456,122 66

The total land sales for 1861 were 102,247 acres, for $1,541,041. The aggregate sales since the formation of the Company have been 1,236,971 acres, for $16,161,203 15. The unsold acres amount to $1,358,549.

General Statement of Accounts of the Land Department I. C. Railroad Co., Dec. 31, 1861.

DISTRIBUTION OF PROCEEDS.

Land Notes received	$14,768,541 95	
Less Payments	2,434,097 33	$12,334,444 62
Treasurer I. C. R. R. Co., remitted him	1,428,829 34	
Construction B'ds cancelled	1,746,500 00	
Free Land Bonds cancelled	138,000 00	
Remitted Treasurer, account Free Land F'd	96,821 62	3,410,150 96
Construction Bonds on hand		25,000 00
Notes receivable	14,570 25	
Cash	29,147 23	43,717 48
Expenses account, to date		453,908 25
Defaulting Agents		13,496 54
Construction Lands, discount and exchange		24,885 51
Sundry assets		13,499 70
Total		$16,319,103 06

Acres.	Land Sales.	Cash.	Notes.
894,678	Construct'n lands	$61,404 66	$11,306,328 87
196,381	Free lands	28,519 28	2,739,886 80
169,214	Interest lands	564,055 05	596,736 15
383	Purchased lands	2,002 98	3,325 75
	Donated town lots	60,908 53	86,966 16
	Purchased do.	18,137 03	35,298 22
1,260,656		$735,027 53	$14,768,541 95
Total			$15,503,569 48
Total received from other sources, Interest, Suspense, and Forfeited Payments			815,533 58
Total			$16,319,103 06

STATEMENT OF BONDS CANCELLED.

The amount of Construction Bonds surrendered to us by the Company, is		$2,086,500 00
Of which we applied on the issue of deeds, as per last annual report, the sum of	$305,452 88	
Applied in the same manner during the year 1861	437,569 54	
		741,022 42
Leaving canceled Construction Bonds in our hands, January 1st, 1862		$1,345,477 58

Atlantic and Great Western Railroad.

At a meeting of the stockholders of the Atlantic and Great Western Railroad in Pa., held in Meadville, Jan. 27th, 1862, the following gentlemen were chosen directors for the present year:

President—WM. REYNOLDS, of Meadville.

Directors—G. Church, Jas. E. McFarland, Jno. McFarland, John Dick, James J. Shryock, A. W. Mumford, O. Hastings, and D. A. Finney, Meadville; G. A. Bittenbanner, West Greenville; Robt. Thallon, New York; Marvin Kent, Ohio; Jules Levita, Paris, France.

Responsibility of Common Carriers of Money.

IN THE ABSENCE OF NOTICE THE CARRIER IS AUTHORIZED TO TREAT THE CONSIGNEE AS ENTITLED TO CONTROL THE MANNER OF DELIVERY. IN SUCH CASE A DELIVERY TO AN AUTHORIZED AGENT OF THE CONSIGNEE DISCHARGES THE CARRIER.

The action (Sweet *et al. vs.* Barney *et al.*) was brought against the defendant, an Express Company, as common carriers, to recover the amount of a package of money, received by the defendants directed to the "People's Bank, 173 Canal Street, New York.

Upon the trial of the cause the following facts appeared: The plaintiffs were bankers at Dansville, Livirgston County. They kept an account with the People's Bank, "in which they were in the habit of making deposits and drawing bills of exchange or checks against the same. A package containing $2,892 was delivered by them to the defendant, directed People's Bank, 173 Canal Street, New York; to be forwarded as directed. The package was taken to New York, and delivered at the defendant's office in that city to one Messenger, an employee of the Bank. Messenger had been a porter in the Bank for several years, and was accustomed to receive money brought by the defendant's company at the bank, at the Clearing House, and at the defendant's office. He was also accustomed to act for the Bank in making exchanges and collections with other Banks; and he acted as its representative at the Clearing House, at a desk labelled "People's Bank,"; had there often received packages of money from the defendants addressed to "People's Bank," and giving receipts for the same for said Bank. The defendant's office was in the same building with the Clearing House, and Messenger requested the defendants to keep the packages for the "People's Bank" at their office until he called for them. The defendants did so, and Messenger regularly called for them, and received them and gave receipts. In the eighteen days previous to the delivery of this, nine other packages for the People's Bank were delivered to and received by Messenger without any complaint or objection from the Bank. After the delivery to Messenger of the package in question, it was stolen from him.

It was contended in behalf of the plaintiffs that the duty of the defendants was to deliver the package at the Bank as directed, and that they were not authorized to deliver the same to any person at any place, other than at the Bank. That neither the Bank, nor the defendants were authorized to change the mode of delivery of the package without the consent or knowledge of the plaintiffs; and that such change if made without their knowledge or consent could not discharge the defendants.

The defendants had a verdict at the circuit, which was affirmed at the General Term of the New York Supreme Court, in the seventh Judical District, and the plaintiffs then appealed to the Court of Appeals. The Court held, that a common carrier of money from bankers in the interior of the State to a Bank in New York City, having no notice of ownership, except what is implied from the address of the package, is authorized to treat the consignee as entitled to control the manner of its delivery; and that any delivery which discharges the carrier as between him and the consignee, is good as against the consignor.

The following opinion was delivered at the decision of the case by the Court of Appeals:

JAMES, J. That these defendants were common carriers can hardly be doubted. Persons whose business it is to receive packages of bullion, coin, bank notes, commercial paper, and such other articles of value as parties see fit to trust to their care for the purpose of transporting the same from one place to another for a compensation, are common carriers, and responsible as such for the safe delivery of property intrusted to them. Such was the business of these defendants, and such their responsibility.

The consignee is the presumptive owner of the thing consigned; and when the carrier is not advised that any different relation exists, he is bound so to treat the consignee; but this presumption may be rebutted; and if in an action for non-delivery by the consignor against the carrier, that presumption be overcome, the action is properly brought in the consignor's name. But in this case, unless a delivery of the money be established, the plaintiff's right to recover was made out.

There was no notice that the contents of the package in question belonged to the consignors: nor was there any fact proved, calculated to weaken the presumption of ownership in the consignee. The defendants were, therefore, not only authorized but fully justified in treating the consignment as the property of the bank. The defendants could not know that they were employed to make a deposit in the "Peoples Bank" for the benefit of the assignors; or that this package was entitled to demand a special delivery. There was in fact, nothing in the transaction to advise them that this package was to be treated differently from other packages actually belonging to the Bank; and therefore, any delivery good against the bank, discharged the carrier.

The principal question then is, was there a delivery good against the Bank; if there was the plaintiff must follow the Bank; they have no cause of action against these defendants. It is conceded that the liability of a carrier begins with the receipt of the goods by him, and continues until the delivery of the goods by him, subject to the general exceptions. And an express carrier is bound to deliver the goods at their destined place, to the consignee, or as the consignee may direct. In general, the delivery must be to the owner or consignee himself, or to his agent, or they must be carried to his residence, or they may be taken to his place of business, when from the nature of the parcels that is the appropriate place for their delivery. But there is no rule of law requiring a delivery at the consignees residence or place of business, when he is willing to accept it at a different place, or directs a delivery at another place. The consignee, or his authorized agent, may receive goods addressed to him in the hands of a carrier at any place, either before or after their arrival at their place of destination, and such acceptance operates as a discharge of the carrier from his liability. It was held in *Lewis vs. The Western Railroad*, (11 met. 509), that if A. for whom goods are transported, authorizes B to receive a delivery thereof, and to do all acts incident to the delivery and transportation thereof to A, and B instead of receiving the goods at the usual place of delivery, request the

agent of the Railroad to permit the car which contains the goods to be hauled to a near depot of another company, and such agent assents thereto, and assists B in hauling the car to such depot, and B then requests and obtains leave of that company to use its machinery to remove the goods from the car—the company that transported the goods is not answerable for the want of care or skill in the persons employed in so removing the goods from the car, nor for the want of strength in the machinery used for the removal of them, and cannot be charged with any loss that may happen in the course of such delivery to A.

Had the consignee in this case received the package in question at the defendants' office, I think no one would doubt the defendants were discharged. The case then turns upon Messenger's agency. If an authorized agent in the premises, a delivery to him was as effectual as a delivery to the principal. The question of agency was a question of fact, and was settled by the verdict of the jury.

We think the delivery at the office of the defendants to the authorized agent of the consignee was proper, and operated to discharge the defendants from their obligations as carriers.

This disposes of the case unless there was some error committed at circuit in submitting the question of Messenger's authority to the jury, or in the courts refusing to charge as requested. I have been unable to discover any such error. The evidence submitted was competent—it was of the most perfect and satisfactory kind, and not only justified but required the verdict rendered. The judgment should be affirmed.

Interest and Dividends.

The Panama Railroad Company has declared a dividend of 3 per cent. out of the earnings of the road for the three months ending 31st ult., payable to stockholders or their legal representatives on and after the 5th of April.

The Lowell and Lawrence Railroad Company has declared a dividend of $3 per share, payable April 1.

The Rensselaer and Saratoga Railroad Company has made its thirty-seventh dividend—3 per cent.—payable April 1.

Interest on Brooklyn Central and Jamaica Railroad Bonds, due on April 1, will be paid at the City Bank of Brooklyn.

The Cleveland and Toledo Railroad Company have declared a dividend of 3 per cent. payable April 25th, at the office of Messrs. Vermilye & Co., New York. After the 25th day of May next, the dividends remaining unpaid will be paid at the office of the Company in Cleveland, in sight exchange on New York.

The coupons on the mortgage bonds of the New York and New Haven Railroad, due on the 1st of April, will be paid at the office of the company, corner of Fourth avenue and Twenty-seventh street, or at the Bank of the Republic.

Messrs. Duncan, Sherman & Co., pay the April coupons of the Buffalo and State Line Railroad Company, as well as the income bonds due 1st inst.; also, the coupon on the bonds of the St. Mary's Falls Ship Canal Company.

The holders of the coupons of the St. Louis county bonds, due June 1st, 1862, are officially notified that they can now receive the money for them in current funds, upon application at the Treasury in St. Louis, thus anticipating their maturity for two months.

The Philadelphia, Germantown and Norristown Railroad Company has declared a dividend of 3 per cent., payable April 1.

We learn that this company has accepted the act of the Legislature authorizing it to make a loan not exceeding $450,000 for the purpose of paying off loans about falling due, amounting to $374,800, and to pay off other indebtedness, as mortgages and ground rents. All of said new loan to be convertible into the stock of the company at any time within five years of the maturity of said loan.

Railroad Earnings--Weekly.

The earnings of the Toledo and Wabash Railroad for 3d week of March, 1862, were.	$12,094 13
Do., 1861	16,020 86
Decrease	$3,926 73
The earnings of the Galena and Chicago Railroad the 3d week in March, 1862, were.	$17,984 83
Do., 1861	28,205 35
Decrease	$10,220 52
The earnings of the St. Louis, Alton and Chicago Railroad for the 3d week in March, were:	
1862	$12,744 71
1861	24,370 44
Decrease	$11,625 73
The earnings of the Milwaukee and Prairie du Chien Railroad, for the 3d week of March 1862, were	$9,450 37
Corresponding week, 1861	9,746 70
Decrease	$296 39
The Michigan Central earned in the 3d week in March, 1862	$37,945
Do., 1861	36,543
Increase	$1,402
The traffic of the Great Western Railway of Canada for the week ending March 28, 1862, was as follows:	
Passenger	$15,685 02
Freight and live stock	39,468 31
Mails and sundries	1,313 95
Total	$56,467 28
Corresponding week of last year	50,857 56
Decrease	$5,609 72
The receipts of the Grand Trunk Railway of Canada for the week ending March 22, 1862, were:	
11,374 passengers	$21,819 46
Mails and sundries	2,842 55
19,408 tons of freight and live stock	41,127 15
Total	$65,789 16
Corresponding week, 1861	80,943 02
Decrease	$15,153 86

Production of Wool in Australia.*

Colonies.	Pounds.	Value.
New S. Wales and Queensland	17,261,359	£1,482,843
Victoria	21,478,386	1,743,402
South Australia	8,991,312	455,765
West Australia	520,774	39,058
	48,251,831	£3,720,568
Tasmania	5,938,565	455,423
New Zealand	5,096,751	339,779
Total	59,287,147	£4,515,770

* This is based on the quantities exported to the United Kingdom and foreign countries.

Statistics of the Gold Mines of Victoria, (Australia.)

Gold mines	44
Quartz reefs	132
Steam engines	503
Puddling machines	6,447
Quartz crushing machines	144
Tours, sluices and dams	473
Whims and whips	305
Horse machines	97
Water wheels	164
Boring machines	5
Smelting house	1

Gold by government escort in 1858, 2,371,269 and in 1859, 2,202,012 oz.

In New South Wales there are 12 quartz crushing machines.

In South Australia there are 58 copper mines, 8 copper and lead, 6 lead, 8 silver and lead, and 1 gold. Of these only 18 copper, 1 copper and lead and 1 silver were worked in 1859.

In West Australia there are 8 copper and 4 lead mines.

Railroad Earnings--Monthly.

The earnings of the Panama road in January and February were:

January	$119,357 49
February	121,184 32
Total	$240,541 81

BRIDGES & LANE,

MANUFACTURERS AND DEALERS IN

RAILROAD AND CAR

FINDINGS

AND MACHINERY

OF EVERY DESCRIPTION,

50 COURTLANDT,

Corner of Greenwich st., NEW YORK.

RAILROAD AXLES, WHEELS AND CHAIRS,

SPIKES, BOLTS, NUTS, WASHERS,

CAR, SHIP AND BRIDGE BOLTS.

IRON FORGINGS OF VARIOUS KINDS, ETC., ETC.

STEEL AND RUBBER SPRINGS,

LOCOMOTIVE AND HAND LANTERNS,

PORTABLE FORGES AND JACK SCREWS,

COTTON DUCK FOR CAR COVERS,

BRASS AND SILVER TRIMMINGS.

Also, Sole Agents for the Manufacturers of Car Head Linings.

Orders for the purchase of goods on commission, aside from our regular business, respectfully solicited.

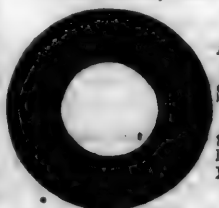
ALBERT BRIDGES. JOEL C. LANE.

CHARLES E. SMITH & CO.,

FAIRMOUNT IRON WORKS,

29th Street, above Coates, Schuylkill,

PHILADELPHIA, PA.



MANUFACTURERS OF

ALL SIZES OF RAILS.

OLD RAILS RE-ROLLED.

STREET RAILS.

SMALL RAILROAD IRON

Suitable for Turnouts, Warehouses, Coal Yards, etc. Also

Marble and Stone Saws,

T and L IRON,

Railroad Chair Iron and Bands, and Bars, OF EXTRA WIDTH, LENGTH, OR GAUGE.

PUNCHED WASHERS.

ROLLED CHAIRS

WITH SINGLE OR DOUBLE CONTINUOUS LIPS;

Rail Joints, Shoes, Splices and Fishing Pieces

OF EVERY DESCRIPTION.

CHARLES E. SMITH, CHAS. WHEELER.

STEPHEN MORRIS, STEPHEN P. M. TASKER,

THOS. T. TASKER, JR.

LOCOMOTIVES FOR SALE.

THE JERSEY CITY LOCOMOTIVE WORKS have on hand and offer for sale at low prices and on reasonable terms, **FOUR FIRST CLASS NEW LOCOMOTIVES**, as follows:

One Wood-Burner, Cylinders 15 by 22 inches, 5 feet Driving Wheels, Fire-Box 57 by 43 inches and 57 inches deep; 131 Flues, copper, 11 feet long; Gauge, 4 feet 8½ inches; weight, 24 tons, without tank. Price, $8,500 on six months approved notes. Ready for delivery.

One Wood Burner same as above in every respect. Can be ready for delivery within two weeks.

One Wood-Burner, Cylinders and Fire-Box the same as above; Flues 11 feet long. Wheels and Gauge can be made to suit purchaser. Can be ready for delivery within two months. Weight and price as above.

One Coal-Burner, Cylinders 12 by 22; 5 feet Driving Wheels; Fire-Box 60 by 42½, and 50 inches deep; with Combustion Chamber 30 inches long; Flues of iron, 6 feet 6 inches in length. Weight, 20 tons. Gauge can be made to suit the purchaser. Can be ready for use within one month.

All the above Engines have been constructed with the **latest improvements** and of the **best material and workmanship.**

The JERSEY CITY LOCOMOTIVE WORKS are also furnishing **LOW MOOR TIRES,** which they *warrant* to fit Centers without boring or turning. All sizes, and from 5½ to 6½ inches in width, and from 2 to 3 inches in thickness.

Also, **Portable** and **Stationary Steam Engines** of all sizes, with **DAVIS'S PATENT BALANCE PISTON-VALVE,** constantly on hand or made to order on the shortest notice.

WILLIAM G. HAMILTON,
14tf Vice-President and Engineer.

Steam Engines for Sale.

THE JERSEY CITY LOCOMOTIVE WORKS have on hand and for sale Six Five-Horse Portable Steam Engines, and Two Ten-Horse Steam Engines and Boilers, all in complete order and ready for use.

One Second-Hand Stationary Engine, with Cylinder 16 inches in Diameter, and 36 inches Stroke, in good running order, and will be sold low. Also,

Five Five-Horse Portable Steam Engines and Boilers, and Two Eight-Horse Engines and Boilers, in good order.

THE JERSEY CITY LOCOMOTIVE WORKS manufacture tires, rolled to fit centers without boring; all descriptions of Railway Machinery, and Engines for Land, Canal, and River service.

WILLIAM G. HAMILTON,
14tf Vice President and Engineer.

PEREMPTORY SALE.

THOMAS & SONS, Auctioneers.

FAIRMOUNT ROLLING MILL.

LOTS AND BUILDINGS,

TOGETHER WITH THE

Good-Will, Machinery and Fixtures,

To close the affairs of the firm of CHARLES E. SMITH & CO.

The character and variety of the productions of this Mill are well known. It is in full operation and can be continued by the purchaser without interruption.

On TUESDAY, MAY 6TH, 1862, at 12 o'clock, Noon,

Will be sold, at public sale, without reserve,

AT THE PHILADELPHIA EXCHANGE,

All that lot of ground, with the IRON ROLLING MILL thereon erected, and the Engines, Furnaces, Rollers, Fixtures and Machinery therein, known as "THE FAIRMOUNT IRON WORKS," situate on the north-east side of Landlug Avenue, late Spring Garden, now City of Philadelphia.

This Mill is prepared for making Bar Iron, Band Iron, Gas Tubing Iron, T and Angle Iron, Half Oval Iron, Rails, Rolled Railroad Chairs, with single or dhuble continuous lips; Shoes and Fishes for Rail Joints, Screen and Grate Bars, Railing Bars.

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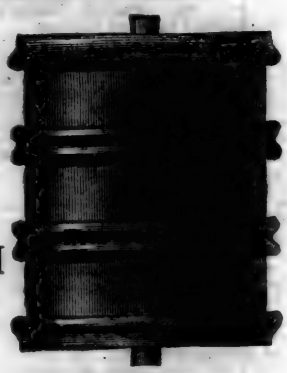


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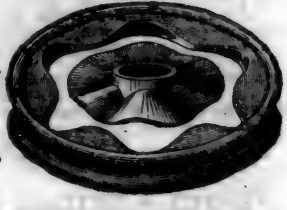
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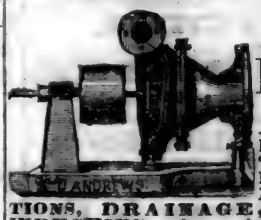


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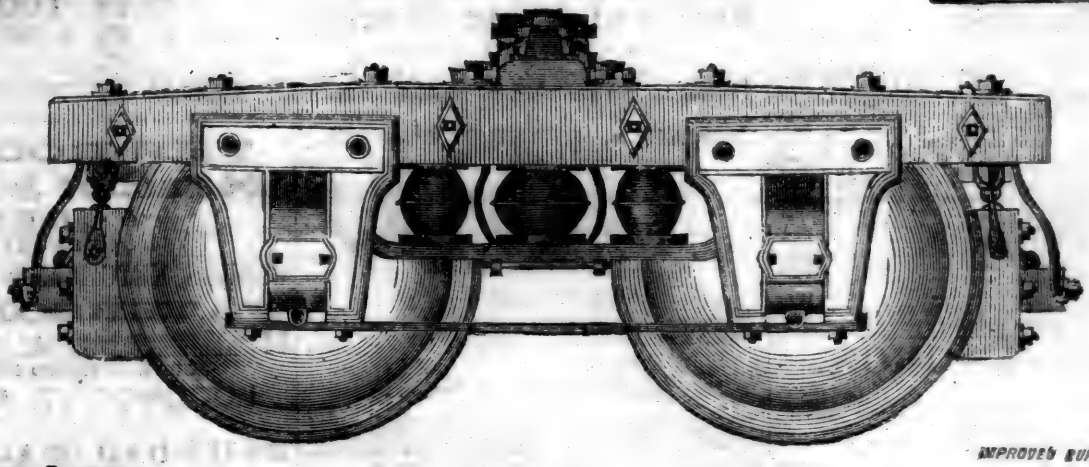


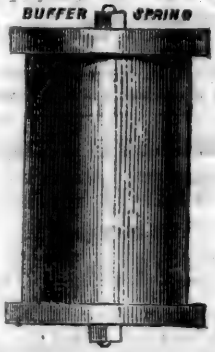
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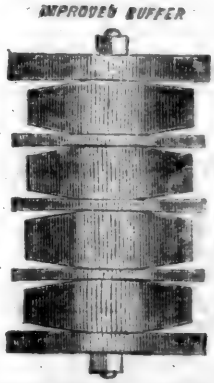
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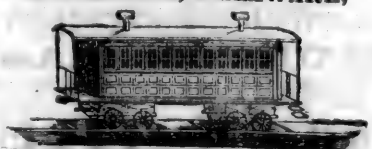
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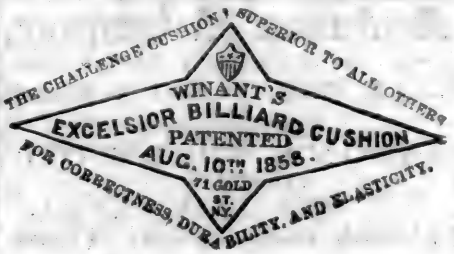
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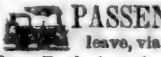
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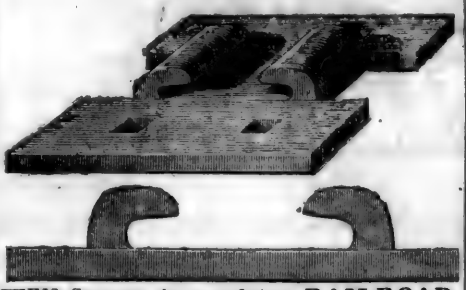
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

EDITED BY

HENRY V. POOR AND JOHN H. SCHULTZ.

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American Railroad Journal.

New York, Saturday, April 12, 1862.

Boston and Lowell Railroad.

We have received a copy of the report of this company for the fiscal year ending September 30, 1861, from which we learn that the gross receipts from operation of the road during that time were:

From passengers	$187,055 44
" freight, etc	279,088 76
" mails and express	13,112 44
" rents	329 86
	$479,586 50

And the expenses were:

Repairs of road	$58 113 57	
" engines	17,095 04	
" cars	31 326 71	
" bridges	5,690 57	
" depots, etc.	13,162 96	
Merchandise expenses	30,929 02	
Wages	51,303 05	
Taxes, insurance, etc.	14,050 35	
Fuel	37,890 42	
Rents to all other roads	39,316 20	
All other expenses	35,080 72	
	$333,948 61	
Balance interest account.	26,341 73	
		360,290 34
Net income		$119,296 16

The gross income for the year from traffic of the road has been $479,256 64; and the net income $145,308 03. The decrease in gross receipts compared with those of the previous year, has been $64,440 14; in expenses, $25,468 08; and in net income, $38,972 06.

Since the last annual report, two dividends have been ordered, one of which, 3 per cent. was paid July 1, 1861, and the other 2¾ per cent. January 1, 1862.

The balance of the interest account, and all dividends payable to stockholders during the year have been placed to the debit of profit and loss before that account was made up.

The balance to credit of profit and loss September 30, 1860, was	$375,757 38	
The net receipts from the traffic of the year have been	145,308 03	
The net receipts from other sources have been	329 86	
		$521,395 27
During the year that account has been charged with the amount of two dividends paid	$128,000 00	
Balance of interest acc't.	26,341 73	
		154,441 73
Leaving present balance to that acc't.		$366,953 54
From which is to be deducted the amount of a dividend payable January 1, 1862		50,325 00
Surplus		$316,628 54
Add balance " accumulation of sinking fund"		11,707 69
Making the whole amount of the reserved funds		$328,336 23

The amount of the sinking fund September 30, 1861, was $112,357 69, which was to have been increased on the 31st of December, by the amount of a semi-annual deposit of $9,150, and of one year's accumulation. In accordance with the terms of the contract with the holders of the bonds of the company, that fund has been increased during the past year, by payment to the trustee of $18,300, and by accumulation $4,507 28. The whole amount of the fund is invested by the trustee in policies at the Massachusetts Hospital Life Insurance Company.

The whole debt of the corporation, as stated in the annexed balance sheet is $462,382 50.

No addition has been made to the construction account—all sums expended having been charged to the current expenses of the year.

The condition of the corporation is as follows:

ASSETS.

Cost of road, depots and equipment	$2,428 592 79
Notes receivable	3,588 87
Trustee of sinking fund	112,357 69
Flats at East Cambridge	6,796 33
Fuel, materials, etc., on hand	86,685 73
Cash	33,022 32
	$2,671,043 73

LIABILITIES.

Capital stock	$1,830 000 00
Bonds, 1873	440,000 00
Notes payable	18 000 00
Dividends, etc	4,382 50
Balance profit and loss	366,953 53
Bal. accumulation of sinking fund.	11,707 69
	$2,671,043 73

President—F. B. CROWNINSHIELD.

Directors—F. B. Crowninshield, J. G. Abbott, Isaac Hinckley.

Treasurer—J. THOMAS STEVENSON.

Manager—GEO. STARK.

Superintendent—J. B. WINSLOW.

The Trade and Commerce of Montreal.

The first annual statement of the trade, commerce, etc., of Montreal is a very large document, filling four pages of the *Gazette*. Some valuable improvements for the collection and arrangement of statistics have been made in that city, under the direction of its Board of Trade. Like most of our own cities we find that in Montreal business of all kinds vacillated greatly in 1861. In the beginning of it, the prospects were bright, owing to the previous good harvest; but the severe storms of the winter had a very depressing effect, obstructing the Grand Trunk Railroad, with its vast supplies of grain, etc., coming forward. Next was the outbreak of war in the United States, and about the same time some of the heaviest floods ever experienced in the Provinces. When the navigation opened, Montreal had an immense flood of produce poured into her, but serious delays took place from the opening of the canals. In spite of these drawbacks, however, it is believed that city sustained fewer losses than those situated further westward.

During the year three ocean steamers running

on the St. Lawrence route have been lost—the United States, the Canadian and the North Briton, the second and third belonging to the Montreal Steamship Company. The want of more lights in the Gulf is deeply felt. In the city, a horse railroad has gone into successful operation, having been opened in November last. The Grand Trunk Railway Company are making arrangements to establish a permanent terminus, which will be a great convenience to the place.

The following table shows thet otal value of imports into Montreal for the past ten years:

1851	$9,178,840
1852	9,245,884
1853	14,014,788
1854	16,221,004
1855	12,372,580
1856	16,144,696
1857	16,848,536
1858	11,584,068
1859	15,690,340
1860	15,479,448
1861	16,814,161

The amount of duties collected last year was $2,391,819, against $2,452,249 in 1860. This decrease is said to arise from two causes—a serious reduction in the duties on tea and sugar, and from a considerable amount of imports being held over in bond, the duties on which will go to swell the present year's returns. The annexed statement shows the exports of Montreal, Coaticook and St. Johns for the last three years:

PORTS.	1859.	1860.	1861.
Montreal	$3,044,762	$6,956,236	$10,415,738
Coaticook	1,487,217	2,576,222	.....
St. Johns	1,867,868	2,800,633	719,367
Montreal, articles, produce of U.S.	56,376	781,651	3,505,611

The falling-off of exports from St. Johns is believed to be due to the troubles existing in this country: and show how intimately the prosperity of each community is bound up in that of its neigbors.

The arrivals at Montreal last year were 503 vessels, with an aggregate tonnage of 245,562 tons, against 240 vessels and 118,216 tons in 1860. The latter exceeded any previous year's tonnage by nearly fifty per cent.

The river trade returns are presented for the first time. Its extent is said to be a great deal larger than was generally believed. Below we give a few of the principal exports down the river to Quebec, Three Rivers, Terrebonne, etc.

Flour	Bags 36,070; Bbls.	273,526
Oatmeal	"	2,220
Pork	"	7,059
Butter	Tubs	1,871
Wheat	Bushels	176,281
Barley	"	22,587
Peas	"	28,009
Hides		16,722
Cattle		1,185
Sheep		1,272

Among imports up the river we observe the following:

Potatoes	Bushels	57,452
Oats	"	153,104
Peas	"	18,193
Seeds	"	12,734
Butter	Tubs	4,332
Cattle		3,385
Sheep		20,764

There is still a large city trade which can only be guessed at, that of produce sold to parties outside of the regular markets. Thus, while the receipts of grain last year, reducing flour into wheat, were equal to 18,779,071 bushels, it is stated that at least five million bushels additional were sold to distilleries, breweries, etc., bringing the whole up to nearly twenty millions of bushels.

The population of Montreal last year was 91,006, against 57,715 in 1852—an increase of 56 per cent. in nine years. Of the inhabitants 42,886 are of French and 21,647 of British Lower Canadian origin, 4,394 are natives of England, 3,235 of Scotland, 14,469 of Ireland, 1,208 of the Upper Province, and 1,706 from the United States. The numbers from other countries are comparatively small.

Attention is called to the lack of harbor accommodations, the port having been inconveniently crowded last year by the unusually large number of vessels arriving. It is suggested that the basins on the eastern side of the city might be easily dredged so as to admit sea going vessels. The number of elevators was also too small; but three new ones are soon to be built, making eight for the ensuing season. An officer is also to be appointed for the inspection of grain, and a Port Warden to see that vessels are properly lined and dunnaged. As a good deal of grain was shipped in an unfit condition, last year, it is believed this abuse will be henceforth prevented. Some reforms in the piloting of vessels are pointed out.

The following table shows the number of vessels which arrived from the principal European ports trading with Montreal, whether bringing general cargoes, coal and iron, or in ballast.

Ports.	Gen. Cargo.	Coal, etc.	In Ballast.
Liverpool	68	40	17
Glasgow	39	9	7
London	14	1	14
Sunderland	1	10	2
Bristol	..	2	7
Maryport	..	3	2
Shields	2	5	..
Newcastle	1	5	..
Lower Ports	107	..	12
Quebec	..	..	22

The principal points to which exports were sent were as follows:

	Vessels.	Tons.
Liverpool	146	126,327
Glasgow	68	45,883
London	57	27,551
Bristol	20	8,532
Cork	40	14,732
Lower Ports	102	7,862
Quebec	3	1,579

The aggregate amounted to 494 vessels and 250,281 tons, against 229 vessels and 116,748 tons in 1860.

Of the general tonnage carried by ocean steamers, the outward freight in 1860 was 35,229 tons, and for 1861, 38,054 tons.

The storage of Montreal has a capacity of 708,000 bushels of wheat and 333,100 barrels of flour. Although this shows a considerable amount, it is stated that at a slight expense very much increased accommodations could be provided. The various steamboat lines running inland have a total capacity of 66,450 barrels of flour; and the schooners, 819,000 bushels of wheat. The latter are exclusive of western schooners trading on the lakes, and of several which have been recently chartered

Underneath we give a condensed report of the various other subjects alluded to in this report:

Freights.—Freights to Liverpool ranged from 8*s.* 3*d.* sterl. per barrels of flour to 5*s.* For grain, from 6*s.* to 9*s.*, and at the close of navigation, to 12*s.* per quarter. Inland freights were on the whole satisfactory, but with high rates after the 10th of October, caused by the propellers being taken from the lakes.

Groceries.—The trade in groceries was subject to many fluctuations. In spring imports were heavy: but the sales did not equal exportations for reasons already stated. The business improved greatly in the fall season.

Sugar.—In spring the stock were small, and the prices fair for a time, but declined until June. Next month a rally took place and continued till September. The year closed with but moderate stock on hand. Total imports, cwts. 222,242.

Teas.—The causes which led to such fluctuations in the price of teas are of a too general character to require special notice.

Tobacco.—The trade in manufactured tobacco has never been more prosperous. The quantity imported last year was lbs. 709,924.

Coffee.—This article does not yet enter largely into consumption in the market, though the demand is on the increase. The quantity of green coffee imported last year was lbs. 794,935.

Molasses.—The imports last spring were considerably in excess of those in 1860; but later in the season they fell. Total for the year, gals. 790,298.

Dry Goods.—The trade in these has continued to be one of the most important branches of business. Montreal must continue the chief depot of dry goods for Canada, says the report, as the supply comes mainly from Great Britain. During the year the trade was generally remunerative; though the political and other events "caused a very serious crisis among the merchants," during the summer. Last Fall the importations were light and the goods mostly sold at fair prices. Lower Canadian manufactures are rapidly supplanting the foreign articles. The total value of these imports in 1861, is given at $6,559,097, of which $3,051,560 were cotton goods, $2,452,776 woolen, $494,233 silk, and $192,858 linen.

Hardware.—The imports of hardware were full though not in excess. Sales exceeded those of 1860, and were pretty steady all the year round. Value of aggregate imports, $1,528,584.

Liquors.—The imports of these are said to be annually becoming less. The quality of wines is also inferior to that called for during the late speculative period. As the liquors produced in Canada are less liable to adulteration than those imported, the former are gradually supplanting the latter. The imports of brandy were 62,619 gallons; of gin, 89,975; of rum, 12,576 and of whiskey, 6,974 gallons.

Grain and Flour.—The import of flour from all parts last year was 939,064 barrels, and the quantity ground in city mills, 192,652 barrels. Of the exports 651,945 were sent directly to foreign ports and 273,526 to Quebec and intermediate river ports. "Superfine" ranged in price from $4 40 to $5 60, and "Extra" from $5 50 to $6 25. The shipments of wheat were to foreign ports, 5,936,643 bushels, and to Quebec, etc., 176,261, making an aggregate of 6,112,914 bushels.

The manufactures of Montreal are assuming a degree of importance. Among the establishments are two rolling mills for making nail-plate iron, with a capital of $300,000. They employ 220 men and boys and turn out 3,600 tons of sheet

iron annually. There are also several nail-making factories, giving employment to 120 persons and producing every year about 3,000 tons of nails. Three establishments are engaged in the manufacture of saws, axes and other edge tools, and have earned a good reputation. Thirteen other foundries turn out large quantities of steam engines, patent safes and castings of all kinds. Besides these are numerous saw-mills and wood factories, ship-yards, an extensive sugar refinery, two India rubber factories, a mill for making drugs and dye-stuffs, a cotton mill, a woolen mill, a rope factory and several large grist mills. But from a considerable number of these works the statistics of capital, productions, etc., could not be obtained.

Relation of the Political Unity of the Country to its Financial Strength.

We give elsewhere from the Circular of a leading financial house in this city, an argument to show the relation that the political unity of the country bears to the financial and commercial prosperity of the Government and the people, and that the contest is one for order, without which we shall, like the republics of Spanish-America, relapse into anarchy, barbarism and poverty. This fact has been most strikingly illustrated by the rapid rise in the market value of the securities of the Rebel States, as they are reduced to subjection to the national authority. The theory is that protection will be extended and obedience to law enforced, under which, society will be soon restored to its normal condition, and resume the discharge of the obligations resting upon it, among the most sacred of which is the public faith. Left to itself it is felt that the disintegrating process would go on, till no considerable body of men would acknowledge any common head; so that, at no distant day, communities would be broken up into numberless clans, each hostile to the other, and all dwarfed in their means, aims and ideas by the petty and personal objects which would necessarily engross attention. All such tendencies, so universal at the South, are abhorrent to the truly national sentiment of the North, and must, if need be, be curbed by a strong hand. As our armies progress, consequently State Stocks rise, while those of the Confederate Government fall. We have only to capture Richmond and a few other important places to render the latter utterly worthless.

The whole contest is one for the maintenance of property under the guise of the maintenance of law. As we have natural resources vastly greater than those of any other people, and as property in the Northern States is much more equally distributed than anywhere else, society there must rest on foundations more stable than in any other country. Civilized society rests upon no other basis. Property is the true conservative, and that community, consequently, is the least exposed to change where property exists in the greatest measure, and is the most equally shared. We can have no violent and radical changes at the North; because these are believed to be injurious to all and beneficial to none. Change there is rapid only as it results from growth. No man at the North can see any way by which his condition would be bettered by any important alteration of the social structure. This section is now an unit in feeling and ideas, because it is an unit in interest. Society at the South, notwithstanding its assumed conservatism, rests upon a volcano, because one-half of the people would gladly witness its complete subversion. Some European nations are obnoxious to a similar charge. There are in all numerous classes rendered discontented by a belief that their humiliation is caused by unjust laws and institutions. But where the people are almost universally well to do, as in this country, and where universal equality exists, every member forms a portion of the base of the pyramid of society, which cannot be overturned without overturning and destroying all.

We have only to look at the public debts of this country in the light stated, which is the true one, to see that they really exceed in the excellence of their security those of any other nation, or certainly those of any other community that does not rest upon an equally immutable basis. With us every expenditure is identified with the preservation of what is dearest to man—his property and the order and ideas to which he has been trained. The debt will soon add another 'tie to bind still closer the governmept and the people. Being issued in sums of five dollars and upwards, it will soon be distributed as widely as property itself, so that nearly every voter, which with us, means every citizen, will see in the maintenance of the government the preservation of the means upon which he depends, in part or whole, for support. These securities will be regarded all the more valuable from provisions that are certain to be made for their ultimate payment, in accordance with the universal practice of the States, as well as the nation. The public debts of all have, almost without exception, been treated as commercial transactions, to be paid off at an early day. We shall, in the present instance be true to precedent and tradition. Government has reserved to itself the right to pay off all the debts contracted, or authorized to be contracted within a period of five years, with the exception of some $70,000,000 of 20 years bonds. The object of this was two-fold—not to burden itself with a debt running through a long course of years; or, in case it became necessary to borrow on long time, to wait till the credit of government was fully restored, when it would be enabled to make loans at the rates of interest which, for nearly twenty years past, its securities have yielded the purchaser, and which have not exceeded four and one half per cent. Such, we are confident it will be enabled to do, even before its 7 3-10 per cents. fall due. We are to have no more long bonds, bearing a high rate of interest unless sold at par. With the progress of our arms those issued of this class must advance to the figures the six per cents. so long held, and serve as standards of price for other securities. The small amount issued, and the certainty that no more will be issued yielding so high a rate of interest, are important elements in the value of those outstanding, and must cause their steady, if not rapid appreciation.

Another important element in the value of the public securities is the rapid progress of the country in population and wealth. The ratio of increase of the former from 1850 to 1860, was 36.5 per cent.; the total increase being 8,300,000. The ratio of increase of the value of property of the country was considerably more than 100 per cent.; the aggregate for 1850 being $7,066,562,966; for 1860 $16,102,524,116. There will be a slight check to the progress of population, though not a permanent one. In the Northern States the conditions are favorable to a rapid increase—abundant food, remunerative prices for labor, and cheap fertile lands, were never more perfect and complete. Their wealth will probably increase faster in the next ten, than it has in the last ten years. The agencies to which the marvellous increase for the last ten are due—steam as applied to production and locomotion—have only just begun to be put in motion, to convert our natural wealth into forms fitting for use. In the North the demon of discord has not shown its head, and industry pursues its objects with the same confidence and success that it did before secession was dreamed of. The strength that the North has displayed showed that secession took off only a very small fraction of that of the whole country. But the burdens that we can bear to day, will become light to-morrow, enabling us, as on two former occasions to commence, after a brief pause, the rapid retirement of our liabilities. At the close of the war it is not probable that we shall have a larger debt, in ratio to our population, than we had at the formation of our government, while the means of our people compared with their numbers are certainly five-fold greater, and are increasing in a vastly greater ratio.

Milwaukee and Prairie du Chien Railroad.

The Legislature of Wisconsin has repealed the seventh section of the act reorganizing the Road, which gives new value to the common stock. Under that section, all surplus earnings above interest must be used in buying preferred stock, until the whole amount of common and preferred stock is reduced to six millions. Now, all the income, after interest, expenses, and dividend on the preferred stock can be divided on the common stock. The Governor is stated to have signed the repealing act, and vetoed the act previously passed, requiring a portion of the earnings to be devoted to paying off the farm mortages.

The earnings of this Road in 1861 were	$1,108,333 78
Expenses, ordinary & extraordin'ry	672,314 87
Net income	$436,019 41

The Bonded debt is ... $2,526,000
First Preferred Stock .. 1,068,800
Second Preferred Stock 1,020,000—$4,606,800 000
The amount of common stock is $2,761,000.

Triumph of Mechanical Skill.

An English paper states that a railway carriage was built complete, filled with goods for the forthcoming Exhibition, and conveyed from Manchester to London—all in the course of twenty-four hours. The experiment was made at the works of Mr. Ashbury, Manchester, several scientific men being present to witness the operations. At 7 o'clock, a.m., the iron to be used was in the pig and the timber in logs. In 43 minutes the latter was cut. The planing, mortising, &c. was finished a few minutes after 10, when the smiths began. Their work ended at 2.45 p.m. At one o'clock the wrought iron work, such as axles, tires, &c. was done, and at 6.16 this had left the planing shop finished. The car was completed at 6.35 p.m., and half an hour subsequently it started for the great Metropolis, with a load of articles for the Exhibition. The whole work was accomplished without interfering in any degree with the ordinary operations of the establishment. This is, we suppose, the most hasty piece of such workmanship ever heard of, and might well entitle the vehicle to be named the Car of Progress.

Madison and Indianapolis Railroad.

The Madison and Indianapolis Railroad was sold on the 27th ult. by the United States Marshal for $325,000. On the 28th ult. the purchasers organized a new company, styled the Indianapolis and Madison Railroad Company.

Annexed is a list of the directors under the new organization: Frederick H. Smith, John Ferguson, Peter McMartin, Edmond H. Miller, E. Cauldwell, Elihu Day, Nathan Powell, W. M. Dunn, and Jacob B. McChesney. The Board was organized by the appointment of F. H. Smith, President; and T. Pollock, Secretary. T. P. Mathews was appointed Treasurer, and D. C. Branham, Superintendent.

Delaware, Lackawanna and Western R. R.

From the annual report of this company for the fiscal year ending December 31, 1861, we learn that the revenue derived from the several branches of the transportation department was as follows:

From transportation of coal	$1,770,124 29
" " merchandize	253,027 85
" " exp. freight.	8,621 32
" " mails	10,217 75
" " passengers	101,099 18
" storage, rents, telegraph, etc.	1,250 06
" use of locomotives	13,758 09
" " cars	11,847 46
Total	$2,169,946 00
Cost of operating the road, repairs of track, equipments, buildings, etc., including all extraordinary expenditures for renewals	830,266 22
Profit	$1,339,679 78
The profits for 1860 were	1,316,688 60
Increase	$22,991 18

The number of tons of coal on hand December 31, 1861, was 67,456 15

Mined by the company from lands owned and leased by them	572,015 13
Purchased from other parties	532,303 06
Net tons	1,171,775 14
Of which there were sold and delivered	1,042,109 14
Leaving on hand Dec. 31, 1861	129,666 00

The quantity sent to market in 1861, was 24,091 09 net tons in excess of 1860; and the stock on hand December 31, 1861, is 62,210 net tons more than the previous year.

The value of coal on hand December 31, 1861, was $211,214 85

Paid for mining, purchase and transportation of coal, and all other expenses of coal department in 1861.	3,591,836 11
	$3,803,050 96
Received for coal sold, rents, etc.	$3,196,114 23
Value of coal on hand, Dec. 31, 1861	346,337 88
	3,542,452 11
Loss	$260,598 85

No allowance is made for the coal mined from the lands owned by the company; and the freight is calculated at two cents per *gross* ton on the Southern division, two cents per *net* ton on the Northern division, what is actually paid on connecting roads, and a charge on the latter for use of cars.

INCOME ACCOUNT.

Balance December 31, 1860	$275,325 39
Reversion of interest by forfeiture of scrip stock	16,458 00
Profit in transportation department.	1,339,679 78
Interest on Warren R. R. stock.	4,728 50
Sundry other items of income	4,668 00
	$1,640,859 67
Interest on bonds	$343,550 79
" Warren R. R. stock	86,177 88
" " " bonds	42,000 00
Rent of Cayuga & Susquehanna R.R.	54,600 00
Loss in coal department	260,598 85
Insurance taxes, etc.	38,072 39
Balance of general interest account	22,208 77
One years's interest at six per cent. on capital stock, paid July 10, 1861, in Warren R. R. stock	317,592 00
Balance December 31, 1861	476,058 99
	$1,640,859 67

The total amount of capital stock outstanding is 105,895 shares; of which, 105,864 shares are paid in full, and 31 shares are partly paid. The 1,812 shares of scrip stock remaining unsettled, have been forfeited. The interest to have been endorsed on the forfeited stock has, therefore, re-reverted to the income account of the company.

The expenditures on construction account during the year (exclusive of Warren Railroad) amounted to $27,515 01, of which $18,900 was for two new locomotives.

The equipment consists of 74 locomotives; 20 passenger, 7 baggage and express, 379 freight, 4,010 coal, and 24 wreck, caboose and derrick cars.

The expenditures on the Warren Railroad during the year amounted to	$137,162 94
Previously expended	1,703,548 60
	$1,840,711 54

Moneys expended on this road are refunded in the stock of the company at par. The chief engineer confidently expects that the tunnel will be open for the passage of trains during the month of May next.

The vessel property has been increased by the purchase of one barge, at a cost of $4,150. This property now consists of 19 barges and 1 schooner.

The renewal fund has been increased by the sum of $78,498 42.

Of the Eastern Extension 1st mortgage bonds, of 1875, $117,000 have been retired, and the mortgage satisfied to that amount by entry on the records. The interest accruing on that sum will continued to be paid to the trustees for the benefit of the fund.

The condition of the railroad, coal works and other property of the company, is as good as at any previous time; and the cost of all repairs and renewals, both ordinary and extraordinary, necessary to keep them in such excellent order, is as usual included in the current expenses.

BALANCE SHEET, DECEMBER 31, 1861.

Cost of Railroad and Equipment		$9,173,466 42
" Coal Lands & Improvements		453,958 19
" Barges and schooner		64,106 42
" House and lot in Oswego, (taken for debt)		1,400 00
Cash on hand		69,912 81
Bills receivable		137,072 48
Accounts receivable		321,012 53
Coal on hand		346,337 88
Materials on hand		474,852 30
Advanced for new openings not yet available		54,353 00
Renewal fund assets, (cost)		416,650 00
Reserved fund assets, (cost)		156,778 06
Trustees of sinking fund of 1875		102,542 58
Suspense account (notes and claims past due		8,508 02
		$11,780,945 69
Capital stock paid in		$5,293,552 50
Mortgage bonds, (including all bonds retired in the several funds, upon which interest is paid)		4,915,500 00
Income bonds, (including certificates unredeemed)		14,101 57
Fractional certificates of Warren R. R. stock		1,249 23
Renewal funds		335,904 29
Bills payable		409,584 58
Accounts payable		334,994 53
Income account		476,058 99
		$11,780,945 69

The officers and directors for 1862 are:—

President—CHRISTOPHER R. ROBERT.

Vice-President—DRAKE MILLS.

Managers—Drake Mills, John J. Phelps, Wm. E. Dodge, Moses Taylor, George Bulkley, John I. Blair, Henry Young, Charles H. Marshall, Samuel L. Mitchill, Rufus R. Graves, Lowell Holbrook, Simeon B. Chittenden, Samuel Wetmore, David Thompson.

Superintendent—JOHN BRISBIN.

Treasurer and Secretary—ANDREW J. ODELL.

Railroads of the State of New York.

REPORT OF STATE ENGINEER.

OFFICE OF THE STATE ENGINEER & SURVEYOR,
ALBANY, February 18, 1862.

To the Hon. the Legislature of the State of New York:

In compliance with section 103, chapter 140, Laws of 1850, I respectfully submit the Annual Report on Railroads, for the year ending September 30, 1861, as prepared by my Deputy, George R. Perkins, as follows:

REPORT.

During the year, sixteen companies have been organized and their articles of association have been filed as required by law, in the office of the Secretary of State. They are as follows:

Albany Railroad Company.—Articles of association filed March 2, 1861.

Brooklyn City and Ridgewood Railroad Company.—Articles of association filed February 1, 1861.

Buffalo Branch of the Erie Railroad Company.—Articles of association filed June 13, 1861. On the twenty-first of March, 1861, that portion of the Buffalo and New York City Railroad lying between Attica and Hornellsville was sold under foreclosure of mortgage and a new company formed under the above name.

Coney Island and Brooklyn Railroad Company.—Articles of association filed December 10, 1860.

East New York and Jamaica Railroad Company.—Articles of association filed November 22, 1860.

East and North River Railroad Company.—Articles of association filed April 2, 1861.

Erie Railway Company.—Articles of association filed June 15, 1861. Pursuant to chap. 160, Laws of 1860, and chap. 119, Laws of 1861, the New York and Erie Railroad was sold under foreclosure of mortgage, and a new corporation formed under the above name.

Hudson and West Shore Railroad Company.—Articles of association filed October 3, 1860.

International Railroad Company.—Articles of association filed February 16, 1861.

New York Railroad Company.—Articles of association filed Dec. 24, 1860.

New York and Lake Mahopac Railroad Company.—Articles of association filed January 11, 1861.

Port Morris and Westchester Railroad Company.—Articles of association filed April 2, 1861.

Rome, Watertown and Ogdensburgh Railroad Company.—Pursuant to chap. 273, Laws of 1860, the Watertown and Rome Railroad Company purchased the Potsdam and Watertown Railroad and annexed it to, and consolidated it with its road, and changed the corporate name to the above. Certificate of the change of corporate name, &c., filed in the office of the State Engineer and Surveyor, July 10, 1861. The road is to be extended to the St. Lawrence River at Ogdensburgh.

Third Avenue and Fordham Railroad Company.—Articles of association filed April 2, 1861.

Utica and Black River Railroad Company.—Articles of association filed May 22, 1861. Pursuant to chap. 134, Laws of 1860, the Black River and Utica Railroad was sold under foreclosure of mortgage, and a new corporation formed under the above name.

Van Brunt Street and Erie Basin Railroad Company.—Articles of association filed February 15, 1861.

List of companies organized under the general railroad act which are exempt from making annual reports by special Legislative enactments.

Buffalo Street Railroad Company, by sec. 6, chap. 145, Laws of 1860.

Central City Railroad Company (Syracuse), by sec. 6, chap. 483 Laws of 1859.

Grand Street and Newtown Railroad Company (Brooklyn), by sec. 5. chap. 462 Laws of 1860.

Hicksville and Cold Spring Branch Railroad Company, by sec. 2, chap. 306, Laws of 1851.

Main and Ohio Street Railroad Company (Buffalo,) by sec. 6, chap. 145, Laws of 1860.

Niagara Street Railroad Company (Buffalo,) by sec. 1, chap. 145, Laws of 1860.

Troy and Lansingburgh Railroad Company, by chap. 295, Laws of 1861.

List of roads in operation using horse-power, that are obliged by law, to make annual reports to this Department.

Broadway Railroad of Brooklyn; Brooklyn Central and Jamaica; Brooklyn City; Eighth Avenue; New York and Harlem, (the portion within the city of New York); Ninth Avenue; Second Avenue; Sixth Avenue; Third Avenue.

List of companies organised which contemplate the use of horse-power, so far as ascertained:

Albany; Brooklyn City and Newtown; Brooklyn City and Ridgewood; Buffalo Street, (Buffalo); Central Park North and East river; Coney Island and Brooklyn; East and North river; East New York and Jamaica; Grand Street (Brooklyn); Grand Street and Maspeth (Brooklyn); Grand Street and Newtown; Hudson and West Shore; International; Main and Ohio Street (Buffalo); New York; New York and Lake Mahopac; New York Westchester; New York and Yonkers; Niagara Street (Buffalo); Port Morris and Westchester; Tenth Avenue and Grand Street Ferry (New York); Third Avenue and Fordham; Troy and Lansingburgh; Union R. R. of Westchester county; Van Brunt Street and Erie Basin; Westchester county and New York city.

From the tables accompanying this report, I have deduced the following results;

ABSTRACT OF THE REPORTS OF THE RAILROAD CORPORATIONS FOR THE YEAR ENDING SEPTEMBER 30, 1861.

TABLE A.—*Stocks and Debts.*

Amount of capital stock per charter and acts of the Legislature.	$97,973,200 00
Amount of capital stock subscribed for	84,655,039 12
Amount of capital stock paid in per last report	76,352,939 92
Amount of capital stock now paid in	82,445,253 51
Amount of funded debt as by last report	72,842,828 98
Amount now of funded debt	74,451,614 02
Amount of floating debt as by last report	2,112,152 44
Amount now of floating debt	2,082,030 91
Total amount now of funded and floating debt	79,533,544 93

TABLE B.—*Cost of Construction and Equipment.*

For graduation and masonry	$54,303,701 92
For bridges	2,192,671 18
For superstructure, including iron	29,407,057 62
For passenger and freight stations, buildings and fixtures	5,320,625 52
For engine & car houses, machine shops, machinery and fixtures	2,741,814 40
For land, land damages and fences	9,810,498 78
For locomotives and fixtures, and snow plows	7,381,489 06
For passenger and baggage cars	3,017,030 59
For freight and other cars	5,563,974 19
For engineering and agencies	12,816,022 60
Total cost of construction & equipment	138,966,753 82
Total cost of same, excluding city roads	130,786,818 06

TABLE C.—*Characteristics.*

Length of roads in miles	3,475.99
Length of roads laid	2,727.64
Length of roads in operation, excluding city roads	2,654.12
Length of double track, including sidings	841.77
Length of branches laid	465.32
Length of double track on same	22.87
Length of equivalent single track, exclusive of city roads	3,984.03
Number of engine houses and shops	185
Number of engines	755
Number of first class passenger cars	1,223
Number of first class passengers cars, excluding city roads	709
Number of second class and emigrant cars	223
Number of second class cars, excluding city roads	158
Number of baggage, mail and express cars	244
Number of freight cars	9,592

TABLE D.—*Business of the Year.*

Passenger Transportation:		
Miles run by passenger trains	17,241,021	
The same, excluding city roads	6,058,126	
Number of passengers of all classes carried in cars	58,128,679	
The same, excluding city roads	8,684,189	
Number of miles traveled by passengers or number of passengers carried one mile, city roads not included	337,954,686	
Freight Transportation:		
Miles run by freight trains	7,973,800	
Number of tons carried in freight trains	5,460,409	
Total movement of freight, or number of tons carried one mile	660,558,865	
Classification of Freight:		Tons.
Products of the forest		540,079
Products of animals		1,067,070
Vegetable food		1,220,332
Other agricultural products		221,209
Manufactures		568,691
Merchandize		719,017
Other articles		1,138,691
Total tonnage		5,460,409

Excluding City Roads:	Miles.
Average rate of speed of ordinary passenger trains, including stops	20.26
Average rate of same when in motion	24.89
Average rate of speed of express passenger trains, including stops	27.50
Average rate of same when in motion	31.87
Average rate of speed of freight trains, including stops	11.29
Average rate of same when in motion	14.42
	Tons.
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	63.78
Average weight, in tons, of freight trains, exclusive of freight	127.16

TABLE E.—*Cost of Maintenance of Roadway.*

Allotted to Passenger Transportation:		
Repairs of road-bed and way, exclusive of iron	$950.624 24	
Cost of iron for repairs	397.347 72	
Repairs of buildings	125,876 29	
Repairs of fences and gates	28,268 50	
Taxes on real estate	147,014 19	
	$1,649,130 94	
Allotted to Freight Transportation:		
Repairs of road-bed and way, exclusive of iron	$1,373,095 40	
Cost of iron for repairs	607,949 65	
Repairs of buildings	190,141 06	
Repairs of fences and gates	43 526 26	
Taxes on real estate	211,749 40	
	$2,426,461 86	
Allotted to passenger transportation	$1,649.130 94	
Allotted to freight transportation	2,426.461 86	
Other costs not allotted	432,795 11	
Total cost of maintenance of roadw'y	$4,508 387 91	
Total cost, excluding city roads	$4,374,217 54	

TABLE F.—*Cost of Repairs of Machinery.*

Repairs of engines	$445,689 80	
Repairs of cars	454,873 10	
Repairs of tools, &c	39,252 37	
Incidental expenses, oil, fuel, &c	47.610 50	
	$987,425 77	
Allotted to freight Transportation:		
Repairs of engines	$659,032 91	
Repairs of cars	848,533 78	
Repairs of tools, &c	51,722 27	
Incidental expenses, oil, fuel, &c	67,908 84	
	$1,627,197 75	
Allotted to passenger transportation	$987,425 77	
Allotted to freight transportation	1,627,197 75	
Other costs not allotted	68,709 04	
Total cost of repairs of machinery	$2,683,332 56	
Total cost, excluding city roads	$2,624,586 35	

TABLE G.—*Cost of Operating the Roads.*

Allotted to Passenger Transportation:	
Office expenses, stationery	$62,676 22
Agents and clerks	321,208 23
Labor, loading & unloading freight	11,731 64
Attendance of Porters, watchmen and switchmen	192,003 76
Wood and water station attendance	33,757 98
Conductors, baggagemen & brakemen	286,559 80
Enginemen and firemen	266,112 41
Fuel, and cost of labor in preparing for use	721,536 37
Oil and waste for engines & tenders	84,276 22
Oil and waste for cars	15,137 88
Loss & damage of goods & baggage	2,170 51
Damages for injuries to persons	49,104 08
Damages for property and for cattle killed	14 007 49
General superintendence	85,001 68
Contingencies	865,745 23
	$2,511,023 50

Allotted to Freight Transportation:	
Office expenses, stationery, &c....	$49,004 59
Agents and clerks.....	448,182 48
Labor, loading & unloading freight	634,140 14
Attendance of porters, watchmen and switchmen.....	257,095 59
Wood and water station attendance	45,734 41
Conductors, baggagemen & brakemen	356,026 01
Enginemen and firemen	401,581 03
Fuel, and cost of labor in preparing for use.....	996,741 20
Oil and waste for engnes & tenders	127,848 66
Oil and waste for cars.....	45,528 55
Loss & damage of goods & baggage	66,344 97
Damages for injuries to persons ...	13,633 78
Damages for property and cattle killed.....	24,513 03
General superintendence	106,810 69
Contingencies.....	327,001 99
	$3,900,188 02
Allotted to passenger transportation	$2,511,022 50
Allotted to freight transportation .	3,900,188 02
Other costs not allotted.....	1,461,277 06
Total costs of operating roads....	$7,872,488 58
Total cost, excluding city roads..	$6,467,918 89

TABLE H.—*Earnings and Payments.*

Earnings:	
From passenger business.....	$9,533,934 82
The same, excluding city roads..	7,264,160 57
From freight business, city roads excluded.....	13,009,783 99
From other sources	991,750 60
The same, excluding city roads ..	937,398 16
Total earnings.....	$23,535,469 41
The same, excluding city roads..	$21,211,242 72
Payments other than for Construction:	
For transportation expenses.....	$15,575,532 87
The same, excluding city roads..	13,766,066 09
For interest	4,892,121 03
The same, excluding city roads..	4,811,141 79
For dividends on stock	2,413,929 00
The same, excluding city roads..	1,974,618 00
Amount carried to surplus fund .	73,042 80
The same, excluding city roads..	29,533 01
Total payments.....	$22,954,624 70
The same, excluding city roads..	$20,581,358 80

TABLE I.—*Accidents.*

Number of passengers killed.....	12
Number of passengers killed, excluding city roads.....	7
Number of passengers injured	34
Number of passengers injured, excluding city roads.....	20
Number of employees killed.....	59
Number of employees injured	23
Number of others killed.....	91
Number of others injured.....	60
Total number killed.....	162
Total number injured.....	117
Total number killed, excluding city roads...	147
Total number injured, excluding city roads ..	83

Deductions from the foregoing Results.

If we exclude the city roads we have as follows:

Average cost per mile of road	$49,276 90
Average cost per mile of single track	32,827 85
Average number of miles traveled by each passenger.....	38.91
Average number of passengers in each train.....	55.78
Average number of miles each ton of freight was transported	120.97
Average number of tons in each freight train	82.84
Aggregate movement of passenger trains is equivalent to passing over the road	1,942 times.
Aggregate movement of freight trains is equivalent to passing over the road	2,556 times.
Average number of trains passing daily, over the road, about.....	12½ times.
Average cost per mile of road for maintaining roadway	$1,648 08
Average cost per mile of road for repairs of machinery	988 87
Average cost per mile of road for operating road	2,436 93
Average cost per mile of single track for maintaining roadway	1,097 92
Average cost per mile of single track for repairs of machinery	658 76
Average cost per mile of single track for operating road.....	1,623 44
Average sum received for carrying one passenger one mile.....	2.14 cents.
Average sum received for transporting one ton of freight one mile....	1.96 cent.
Average number of miles of travel for each passenger killed.....	48,279,240
Average number of miles of travel for each passenger either killed or injured	12,516,840
Average number of passengers carried for each one killed	1,240,598
Average amount of dead weight moved for each passenger carried .	1.14 tons.
Average number of dead weight moved for each ton of freight transported	1.53 tons.

Average expense is 64.87 per cent. of all the earnings.

There will be found among the documents accompanying this report, in addition to those usually given, an alphabetical list of all the railroad corporations in the State, now existing, as well as of those which ever have had an existence, under each of which, reference is made to all essential legislative enactments, etc., connected with the same.

Also, an abstract of titles, etc., of such general laws as relate to railroad corporations, is given. These documents will serve as an index to all the laws relating to railroads.

For several years past the Legislature have passed many acts authorizing the formation of railroad corporation, and have not required such corporations to comply with the General Railroad Act of 1850 in regard to making annual reports to this Department.

This is specially the case in regard to such roads as are operated in our larger cities by horse-power. Many of these companies are not even required to file Articles of Association with the Secretary of State.

Were all the railroad corporations brought under the same general and uniform rules, in regard to making annual reports, as was provided for by the general act of 1850, our annual reports tabulations, and deductions would be much more satisfactory than we are now able to make them.

At the time of the passage of the General Railroad Act of 1850, it was not foreseen that city railroads would be to any great extent introduced, and no special provisions were made in reference to this class of roads. The passenger business of the city railroads, operated by horse-power, is now very large, compared with the interior roads of long transit, operated by steam power. The whole number of passengers carried on the city roads during the past year is 49,444,490, while upon the other roads only 8,684,189 have been carried; and the amount received from passenger business on the city roads is $2,269,774 25, while the amount from the other roads is $7,264,160 57. Since 1850 great and important changes have been made in the management of railroads; and there are now many conditions and circumstances connected with the business operations of our railroads which cannot be brought out under the present form of reporting. For instance, we are unable to distinguish the way freight from that which passes over the entire length of the road; neither can we determine whether the movement is to or from tide water. We have no separate account of the live stock which is transported, no special account of the milk business, and there are many other particulars which it is important to have given in detail which cannot now be reached.

I would, therefore, suggest, that the General Railroad Act of 1850 be revised, especially that portion which relates to the form of the annual report to be made to this department, and that a special form be adopted for city roads.

Respectfully submitted,

VAN R. RICHMOND.

DOCUMENTS

Accompanying the Annual Report on Railroads.

1. Reports of the different railroad companies, for the year ending September 30, 1861, from No. 1 to No. 64 inclusive.

2. Tabulated results compiled from the reports of the respective companies, comprised in tables, A, B, C, D, E, F, G, H and I.

3. Tables of comparative statements, for five consecutive years, 1857, 1858, 1859, 1860, 1861, of the most important statistics, as reported by the respective companies.

4. An alphabetical list of all the railroad corporations now existing, as well as of those which ever had an existence, under each of which reference is made to all essential legislative enactments, etc., connected with the same.

5. An abstract of titles, etc., of such general laws as relate to railroad corporations.

6. Comptroller's apportionment of expenses charged to railroad companies, for the year ending September 30, 1861.

7. A map of the State, 22 inches by 29 inches, on which is given the position of all the railroads of the State.

Delaware and Hudson Canal Company.

The business of this Company for the year ending March 1, 1862, was as follows:

Sales of coal to March 1, 1862		$2,406,514 37
Canal and Railroad tolls collected.		367,953 56
Profits of barges, etc		31,215 45
Coal on hand at Honesdale, Rondout, and New York, and on line of canal.....		354,446 00
		$3,160,129 38
Coal on hand March 1, 1861.....	$248,821 40	
Mining coal	681,614 64	
Railroad transportation and repairs.....	292,265 14	
Canal repairs & superintendence.....	259,029 70	
Freight of coal on canal	544,278 56	
Labor and expense at Rondout.....	58,461 22	
Rent, salaries, current expenses, etc., New York office.....	34,084 99	
Coal yard and harbor expenses, taxes, interest, etc.....	313,722 58	
Depreciation account .	86,268 54	
		2,468,045 85
Net profit.....		$692,083 53

—being a little over 9 per cent. on the capital stock of the Company.

The canal was opened for navigation on the 23d day of April, and closed on the 3d of December, During the season, navigation was interrupted by freshets seven days, and by breaks six days. On the 13th February, 1861, an extraordinary ice flood occurred in the streams adjacent to the canal, causing—in addition to other slighter injuries—a breach in the dam of the Smith Hill reservoir, near Honesdale; the damage thus occasioned—about $25,000—has been included in the ordinary canal expenditures for the year 1861.

The total quantity of coal shipped from Honesdale by the canal was 724,160 15-20 tons; for all of which a ready market has been found, at full current prices. This fact furnishes a strong and satisfactory indication that the Lackawana coal is still steadily gaining favor with the public.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bon is fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence:				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1873	97
City of Portland Loan (Coup.)	1,500,000	6	'63-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	88½
" "	700,000	6	1880	84
" "	1,128,500	6	1875	89
" "	1,000,000	6	1867	89½
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1856	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	400,000	6	1873	----
Boston and Worcester:				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	95½
Mort. (chgd from Sterl'g)	888,000	5	1864	95½
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,030,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	104½
2d Mortgage	600,000	7	1875	100
Central Ohio:				
1st Mortgage W Div.	450,000	7	1861	62½
1st Mortgage E. Div.	800,000	7	1864	76
2d Mortgage	800,000	7	1865	63
3d Mortgage (S. F.)	950,000	7	1886	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	---
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	97½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	97½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	98
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	87
1st Mortgage	3,600,000	7	------	46½
2d Mortgage	2,000,000	7	------	16½
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	90
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	80
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	78
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	43
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	500,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296 000	7	1864	----
C. and T. Dividend (convert.)	168,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	85½
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	104
1st Mortgage (E. Extension)	1,499,000	---	1875	104
2d Mortgage	2,516,500	---	1881	93
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	800,000	6	var.	100½
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	445,000	6	1874	101
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,686	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tenness.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,960	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage Coupon	1,971,000	7	'62-'63	99½
1st Mortgage (Extended)	22,000	7	1882	----
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	99½
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	40½
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	104
2d Mortgage	2,000,000	7	1860	83
3d Mortgage	1,840,000	7	1875	84
Convertible	1,002,000	7	1867	76
Illinois Central:				
Optional Right bonds	38,000	7	1868	64
Construction	10,798,500	7	1875	94½
Construction	4,115,000	6	1875	94½
Eight per cent. bonds	326,000	8	1865	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1868	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortage	289,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	200,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	160,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	89½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	18½
2d Land Grant (Western Div.)	353,600	†	------	18½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	89
Long Island:				
1st Mortgage	500,000	6	1870	85
Extension Bonds	175,000	7	1890	82½
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
Marietta and Cincinnati:				
1st Mortgage	235,789	7	1891	90
2d Mortgage	------	---	------	----
3d Mortgage	------	---	------	----
Sterling Income	------	---	------	----
Domestic	------	---	------	----
Memphis and Charleston:				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	99
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	99
2d Mortgage (S. F.), convertible	4,152,000	8	1882	99
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	92½
Northern Indiana, 1st	985,000	7	1861	91½
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	90½
Detroit and Toledo	611,000	7	1876	76
1st General Mortgage (S. F.)	2,850,000	7	1885	91
2d General Mortgage	2,485,000	7	1877	75
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,556,000	7	1891	89½
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oakaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1888	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
2d Mortgage	------	----	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	96½
Funding (S. F.) Bonds	1,553,000	7	1876	----
Stock Exchange (S. F.) Bonds	630,000	6	1883	96½
Real Estate (S. F.) Bonds	166,000	6	1883	----
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	----
Convertible Bonds	970,000	7	1876	----
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	106
New York and Erie:				
1st Mortgage	3,000,000	7	1867	106
2d Mortgage	4,000,000	7	1864	100
3d Mortgage (convertible)	6,000,000	7	1883	92
4th Mortgage (convertible)	3,729,000	7	1880	84
5th Mortgage	1,277,000	7	1883	79
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	101
2d Mortgage	1,000,000	7	1864	92½
3d Mortgage	862,300	7	1867	70
New York and New Haven:				
Plain Bonds, Coupon	$12,000	7	1866	104½
Mortgage Bonds, Coupon	978,000	6	1875	----

Description.	Amount.	Interest.	Due.	Price.
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	70
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	66½
2d Mortgage	3,077,000	7†	1861	4½
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	67
Chattel Mortgage	350,000	10	1883	83
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,691,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,600,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100½
2d Mortgage	2,319,000	6	1875	91
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	78½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	730,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	95
Mortgage	3,103,600	6	1870	90
Mortgage (convertible)	3,586,500	6	1886	78
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	78
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
McKeesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and L.)	1,000,000	7	1872	----
2d Mortgage (O. and L.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	500,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	$00,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----

Description.	Amount.	Interest.	Due.	Price.
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$630,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	30
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie:				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	83
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	94
2d Mortgage (convertible)	2,000,000	7†	'68–'70	44
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	77½
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	49
3d M. (L. Er., Wab. and St. Louis)	1,347,600	7†	1891	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	10½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	74
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1872	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years endng.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.,	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,736	*	—	877,463	503,500	105,255	1,515,704	54.0	.....	101,102	37,986	—	.....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,595	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	—	—	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	660,451	—	—	660,431	—	—	—	—	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,595	116.9	.....	505,156	260,269	6	.....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	448,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	220,251	104,594	....	.....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	.....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,383,922	122.4	252,906	359,147	149,477	—	.....
31 Aug. '61	61.4	1.6	64.6	—	18	21	302	Hartford and New Haven	3,207,596	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	136½
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,459,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,25	319,106	77,038	—	.....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,296	94,591	8	.....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	788,538	760,000	156 429	1,644,967	62.0	127,396	135,072	.....	—	.....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	.....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	.....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	1,717,523	117.4	579,659	925,075	325,573	—	.....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	899,300	62,477	.....	66.4	.....	288,512	108,626	—	35
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.5	136,631	138,970	41,166	—	.....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	.....
								FLORIDA.													
.. .. '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	195,000	75,884	619,112	32.0	.....	7,857	3,535	—	.....
.. .. '62	59.9	—	5.0	—	....	....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '62	100.0	3.9	10.0	153.5	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,359	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	415,056	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	23.7	—	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	55	62	697		Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879 468	1,715,028	764,574	10	.....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	222.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	19	16	171		Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	7	2	107		Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	3	4	32		Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,866	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	852 34	454,541	—	.....
								ILLINOIS.													
31 Dec. '60	220.0	—	....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10 000,000	220.0	845,981	994,569	225,786	3m	.....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	.....	10,195,257	168.0	.....	1,514,478	242,564	—	62½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	....	—	....	....	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	.....
30 Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,608,900	1,297,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	55½
10 Nov. '58	33.2	—	....	—	....	....	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,000	—	10,469,358	261.5	792,029	1,462,752	652,260	—	67½
31 May, '61	175.0	—	....	—	....	....	.....	Great Western	5,022,926	*	—	1,600,000	2 391,000	—	.....	175.0	.....	485,943	181,529	—	.....
31 Dec. '61	454.8	252.5	....	—	112	94	2,247	*Illinois Central*	27,497,988	*	—	15,829,095	15,277,500	172,9..9	33,5.1,.24	708.2	2,458,023	2 965,758	1,150,903	—	63
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. ..	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
.. .. ..	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,609,955	629,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29 0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,160	51.772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40.550	2,108,011	109.0	363,122	400,397	133,099	—	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,649,900	1,367,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	80
31 Dec. '60	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37.219	2,031,942	84.0	.....	277,952	119,745	—	.....
31 Dec. '60	78.0	—	11.0	—	15	16	119	Jeffersonville	1,554,732	*	—	1,015,907	723,000	5,900	2,182,004	108.0	329,461	302,006	112,798	—	.....
.. .. '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
1Dec. '60	86.0	49.0	....	—	25	....	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,086	—	.....
.. .. '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.6	.....	645,827	371,40.	—	.....
.. .. '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820.000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '60	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73 0	.....	404,599	232,77.	10	.....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,968	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	.....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,976	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	31.2	.....	.....	.....	—	.....
.. .. '59	55.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	624,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	....	22.0	....	....	.....	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13 0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '61	29.0	—	....	}	13	10	230	} Lexington and Frankfort	591,121	52,800	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	....	}				} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,151	65.1	244.773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,908	716,478	371,12.	—	.....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	.....
.. .. ..	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,280	—	3,242,318	566,000	339,297	5,855,320	80.0	160,204	481,922	223,649	—	.....
1 Mar. '61	206 0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,282,624	555 434	—	.....
31 Aug. '60	53.7	—	....	135.3	....	....	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,086,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—		180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	101
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*		169,200	556,600	.....	—	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,781	3,579,907	13,113,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,758	6	68
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	21½
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,783	7	93½
31 May, '61	74.3	8.8	49.7	—	32	54	606	Boston and Maine	4,300,849	*	465,758	4,076,974	—	86,655	.....	118.3	.....	776,065	318,071	5½	108
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	132,720	—	.....	61.8	.....	588,871	272,429	8	111
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,101	.....	83.6	.....	928,932	408,594	8	110½
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	124
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	.....	52.3	.....	250,836	122,956	6	85
30 Nov. '61	44.1	30.5	25.3	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,885,000	34,000	.....	120.7	.....	565,939	246,402	4	56½
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,425	776,796	—	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	78.5	—	29	28	655	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	.....	71.6	.....	543,158	217,054	6	96
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	.....
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	568,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	110
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	73½
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	—	.....
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	.....	.....	.....	18,291	—	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	104
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	.....	—	.....	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308,228	139,447	8	110
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	.....
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....	—	—	.....	—	—	.....	ope	r. by T.	and B.	.....	—	40
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	.....	.....	77.0	.....	200,648	95,739	—	11½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,158	*	—	5,150,000	6,271,520	76,000	.....	217.9	.....	1,894,567	812,996	8	120½
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	56½
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	189.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,389	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,963,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	56½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	23½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	—	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,986	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	30
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '61	189.0	—	—	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	11½
28 Feb. '61	77.0	—	—	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114.0	311.665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,888	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	56½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	103½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	50
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	783,960	12	123
31 Dec. '60	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '60	64.0	—	48.0	—	30	21	256	Central of New Jersey	5,042,163	424,700	—	2,200,000	3,186,000	175,000	5,580,981	64.0	438,871	1,185,847	710,396	10	122
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,310	779,744	2,553,584	—	Leased	to Erie	Co.	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	283,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	—	—	—	New Jersey	3,609,089	400,378	1,249,621	4,397,820	688,000	—	5,628,931	33.8	.....	992,767	579,981	10	124
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	.....	—	.....	.....	.....	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & R.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & R.	24,440	—	.....
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	70
31 Dec. '60	13 0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	.....	—	—	15,344	3,268	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	oper. by Rens. & Sarat.		—	—	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	oper. by Western.		—	—	6	100
30 Sep. '60	34.9	—	2.6	78.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	336,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,890	8	—
30 Sep. '60	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,635,579	176 0	483,412	593 845	187,704	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	125
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	oper. by Erie.		—	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	oper. by Erie.		—	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	86½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	18
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	.....	7,309,042	2,601,063	6	83½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,796	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	37½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,780	*	—	5,717,190	6,055,752	—	—	152.9	.....	1,142,551	433,716	—	124
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.		—	60,000	6	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	289,355	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	oper. by B., N. Y. & E.		22,047	—	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	654	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	oper. by Rens. & Sar.		—	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	.....	15,720	11,500	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,257	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	oper. by Hud's. River.		—	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	762,601	—	—	30,000	680,000	—	—	oper. by other Co's.		—	—	—	—
1 Jan. '62	10½	—	½	30.0	—	—	—	Warwick Valley	185,000	—	—	100,000	85,000	—	185,000	10½	oper. by Erie R. W. Co.			—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	35
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	38,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	489,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,089	477,554	235,201	6	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	366,939	—	77,294	—	—	.....	—	—	—	—
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	.....	314,091	102,765	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,672,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	88
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	112½
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268.303	298,971	1,155,152	1,693,300	804,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '60	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,353,000	—	—	96.6	.....	1,120,370	662,948	14	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,238	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	17½
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	.....	919,971	493,956	—	46
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,663	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	oper. by w. Lit. Miami.		—	170,795	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	.....	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	5	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	—	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	.....	102,180	52,406	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	.....	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	.....	69,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	39	32	602	Little Miami	4,004,4 3	*	—	2,981,270	1,407,000	—	—	138.0	.....	1,380,051	529,961	8	92
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106.895	9,792,293	226.6	.....	434,290	99,554	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	893,818	169,943	—	1½
31 Aug. '58	112.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	.....	—	—	—	—
30 Jun. '61	158.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	8,988,278	605,900	219,864	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	843,770	1,385,200	132,063	2,588,876	125.0	.....	185,934	34,167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper. by C., C. & C.		—	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '60	243.0	—	—	—	35	18	580	Toledo, Wabash and Western	8,019,539	*	17,613	2,123,500	5,843,650	458,265	8,498,947	250.0	.....	861,722	373,772	—	—
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	62,624	.....	45.0	61,634	94.342	45,161	—	—
31 Aug. '59	20.5	—	28.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	.....	311,201	164,554	10	60½
31 Dec. '60	68.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	.....	—	—	—	2½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,776	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,172,466	*	423,200	5,293,152	4,915,500	744,579	11,780,945	202.0	.....	2,169,946	1,339,680	6	83
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	oper. by Buf. & S. L.		—	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,888,343	55.5	.....	436,237	153,334	6	51
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	8,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,609	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	242,039	6	52½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	oper. by C., W. & E.		—	—	—	10
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,412,871	303 927	9,803,932	—	.....	753,318	670,227	6	51
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,338	—	2,800,000	—	—	2,991,150	72.3	.....	556,192	379,976	10	47
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	396,927	—	3,155,875	2,940,473	774,323	6,471,462	55.7	5 mos.	176,047	91,399	—	7
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065.289	3,474.545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	—	45½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	.....	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	44
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,096	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150	—	24,353,896	151.4	.....	3,312,546	1,625,985	—	21½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by Cam. & Amboy	—	—	—	125
3 Oct. '60	98.0	6.0	—	—	30	93	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,300,000	—	—	200.5	48,877	1,226,597	471,712	6½	52½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Rate of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	51,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	—
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791 166	18,487,835	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----------	----------	----	----------	----------	----------	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----------	1,355,700	54.0	----------	----------	----------	—	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	----------	----------	573,616	24.5	----------	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	----	----------	96,227	54,582	—	----
31 Dec. '59	148.0	—	20.0	140.0	----	----	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	----------	114,126	61,848	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----------	----------	29.6	----------	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	----------	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	----------	78.0	199,878	238,420	860,339	—	7½
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,900	----------	----------	62.0	240,443	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	4 7,917	8,500	----------	----------	13.6	----------	26,454	6,914	—	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	----------	----------	1,916,515	217,577	----------	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
-- -- '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,340	2,919,554	164.5	----------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	----------	----------	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	*	—	—	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	62	59	790		South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	53,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859.....	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,837,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	3 149,167	—	----
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	280,112	7,627,797	291.0	----------	1,635,096	873,597	—	----
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----	----------	----------	----------	—	----
1859.....	100.0	—	30.6	55.8	----	----	----	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----	----------	----------	----------	—	----
1859.....	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859.....	----	—	----	—	—	—	—	Nashville and Northwestern	----------	----------	—	----------	----------	----------	----------	----	----------	----------	----------	—	----
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz & Colr'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
-- -- '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275 000	240,000	177,586	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	232,846	196,568	—	----
-- -- '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
-- -- '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	----------	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	679,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----------	----------	----------	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	----------	—	1,350,000	----------	----------	1,380,695	oper	r. by Vt.	Central	----------	—	105
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----------	----------	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	----	----	----	Western Vermont	1,083,500	*	—	832,000	700,000	----------	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	232,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	28,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3.102,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.180	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,489	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	19.9	—	----	----	----	*Milwaukee and Minnesota*	7,400,000	*	—	7,400,000	----------	----------	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,458	82,182	—	----
-- -- '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '60	191.9	42.5	28.3	—	----	----	----	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,944,000	2,556,000	----------	7,500,000	234.4	----------	883,186	439,943	—	28
-- -- '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----------	—	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '61	104.0	—	----	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	22 1,850	68,438	—	----
-- -- '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	—	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 July '61	161 0	—	----	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	161.0	400,075	1,771,780	363,670	—	—
-- -- '59	31.0	—	----	—	16	17	214	Montreal and Champlain	----------	----------	----------	----------	----------	----------	----------	31.0	166,245	----------	----------	—	14
-- -- '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	----------	15,603,128	31,351,133	----------	46,954,261	761.0	2,049,997	1,060,219	4,000	6	38
-- -- '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	----------	14,054,908	8,480,849	----------	----------	357.0	1,360,900	----------	----------	8	----
-- -- '59	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	37,081	----------	----------	—	----
-- -- '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	254,530	----------	----------	—	----
-- -- '59	54.0	—	----	—	6	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	89,222	----------	----------	—	----
-- -- '59	25.0	—	----	—	4	—	67	Welland	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
								NEW BRUNSWICK.													
1 Oct. '60	108.0	0.9	12 0	—	12	18	236	European & North American	4,085,560	328,164	—	4,451,012	----------	----------	4 451,012	108 0	193,683	116,225	41,985	—	---
1 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,888	—	1,390,000	13,100	126,000	1,729,232	60 0	----------	132,555	36,670	—	---
								NOVA SCOTIA.													
-- -- '59	61.5	—	----	60.1	----	----	----	Nova Scotia	----------	----------	----------	----------	----------	----------	----------	61.5	----------	----------	----------	—	----
								NEW GRANADA.													
31 Dec. '60	48.7	—	----	—	—	—	----	Panama	8,000,000	*	620,804	5,000,000	2,400,000	----------	9,606,530	48.7	----------	1,589,859	1,110,652	15	121½

New York Stock Exchange.

Highest Sale Prices for the week ending April 9

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9
Federal Stocks:—						
U. S. 5s, 1871	87	----	----	----	----	----
U. S. 6s, 1874	87	----	87	86⅞	87⅛	
U. S. 5s, 1865	----	----	----	----	92	
U. S. 6s, 1881, reg.	92⅛	92⅛	92⅛	92⅛	93⅛	94
U. S. 6s, 1881, cou.	93	92⅛	92⅛	93	93⅛	94
U. S. 6s, 1862	----	----	----	----	----	----
U. S. 6s, 1867	----	----	----	94	----	
U. S. 6s, 1868	----	----	95	94	----	
State Stocks:—						
California 7s	85⅛	----	85⅛	86	86	86⅛
Georgia 6s	75	----	----	----	----	----
Illinois Coupon bonds	88⅛	----	----	90	----	----
" Canal bonds	----	----	----	----	----	88
Indiana 5s	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	87
Louisiana 6s	68	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	89	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	50⅛	49⅛	49⅛	50⅛	52	51⅛
Do. ins. to H. & St. J. R.	----	----	----	58	----	60
New York 6s, 1865	----	----	----	----	----	108
North Carolina 6s	67⅛	67⅛	----	66	----	67⅛
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	98	----	99	----	
Tennessee 6s, 1890	53⅛	----	53⅛	55⅛	57	58
Virginia 6s	57⅛	----	----	----	57⅛	----
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Buri. and Q.	61	61⅛	61⅛	62	61⅛	62⅛
Chicago and Rock Isl.	56⅛	55	55⅛	56⅛	----	56⅝
Clev., Col. and Cin.	112	112⅛	112⅛	----	----	----
Clev. and Pittsburg	----	----	17	----	17⅛	17⅛
Clev. and Toledo	45⅛	45⅛	45⅛	45⅛	45⅛	46
Del., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	67⅛	----	67⅛	68	68⅛	67⅞
Hudson River	36⅛	----	36⅛	36⅛	36⅛	36⅛
Illinois Central (scrip)	61⅛	61	60⅛	61⅛	62	63
Michigan Central	55⅛	55⅛	55⅛	56	56⅛	56⅛
M. S. and N. I. guar'd,	46⅛	----	46⅛	46⅞	47	47⅛
M. S. and N. I.	23	----	22⅛	23⅛	23⅛	
Mil. and P. du Chien	24	24	26⅛	28	28	
M. and P. du C. 1st pref.	77	----	----	----	----	----
M. and P. du C. 2d pref.	----	56	56	----	----	----
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	82⅜	82⅛	82⅛	83	83⅛	83⅜
Erie	36⅛	37⅛	37	37⅛	37⅛	37⅛
Erie pref.	61⅛	61⅛	61⅛	61⅛	62	61⅛
Erie Assessment Scrip	----	----	----	----	----	----
N. York and Harlem	12⅛	12⅛	12⅛	12⅛	12⅛	----
N. Y. and H. "pref."	30⅛	----	----	----	----	----
Panama	120	119⅜	----	120	121	121⅛
Phila. and Reading	----	----	42	43	----	
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N. W. 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	87	----	----	----
Cl. & Tol. S. F. 7 p.c. '85	----	----	----	85⅛	85⅛	----
Chi., Bur. and Q. 8 p.c.	99	98⅛	99	----	97⅛	----
Chi. and R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8 p.c. '71-5	99⅛	----	----	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Gal. & Ch. 1 M. 8 p.c. '63	----	----	----	----	99⅛	99⅛
" 2 M. 8 p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	----
Hudson R. 1 M. 7 p.c. '69	104	103⅛	----	104	104	
" 2 M. 7 p.c. '60	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	83
" sink. fund	----	----	----	100	----	
Illinois Centr. 7 p.c. '75	----	----	----	94⅛	----	----
" " 6 p.c. '75	----	----	----	94⅛	----	----
L. Erie & Wab. 1 M.	----	----	77	----	78	----
" " 2 M. '47	47⅛	47⅛	48	48⅛	49	
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. and P. du C. 1st M.	89⅛	89⅛	----	----	----	----
Mich. Cen. S. F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	99	----	----	----	99
Mich. Southern 1st M. 92⅛	----	----	----	----	----	----
" " 2d M. Ass.	----	----	----	----	----	----
" " 2d M.	----	----	75	----	----	----
" " S. F.	----	91	----	----	----	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83.	96	95⅛	----	96⅛	----	----
" 1 M. 7 p.c. '64	----	----	----	----	----	----
" bonds 1876	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	106	----	----	----	----	----
" 2 M. 7 p.c. '64	100x	----	----	----	----	----
" 3 M. 7 p.c. '88	----	----	----	93	92	92
" 4 M. 7 p.c. '80	84⅛x	----	83⅛	84	----	----
" 5 M. 7 p.c. '83	----	----	----	----	----	----
" conv. 7 p.c. '62	----	----	----	----	----	----
" " 7 p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	----	----	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
Miscellaneous:—						
Del. and Hud. Canal.	89⅛	----	89	89⅛	90	90
Penn'a Coal Co.	----	82	82	----	----	81⅛
Pacific Mail S. S. Co.	97⅛	98	98⅛	99	99⅞	100

The following are the closing prices in the London Market on the 27th March:

United States 5s, 1874	77	to	78
Maryland	81	"	83
Virginia 6s	57	"	58
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	63⅛	"	64⅛
Erie shares, ex assessment scrip	33	"	34
Erie shares, 7 per cent. preference	55	"	56
Erie shares, assessment scrip	1⅛	"	2⅛
Illinois Central 6s, 1875	79	"	81
Illinois Central 7s, 1875 x c.	78⅛	"	79⅛
Illinois Central $100 shares, $85 paid, dis.	43⅛	"	42⅛
Illinois Central, all paid	54⅛	"	55⅛
Michigan Central 8s, Convertible, 1869	84	"	86
Michigan Central Sinking Fund 8s, 1862	87	"	89
Michigan South. and North. Indiana 7s, 1885	73	"	78
Do. do. do. $100 shares.	19	"	21
New York Central 6s, 1883	84	"	86
New York Central 7s, 1864	88	"	92
New York Central 7s, 1876	84	"	92
New York Central 7s, 1876	88	"	92
New York Central $100 shares	72	"	74
New York and Erie 7s, 1867	92	"	94
New York and Erie, 2d mort., 1859 x c.	85	"	90
New York and Erie, 3d mort., '83, assented "	79⅛	"	80
New York and Erie, 4th mort.	69	"	71
New York and Erie, 5th mort.	70	"	72
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	103	"	105
Panama, 2d mortgage 7s, 1872 x c.	98	"	100
Pennsylvania Central 6s	86	"	88
Pennsylvania Central 2d mortgage	87	"	89
Pennsylvania Central $50 shares	40	"	43
Philadelphia and Reading $50 shares	18	"	22

American Railroad Journal.

Saturday, April 12, 1862.

Share and Money Market.

After a good deal of activity the first part of the week, the market closed dull at a very slight decline. The recent advance has led to realizations, which have brought out large quantities of stock. The threatened appearance of the Merrimac at Hampton Roads, tends very strongly to check operations, till her defeat or capture shall be made certain. We cannot say that much real apprehension is felt as to the result, but the mere contingency of her success is enough to check operations, and depress prices. In all other respects matters are favorable. The triumph of the government forces is far greater than was anticipated. In money, there is a steadily increasing ease. In fact there is every reason to fear that money may become too abundant, relieved as our Banks are from the wholesome check of paying specie. Exchange is quoted at 112 to 113. Gold is a trifle weaker, selling at 101¾ to 101⅞.

Interest and Dividends.

The Cumberland Valley Railroad Company have declared a semi-annual dividend of four per cent., payable on demand, at the office of Thomas Biddle & Co., Philadelphia. The coupons due on the 1st inst. are also paid at the same place.

A dividend of 75 cents per share upon the stock of the Long Island Railroad Company will be paid at the office of M. Morgan & Son, 37 William-st., New York, on the 21st inst.

☞ A meeting of the stockholders of the Chicago, Burlington and Quincy Road is to be held at Boston on the 15th May, to consider the propriety of extending that road from Aurora into Chicago, and to authorize the issue of a million of bonds for that purpose.

☞ We understand the suit of Bates vs. The Illinois Central Railroad Company, to recover possession of depot grounds in Chicago, has been finally decided, on appeal, by the Supreme Court at Washington, in favor of the Company.

Boyd's Patent Hose.

The attention of Railroad Managers and others in want of *hose*, is called to the advertisement of Mr. G. Wheelwright, agent for Boyd's Patent Hose in this city. The article is made of heavy, closely woven, four and five ply cotton twine, the inner surface being coated with Gutta-percha, the edges of which are perfectly true and riveted together strongly with copper rivets. By these means an article is obtained which combines the utmost strength with lightness, flexibility, cheapness and freedom from mill dew. By virtue of positive tests, it has been ascertained to be stronger than any other hose ever manufactured, while it is one-third lighter than leather, and can be spliced or repaired with ease, which is not the ease with some other articles of the sort. Its cost is less than the best quality of leather hose. We have before us several testimonials, all of which speak of Boyd's Patent Hose in the highest terms. One fact, vouched for by Mr. J. T. P. Hunt, Chief Engineer of the Fire Department, Manchester, N. H., will be worth a dozen opinions. He says: "The trial on the second day we consider to have been still more marked, when the same length of this hose was used by our steam fire engines, running it to the extreme pressure of 220 lbs. to the square inch"—without breaking. It is now used on most of the steam fire engines in this city, with entire success.

Locomotives and Steam Engines for Sale.

There are now on hand and for sale at the *Jersey City Locomotive Works*, two first class new Locomotives—one wood-burner, and one coal-burner—constructed with the latest improvements and of the best material and workmanship. These works furnish Low Moor Tires, and Portable and Stationary Steam Engines, of all sizes. We understand that these works are rapidly filling with orders, and are busy in building Locomotives, Propellers and Stationary Engines; also a large coal-burner for the N. J. R. R. and Transportation Co. See Advertisements of Wm. G. Hamilton, Esq., Vice President and Engineer, in another column.

Cattawissa Railroad Company.

The annual meeting of the stockholders was held in Philadelphia on the 1st inst., at which the report of the directors for the fiscal year ending December 31, 1861, was presented and read. From this we learn that the gross receipts were $279,075 86. Deducting rent of four other roads, they amounted to $219,548 37. The expenses of all kinds, covering ordinary and extraordinary expenses, were $197,058 04—leaving as net earnings, $22,490 33. These were disposed of as follows: Paid on charter bonds $3,650; discount and interest $163 26; advertising, etc., $756 24; sundry claims against old company $3,112 07; balance Receiving Com., Trustees Com., etc., $11,475; C. W. & E. R. R. labor and material debt, $1,080 39; uncollected duty December 31, 1861, $2,253 37. The total expenditures for repairs during the year amounted to $91,114 80. One new bridge has been built, 11 miles of new cross ties placed in the road, 190 tons of new rails, and a corresponding amount of other materials. The repairs of locomotives amounted to $27,093 62, and the repairs of cars to $28,472 50.

The amount of cash payments made by this company since its organization for and on account

of the old company have been $28,613 23; debts of old company negotiated away $9,112 15—making a total reduction of the old company's debts of $37,725 38. There is yet due for labor, material, etc., $65,246 91. On its own account the company does not owe a dollar.

The decrease of gross receipts for 1861, compared with the average of the past three years, is 14.4 per cent.; and the decrease in expenses, 8.9 per cent. This result is considered very favorable under all the circumstances.

The road had no share whatever, owing to its geographical position, in the business furnished by government, yet its earnings have much exceeded expectation, and large expenditures have been made in improving the road.

Finances of St. Louis.

From the Comptroller's Report, we learn that the receipts of the City of St. Louis, for the year ending February 28, 1862, amounted to $1,108 693, or, including balances on hand, $1,136,187, of which $156,202 were derived from temporary loans and $137,022 from city warrants issued. The expenditures were $678,008 for new, and $228,692 for old claims, making an aggregate of $906,700, and leaving a balance of $254,533 at the end of the fiscal year. The larger part of this consisted of depreciated Missouri currency. The sum of $20,095 is comprised in it for exchange paid to the Union Bank for converting its issues, and which the municipal authorities are asked to legalize as a regular asset.

During the year the floating debt has been increased to the extent of $56,911 of new charges; while the sum of $228,692 of *entailed* floating debt has been paid off in the same period. The total amount of this now due is $193,380.

The exposed situation of St. Louis last summer operated seriously on its finances during most of the year. No new contracts on streets or other city work, other than necessary repairs, have been issued since April last; and a reduction of $50,000 per month has been made in municipal expenditures. Notwithstanding which, the city was unable to pay its interest claims as they fell due last August. At the commencement of the year the floating debt, estimated by the late Comptroller at $100,000, amounted to $365,000, in round numbers, embarrassing every branch of the city government, and preventing the negotiation of loans during the crises which took place. Property of all kinds naturally depreciated, and capitalists feared to part with their money, not foreseeing the issue of the war. At the same time taxes of all kinds were difficult to collect, caused by the general suspension of trade. In ordinary years it would have been arderous to meet such a load of obligations as they fell due. Every effort to main tain the credit of the city appears to have been made; but the task was clearly impossible. Of the bonded debt $120,000 fell due during the year; the interest claims, increased by the rate of exchange, was $360,000; the monthly expenditures at first averaged $90,000. It will be seen that the last alone almost equalled the average receipts of the city treasury, from all sources.

Three resources, observes the Comptroller, were open—to effect a loan, to make an issue of Treasury Warrants, and to cut down expenditures. But the first two were only of limited application. Strennous efforts were made to raise money by both methods; but by the 10th of June both resources had been exhausted at home, and there was no disposition abroad to render assistance. At the 1st of August, after expending $69,000 on interest and exchange, $125,000 more was required, to get through the month. In its then exhausted condition the Treasury was driven to suspend payment of interest. Since then none has been paid, except on small sums to settle up an account in Philadelphia. The Mayor and Common Council have, however, been making every exertion to create a surplus, out of which to provide for the bonded debt. It is stated as a highly gratifying fact that among the thousands of bondholders both in Europe and this country, the only individual who has undertaken to prosecute the city for its temporary non-payment of interest, is a resident of a neighboring State, whose claim is but for $60, and it is believed that he will withdraw his suit.

Of the ability of the city to discharge in a brief period, its obligations, the Comptroller states that the total differred bond or interest payments due in the current year are $363,650, to which must be added the sum of $306,110 for interest, &c., accruing the present year. Both are $300,000 *less* than the amount expended in 1859–60, through the Engineer's office alone. It is believed that the $50,000 per month, by which the ordinary expenses have been reduced, can be applied, without serious annoyance, toward the liquidation of interest over due and falling due, thus extinguishing the whole in little more than thirteen months. It has been resolved to undertake no public works until these claims shall have been equitabiy disposed of. The ordinary revenue for the present year can hardly fall short of $800,000; and will exceed that figure, should the sluggish stream of trade move more rapidly than it has lately done.

The following statement shows the assets and liabilities of the city:

ASSETS.	
Property (estimated at $25,000,000 two years ago,) say	$10,000,000
Delinquent taxes of former years	500,000
Delinquent taxes of 1861	220,000
Bills receivable	100,946
Treasury warrants unissued	62.978
	$10,883,924

LIABILITIES.	
Bills payable, (bonded debt)	$1,913,500
Deferred payments	353,650
Floating debt	193,380
Treasury warrants	137,022
	$5,597,552

Navigation on the Upper Lakes.

We have news from Mackinaw up to the 19th of March, on which day the ice was only twelve inches thick, with prospects of an unusually early opening.

Navigation on Lake Erie is now resumed, propellers running regularly between Detroit and Buffalo and Toledo and Dunkirk.

Accounts from the Welland Canal are not quite so favorable. At Port Robinson the ice was fourteen inches thick, and at Burlington Bay loaded teams were crossing the ice as in mid-winter.

From Detroit we learn that the ice still obstructs navigation between that port and Port Huron, but it was thought the strong north-east winds which have prevailed for the past few days would open a passage yesterday. The Sea Bird had made two or three attempts and failed to get through the ice.

From Green Bay we have advices up to the 1st inst. On that date the ice near Menominee river was firm, and teams were coming up on the ice from below.—*Chicago Tribune, April 4.*

Eastern Virginia and Maryland Railroad.

The bill which recently passed the Western Virginia Legislature, at Wheeling, to incorporate the Accomac and Northampton Air-Line Railroad Company, provides for a capital of $600,000, divided into shares of $50 each. The road is to commence at Cherry Stone Ferry, in Northampton county, Va., and to run to the Maryland line in the direction of Salisbury, Somerset county. The Snow Hill (Md.) Shield says:

The Hon. John W. Crisfield, president of the Eastern Shore Railroad Company, is much in favor of a plan contemplating a junction of the Virginia railroad via Worcester and Somerset counties, with that at Salisbury, as also other individuals of influence connected with this species of improvement.—*Delaware Gazette.*

Philadelphia and Erie Railroad.

The Warren *Mail* says that the work of laying the rails from Warren eastward, on the Philadelphia and Erie Road will be commenced in June, and that the whole line is expected to be completed in time to participate in the fall trade of the present year.

Chicago and North-Western Railroad.

The earnings of the Chicago and North-Western Railway Company for the fiscal years ending March 31, 1861 and 1862, were:

	1862.	1861.	Increase.
Passengers	$308,546 19	$241,226 36	$67,319 83
Fr'ht, Mails, &c	540,530 86	480,936 97	59,593 89
Totals	$849,077 05	$722,163 33	$126,913.72

Railroad Earnings--Weekly.

The receipts of the Grand Trunk Railway of Canada for the week ending March 29, 1862, were:

14,524 passengers	$27,548 84
Mails and sundries	4,301 85
13,390 tons of freight and live stock	60,233 48
Total	$92,083 37
Corresponding week, 1861	90,563 46
Increase	$1,519 91

—Including River du Loup Traffic.

The traffic of the Great Western Railway of Canada for the week ending April 4, 1862, was as follows:

Passenger	$17,424 69
Freight and live stock	41,111 97
Mails and sundries	1,326 49
Total	$59,863 16
Corresponding week of last year	55,398 53
Increase	$4,464 63

The earnings of the Cleveland and Toledo Railroad for the 1st week in April, 1862, were. $21,224
Do., 1861 22,939
Decrease $1,715

Railroad Earnings--Monthly.

The earnings of the Toledo and Wabash Railroad for March were:

	1861.	1862.
Passengers	$18,083 90	$14,525 39
Freight	42,966 87	41,480 49
Total	$61,050 77	$56,005 88
Decrease		$5,044 89

The receipts of the New York and Harlem Railroad for March are as follows:

March, 1862	$103,020 82
" 1861	88,790 72
Increase	$14,229 60

The statement of the Illinois Central Railroad for March is as follows:

Land Department.

Acres Construction Lands sold	6,755.98	for	$82,099 45
Acres Interest Fund L'ds sold	776.07	"	8,786 77
Acres Free Lands sold	2,591.05	"	33,981 80
Total sales during the month	10,123.10	for	$124,818 02
To which add Town Lot sales			614 25
Total of all			$125,432 27
Acres land sold since Jan'y 1, 1862	21,375.02	for	$260,044 20
Acres sold prev'sly (net sales)	1,236,971.08	for	16,161,203 15
Total	1,258,346.10	for	16,421,247 35
Construction bonds canceled previous to February 28			$2,096,500 00
Cash collected in March			18,965 87
87,000 bushels corn received on hand.			
Net collections to Feb. 28, 1862			4,159,458 03

Traffic Department.

Receipts from Passengers		$72,268 34
" Freight		74,142 65
" Mails		6,358 34
" Rent of road		6,333 00
" Other sources		2,699 62
Total receipts for March, 1862		$161,801 95
Do. do. 1861		226,966 76

Original land grant, 2,595,000 acres; railway, 706 miles of main track, and 97 miles of sidings, 113 engines, 2,456 cars. Funded debt, $15,235,500.

The earnings and expenses of the Cleveland and Mahoning Railroad for January, February and March were as follows:

	1861.	1862.
Passengers	$13,363 93	$10,402 28
Miscellaneous freight	17,322 10	17,222 63
Ore	9,529 07	8,386 81
Coal	25,603 44	31,071 42
Mail	1,256 25	837 51
Gross earnings	$67,074 79	$67,930 65
Expenses	31,355 21	33,122 82
Net earnings	$35,719 58	$34,797 83

The earnings of the Galena and Chicago Railroad for March, 1862, were $76,137 59
Do., 1861 101,600 24
Decrease $25,462 65

Corrected earnings for February, $105,423 42.

The earnings of the Michigan Central Railroad for March, 1862, were $152,901 62
Do., 1861 151,670 54
Increase $1,231 08

The earnings of this year do not include the earning of the New Albany and Salem Railroad.

The earnings of the Cleveland and Toledo Railroad in March, 1862, were $99,359
Do., 1861 85,873
Increase $13,486

The earnings of the Detroit and Milwaukee Railroad from January 1st to March 29th were $136,489 48 against 102,805 15 for the corresponding period in 1861.

The earnings of the Buffalo, New York and Erie Railway, for the month of March were:

1862 $81,144 97
1861 49,194 46
Increase $31,950 51

The earnings by the Chicago, Burlington an Quincy Railroad (310 miles) in March, 1862, were $121,272 89
March, 1861 158,007 83
Decrease $36,734 94

The earnings of the Hudson River Railroad for March, 1862, were $308,963 46
Do., 1861 167,559 96
Increase $141,403 50

The earnings for six months ending March 31, 1861 and 1862 were:

	1860 1.	1861-2.
October	$193,950 63	$173,260 89
November	169,548 71	197,761 77
December	220,370 19	246,282 92
January	223,157 37	307,330 18
February	205,342 69	281,568 16
March	167,559 96	308,963 46
Totals	$1,179,929 55	$1,515,167 38
		1,179,929 55
Increase in six months		$325,287 83

The earnings of the Chicago and Rock Island Railroad for March, 1862, were $71,604
Do., 1861 75,275
Decrease $3,671

The State Loan to the Long Island Railroad.

LOANS REIMBURSABLE AT THE PLEASURE OF THE STATE, MUST HAVE THEIR DATE OF PAYMENT FIXED BY THE LEGISLATURE. THE LOAN HAVING BEEN GIVEN PRIOR TO 1846—THE LAW OF 1858 FIXING THE DATE OF PAYMENT IS CONSTITUTIONAL.

The Legislature of the State of New York in 1840 enacted that, whenever the Long Island Railroad Company should produce to the Comptroller the joint affidavits of five directors of the company, that the sum of $400,000 of the moneys paid in on the capital stock of the company, had been actually expended by them in the construction of their road, he should issue and deliver to the Treasurer of said company, special certificates of stock to the amount of $100,000, bearing an interest not exceeding six per cent., payable semi-annually. This amount was made a lien upon the road in favor of the State, and the money accruing from the sale of the certificates was to be applied to the construction of the road. The 7th section of the act was as follows: "The said stock shall be reimbursable at the pleasure of the Legislature at any time after twenty years from the date of the respective issues thereof." The certificates issued were all dated July 27th, 1841, bearing interest from Aug., 1841 reimbursable at the pleasure of the State, at any time after the 1st day of August, 1861.

By the laws of 1858, chap. 36, it is enacted as follows: The stock of the State of New York, issued to the Long Island Railroad Company, in pursuance of the provisions of chapter 193 of the laws of said State for the year 1840, is hereby made payable on the first day of August, 1876, provided any party who may hold certificates of such stock, who may desire the same made payable on the said first day of August, 1876 shall, on or before the first day of January, 1861 present such certificates to the Comptroller for indorsement, whereupon the Comptroller shall indorse on such of the said certificates the following words, namely: "The principle of this bond is payable on the first day of August, 1876, and the rate of interest thereon is to be five per cent. per annum, after the first day of August, 1861, payable semi-annually, as heretofore;" attesting the same by his signature, and stating the date of the act of the Legislature, authorizing such indorsement.

"§ 2. Such certificates as shall not be presented and indorsed, shall be payable on the first day of August, 1861, from the funds to the credit of the railroad company then held by the Comptroller, or other additional funds if necessary, to be furnished by said company."

Section 4 provides that this law shall not release the said railroad company from any liability imposed by the law of 1840, but the provisions and conditions thereof, not herein modified, shall remain in full force and effect.

On or about the 1st day of December, 1860, the Long Island Railroad Company filed with the Comptroller its consent that he should indorse such bonds as should be presented to him for that purpose, and requested the Comptroller to make the indorsement prescribed by the act of 1858. On the same day the relator, being the owner and holder of one of said bonds, No. 16, presented the same to the defendant, and demanded that he should indorse it pursuant to the act of 1858, which the defendant refused to do on the ground that said act was a nullity.

The relator then applied to the Supreme Court at Special Term, for a writ of mandamus to compel the Comptroller to indorse said stock; and after hearing the motion, the court awarded the pre-emptory writ, which was accordingly issued. The case was then carried to the General Term, where the decision of the Special Term was affirmed; the case now came up before the New York Court of Appeals, and the following opinion rendered, declaring the act of 1858 constitutional, and re-affirming the decision of the courts below.

JAMES, J.—The ground upon which the Comptroller placed his refusal to do the act required, was, that the act of March, 1858, authorizing it, was in conflict with the 9th section of article vii of the Constitution of this State, and therefore void. That section of the constitution declares that the credit of the State shall not, in any manner, be given or loaned to, or in aid of, any individual, association or corporation. The constitution was adopted in 1846, and by the 17th section of article first, it was declared that such acts of the Legislature of the State as were then in force, should be and continue the law of the State, subject to such alterations as the Legislature should make concerning the same. The operation of the constitution was therefore wholly prospective. The Comptroller's refusal rests on the assumption that the act of 1858, was a loaning of the credit of the State to the Long Island Railroad Company, and unless that assumption be correct, he is without excuse.

To determine this question, it is necessary to ascertain the duration of the loan as authorized by the act of 1840. The argument of the Attorney General is, that by the true construction of the statute, it falls due on the 1st day of August, 1861; that the words "at the pleasure of the Legislature," contained in the act, are mere surplusage, and that such has been the uniform construction given to acts containing similar provisions by the State officers. I cannot concur in that construction. In construing a statute, it is the

duty of the court, if possible, to give force and effect to every word used, if it can be done without a violation of the organic law. The words employed are to be understood according to their natural signification and import. When the words are plain and clear, and their sense distinct and perfect, there is generally no necessity to resort to any constructive means of interpretation. There is no room for construction. The words themselves declare the meaning of the instrument, and courts have no right to add to, or take away from that meaning. In this case, the words used are plain and clear: they embody a meaning precise and distinct, and that meaning cannot well be misunderstood. Taking the language of the act, and giving to every word its full force, according to its most common and popular signification, the the intention of the Legislature is plain and clear—it makes the stock reimbursable at the pleasure of the Legislature after twenty years from its issue. No other construction can be given to the act, unless a part of its words are omitted. To give it the construction contended for by the defendant, the words "at the pleasure of the Legislature at any time after," would have to be erased. I cannot think those words were inserted by the Legislature, without a purpose, and that purpose was, as hereinbefore stated, to vest in the Legislature the power to fix the time for the reimbursement of said stock, after a period of twenty years from their issue.

The conclusion of the court below, that the act of 1858 was not a loan of the credit of the State was therefore correct. The credit of the State had been previously loaned. The stock had a valid existence, its holders were the legal creditors of the State, yet they could not call for its redemption until after the expiration of twenty years from its issue; nor then until the legislature should fix a period for its payment. The statute of 1858 was enacted for that purpose, and it designated two periods when the stock might be redeemed; one present the other future, leaving the option of accepting the one or the other with the holders of the bonds, if that option was made manifest within the period limited by the act.

Of the power of the Legislature to do this. I have no doubt. The whole law-making power is vested in the Legislature, which is omnipotent, unless restricted by the express or implied provisions of the constitution. It is for those who claim that a statute is unconstitutional to show that it is forbidden. The section, which it is claimed prohibited the enactment of 1858, does not reach the case. Had this act simply declared that the bonds in question should become due in 1876, the option being with the Legislature, no one would have deemed it a loan of the credit of the State. If it were fixing any period after the lapse of twenty years from the issue of the bonds, would be equally void; and thus the option vested in the Legislature by the act of 1840, entirely defeated. Fixing two periods instead of one for the redemption of the bonds, with the conditions given to the holders, did not change the nature of the act, nor render the law for that reason unconstitutional.

It is true, that the original loan, if the holders so elect, may, under the act of 1858, continue fifteen years after the first twenty years have expired, and so it might had not the act of 1858 been passed. The option was with the Legislature, and it had the power, either by affirmative or negative acts, to allow the loan to run; and having seen fit to act affirmatively in the matter, the act is not without the limits of the constitution, nor the law invalid.

I fully agree with the learned Attorney General that "the whole scope and object of the seventh article of the constitution was to pay the public debt at the earliest practicable period, and to extricate the State from its liabilities, incurred for the benefit of Corporations," and I trust that the object will never be departed from. Although it may be that the Legislature in fixing a day so remote for the redemption of these bonds has acted unwisely, and departed from the intent of the framers of the constitution, in allowing the credit of the State to be continued for the benefit of the Corporation; still the power being vested in that body, its unwise exercise affords no ground for the courts to nullify it. In my judgment the act of 1858 was constitutional, and the Comptroller should have indorsed the bonds presented to him for that purpose, as required by the provisions of the act. The order must be affirmed, with costs.

Relation of the Political to the Financial and Commercial Condition of the Country.

The steady improvement in prices of the securities of the United States is but another name for the growing confidence in the integrity of the government. It is a case where the financial question includes the political. The same is true of interests equal in magnitude to the entire property of the nation—to its vast investments in highways; and in the works and agencies upon which all our commercial, manufacturing, and agricultural industries rest. In writing upon financial matters it has, consequently, been necessary to refer constantly to political ones—an extraordinary feature, perhaps, in a Commercial Circular, as the former only results from the latter. We think we cannot now perform a more useful service to our readers, than to state in a manner more formal than we have yet done, the relation that prices of all kinds bear to our political unity; and, consequently, the significance in the eyes of the North of the existing struggle, which now, happily, appears to be near its termination.

The question at issue is only the old struggle, as old as society itself, between the two tendencies in man—one toward centralization and progress; the other toward isolation and anarchy. The people of the North seek a consolidated government because this is the only government which can give a field for industry and enterprise coextensive with their ambition and interests. A manufacturer of New England, or a merchant of New York, is utterly opposed to political boundaries on this continent, the crossing of which shall wring from him a duty or tax upon his merchandise or wares. As a necessary consequence, he desires to be subject, in reference both to his property and person, wherever these may happen to be placed, to identical laws. If he sells a bill of goods to a customer in South Carolina, he desires a common arbitrator—the courts of the United States, should any dispute arise as to payment. These laws too, he desires should reflect the spirit of the age, which is one of constant change resulting from growth. He has fully committed himself to the inductive principal of modern society, and follows wherever this leads as unreservedly as does the man of science in his investigations of nature. Under the guidance of principle permanence rests simply on excellence. He is wedded to nothing from habit, or tradition, or necessity; but is ready to throw away any past mode, or contrivance, the moment a better can be shown. He is equally facile in changing his own locality. He desires to see called into action any agency that can create capital, as a means of enhancing the value of his own—railroads; telegraphs; manufacturing establishments; improvements in navigation; tariffs; and anything that can give a spur to industry, or add a dollar to the general wealth.

Such is the genius of the North. No one from a Northern States plumes himself upon being a New Yorker, a Pennsylvanian, or a citizen of Massachusetts. To do so, he would be conscious of reducing his importance in ratio that his own State bore to the whole. He is a citizen of the *United States*, and if he has not interests in all, he desires to have all before him as fields for his enterprise, or that of his children. Each in turn may become his place of abode. Wherever this may, he desires to see wave over him the same emblem of nationality, so that change of residence shall bring no restriction, in the routine of his habits; in his pursuits, modes, or rewards of industry.

The moment we go South we find to a certain extent a contrast of all this—a contrast that brought on the present civil war. The South has an institution founded in force: of course, an institution that cannot be subject to the inductive method to which the North has committed itself, and by which it has grown to its present colossal proportions. To give the inductive principle free play South, would end in the destruction of its great institution in the larger part of its territory. Consequently, its great interest must rest under the ban of perpetual silence. But the antagonism does not end here. As the South blindfolds its labor, it can derive little or no advantage from the encouragement of its industries by government. The two sections have therefore always been at issue upon questions of tariff and internal improvements. The construction of a railroad to the Pacific would, necessarily, inure more to the benefit of the North than the South; to intelligence than ignorance; consequently it is strenuously opposed by the latter. In almost every question that could arise, the two sections were diametrically opposed—the North seeking to secure the aid of the government in promotion of its objects, by what may be termed a liberal construction of the constitution—the South to hold its rival in check by restricting the functions of government to as few subjects, and within as limited a range as possible. It was felt too, by the ruling classes at the South, that government could do but little for them. The markets for their crops were chiefly abroad. They desired no protection that their local governments could not supply. No act of the Federal Government could make the labor on their estates more productive. They fancied themselves oppressed by being compelled to contribute out of all proportion, as they believed, to the expenses of establishments in which they professed to have no interest. They saw nothing but danger in the free spirit of the North that alike challenged every institution and opinion, and stood ready to supersede whatever might stand in the way of its own advancement. Caprice or fancied interest might in time, turn this free, and to the South licentious spirit, against slavery. Every day was it relatively becoming stronger and stronger. The only way to avert the catastrophe was the destruction of the government itself, to affirm that the States were really the paramount power, and to restore the country to its chaotic condition before the adoption of the constitution, as a means of increasing the importance of the individual at the expense of the State. To the South the more negative and restricted the form of government, the better. Its highest ideal was the *plantation*, to be the owner and master of which was the most independent existence, as he fancied, on the globe. He owned his soil and the labor that cultivated it. Accident for years had given him exorbitant prices for his products. He felt no need of protection. To a person so situated, government, unless he could control it, was an oppressor instead of a benefactor. The government of the United States ceased to be a benefactor when the hold of the South upon it was lost

and was thrown off without compunction or sense of loss. In the formation of the new one ample provision was made in favor of the individual as represented by States, and against the risks of oppression, by the clause in its constitution, that each State might, at will, withdraw from the new confederacy and resume its sovereignty. This declaration fairly made up the issue between the two sections. It is a question between *nationality* or *tribes*—the North supporting the former, the South the latter proposition. The result is to determine whether we can combine or fuse into one people, with a nationality co-extensive with our present wide domain; with all the advantages that must flow from homogeneous laws, ideas, aims and pursuits; or whether we shall crumble into petty communities, like the contemptible republics of Spanish America, and waste our means in border strifes; and, as we sink in the scale of civilization, in intestine feuds.

We wonder that foreigners have not taken this obvious view of the question. With the success of the rebellion, this country ceases to be of commercial value or importance to them. It would become exhausted by the infinite causes of discord in store. The people of the North see the mighty interests imperilled and are fighting manfully and successfully for other nations as well as themselves. Already are they reaping the rewards of success. Prices are rapidly advancing to their normal standard under the most stable government. With a partial reclamation, by main force, of the Border States the market value of their stocks have risen at least 50 per cent. upon their prices a short time since. Everywhere, even among the Confederate States, is the military success of our arms financial success, in which the capitalists in London as well as in New York is interested, and in many cases in an equal degree. With the success of the rebellion the bonds of any Southern State are utterly worthless. What we have already gained only makes us the more anxious for complete success, which is unity—consolidation—a nationality as broad as the whole territory over which our flag ever waved. Nothing is to stand in the way of such result. No present defeat or disaster will weigh an ounce in the scale. We well know what is at stake, and that every success pays for itself a hundred times over. In the advance in prices of all kinds of property at the North, we have already demonstrated the value of our aims and policy. Securities of all kinds are steadily advancing in value, while at the South the Confederate Government is already tasting the bitter fruits of the subdivision principle it has introduced into its constitution, by seeing securities selling at one-third their nominal value, while within a year from the date of their issue, they will be utterly valueless.—*Hallett's Financial Circular.*

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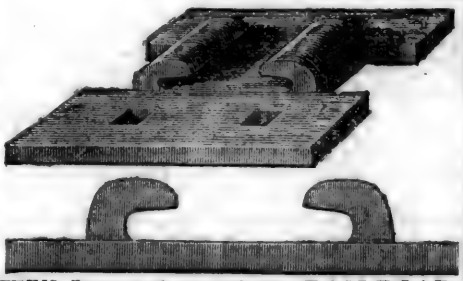
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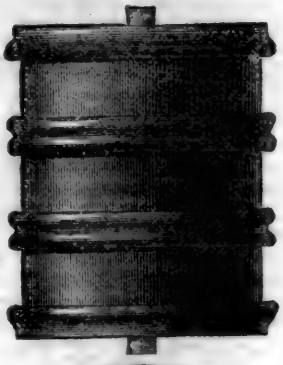
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4.	" 14 "	1½ to 1	16.	" 24 "	1½ to 1
5.	" 15 "	¾ to 1	17.	" 25 "	1½ to 1
6.	" 15 "	1 to 1	18.	" 26 "	1½ to 1
7.	" 15 "	1½ to 1	19.	" 28 "	¾ to 1
8.	" 16 "	¾ to 1	20.	" 30 "	1 to 1
9	" 16 "	1 to 1	21.	" 30 "	1¼ to 1
10.	" 18 "	¼ to 1	22.	" 30 "	1½ to 1
11.	" 18 "	¾ to 1	23.	" 32 "	1 to 1
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SECOND QUARTO SERIES, VOL. XVIII., No. 16.] SATURDAY, APRIL 19, 1862. [WHOLE No. 1,857, VOL. XXXV.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, April 19, 1862.

Long Island Railroad.

At an election for directors of this company held in Philadelphia on the 8th inst., the following gentlemen were chosen: Coffin Colket, William E. Morris, Charles Emory, Charles J. Smith, H. W. Titus, H. L. Gaw, J. B. Ryers, George Neales, Joseph H. Trotter, M. Morgan, G. L. Willard, A. E. Dougherty, C. Godfrey Gunther. Mr. William E. Morris, who has for many years been President, has retired from that position, and is succeeded by Mr. Coffin Colket. Mr. Morris retains his place as a member of the Board of Directors. He assumed the management of the road when its affairs were in a very embarrassed condition, and having succeeded in placing it in a position to commence payment of dividends, which are expected to be continued hereafter, he now retires from his post. At the meeting of the Company, its affairs were stated to be in a prosperous condition and an expectation expressed that the dividend of 75 cents per share, which we have already noticed, will at least be maintained hereafter, while it may be greater.

☞ The New York Canal Board has resolved to reduce the toll on all westward-bound freight except sugars, molasses, railroad iron and railroad chairs, from two mills to one mill per mile for six thousand pounds.

Toledo and Wabash Railway.

We have received the report of this company for the fiscal year ending August 31, 1861. Many and insuperable obstacles have interposed to delay the publication of it beyond the usual period; it is hoped, however, that the facts and information now communicated will prove none the less valuable and interesting on that account. The total revenues of the company for the year, derived from all sources, were $1,012,235 72—showing an increase of $150,513 28 over those of the preceding year. The following statement presents a brief analysis of such revenue:

From passengers	$223,386 13
" freight	717,812 04
" mail	24,275 00
" express	16,702 48
" rent of cars and engines	6,177 62
" miscellaneous collections	4,651 91
" fuel account	19,230 54
Total	$1,012,235 72

And the expenditures were:

Repairs of road	$180,047 93	
" bridges	7,654 88	
" engines	49,109 73	
" cars	45,630 07	
" buildings, etc	12,748 68	
Fuel	64,795 47	
Oil and waste	11,847 40	
Loss and damage	8,107 70	
Agents and clerks	27,257 54	
Conductors, engin'rs, etc.	81,902 43	
Handling freight	18,408 16	
Taxes and insurance	12,160 23	
Salaries of officers	10,946 49	
Rent of depots, etc	6,005 00	
Advertising & agencies.	10,419 99	
Gen. superintendence	5,000 00	
Car service	12,432 47	
Overcharges on freight.	9,647 21	
All other expenses	42,554 86	
		611,676 24
Balance of net income		$400,559 48

The expenditures includes all renewals of iron, chairs, rebuilding of bridges, etc. They are divided as follows: to Superintendent, for transportation expenses, $543,862 71; and to Treasurer, for taxes, rents, insurance, salaries, etc., $67,813 53. The net surplus has been applied to the purchase of equipment, the erection of grain and freight buildings, the payment of interest on the funded debt of the company, and the further adjustment of some minor accruing obligations, as will more clearly appear in the following statement:

For equipment, buildings, cars, etc.		$87,712 28
" contract of Stebbens & Co., assumed		2,000 00
" additional right of way		171 00
" unpaid claims of previous year		635 25
First mortgage coupons	$232,229 00	
Funded coupons (notes)	11.715 24	
Sinking fund coupons	12,646 66	
Instalment of principal on notes	27,749 01	
Coupons of previous year paid	2,358 41	
		286,698 32
Balance		23,342 68
		$400,559 48

The company has no over-due obligations. Its bills payable having been promptly retired as they became due. The amount of these named in the annexed balance sheet is $55,247 68. The matured coupons, which are payable, but which have not been presented for payment, and hence constitute a pending liability upon the company, amount in the aggregate to $8,766 98.

The capital of the company, and which primarily represents the cost of the road and equipment, amounts to $8,284,595 86. The general stock is composed of 27,413 shares of $50 each, amounting to $1,370,650: and the preferred stock of 17,174 shares of $50 each, amounting to $858,700—making a total stock capital of $2,229,350.

The funded obligations of the company consist of $3,400,000 first mortgage bonds, $2,500,000 second mortgage bonds, and $180,705 sinking fund bonds. Of the issue of first mortgage bonds, $900,000 are secured by a mortgage upon that portion of the road lying in the State of Ohio; and $2,500,000 upon that portion lying in the State of Indiana—the former being entitled the Toledo and Illinois Railroad bonds; and the latter, the Lake Erie, Wabash and St. Louis Railroad bonds. The second mortgage bonds were issued by the companies organized in 1858, and which became the owners, by purchase, of the franchises and also the personal and real property of the road, in pursuance of a decree and order of court for the sale thereof. Of this issue of bonds, $1,000,000 are secured by a mortgage upon the Ohio division; and $1,500,000 upon the Indiana division—the first named being designated the second mortgage

bonds of the Toledo and Wabash Railroad Co.; and the last, the second mortgage bonds of the Wabash and Western Railroad Co. The mortgage upon which both classes of bonds are predicated constitute a lien upon the entire real and personal property of the company, rateably apportioned between the States of Ohio and Indiana, and are the only mortgage liens now existing upon the road.

The sinking fund bonds are a funded obligation created by the present company for the sole purpose of retiring coupons Nos. 2, 3 and 4 of the second mortgage bonds, maturing Nov. 1, 1859, and May 1, and Nov. 1, 1860. The total amount of the issue has been permanently fixed at $249,-112 50. There have thus far been executed and issued of these bonds for the redemption of the coupons designated $180,705—leaving a residue of $68,407 50 to be issued for those still outstanding. The coupons attached to the sinking fund bonds have been promptly paid as they matured.

The remaining element of capital liability comprises the funded and unfunded coupons Nos. 8 and 9 originally attached to the first mortgage bonds, and which matured Aug. 1, 1857, and Feb. 1, 1858. Of these there remains still outstanding and subject to redemption by the substitution of the promissory notes of the company, the sum of $8,045 45, which includes the interest accrued on such coupons to the dates of the notes issued therefor. These notes are dated Nov. 1, 1858, and March 1, 1859, bear 7 per cent. interest, and are made payable in five equal annual installments, commencing Nov. 1, 1860. The aggregate amount of these notes thus far issued is $139,643 92, and the first instalment of principal having been paid, there now remains a net principal outstanding of $111,894 91. The interest upon these notes has been promptly met. There were outstanding of the coupons at the commencement of the fiscal year $52,389 49—showing that the company have redeemed during that time $44,344 04.

The coupons of the second mortgage bonds, maturing May 1, 1861, amounting to $83,037 50, together with those maturing Nov. 1, 1861, of corresponding amount, it is proposed to pay in second mortgage bonds, of which bonds the company hold nearly a sufficient amount unappropriated to redeem and pay both instalments. The necessary diversions during the year of over $90,-000 from the earnings of the road to procure additional equipment, etc., will in some degree serve to explain why the company now seeks this temporary concession of the holders of the second mortgage bonds. It is hoped that it will be cheerfully and promptly granted, since it will have the effect of placing the finances of the company upon a sound basis, thus enabling it to meet its funded interest with regularity; and by the establishment of this fact, at once give to its securities a settled market value, that will much more than compensate for the concession asked.

Among the assets mentioned in the annexed balance sheet are $3,000 of the 1st mortgage bonds of the Quincy and Toledo Railroad Company, which were obtained through a subscription originally made by a former company, and assumed by this. The asset designated as bills receivable, amounting to $3,208 19, embraces several promissory notes obtained in 1856 and 1857, which are held as collaterals to claims upon which judgments have been obtained, and are being pressed to adjustment with all practicable dispatch. The charge against the T., L. and B. R. R. Co., of $11,454 94, is for balances due for the transportation of iron used in the construction of that road, and delivered at Logansport in 1859, and for which this company hold as collateral sundry notes executed by stockholders of that company, in payment of their respective stock subscriptions, amounting nearly to $15,000. It is hoped that a part, if not the whole of the claim may be realized.

The company experienced considerable inconvenience during the early part of the year, by reason of the unsettled condition of the Western currency; but by a prompt and decided refusal to receive and pay out all depreciated money of every description, the company was not subjected to any very severe losses.

The entire length of the road is 242.4 miles, of which 75.5 miles are in Ohio, and 166.9 miles in Indiana. The gauge of track is 4 ft. 8½ inches.

The equipment consists of 35 locomotives; 18 passenger, 10 mail and baggage, 564 freight, and 90 platform cars. The number miles run by engines with passenger trains was 304,097, by freight trains, 501,917, by wood and gravel trains, 59,488 —total miles run, $865,502. No. of passengers carried 186,759. Among the articles of freight carried east were: 4,459,320 bushels of grain, 3,-874 car loads of live stock, 667,097 feet lumber, and 102,126,100 lbs. sundries. Among the articles carried west were: 7,011,204 ft. lumber, 97 cars hogs and 72,268,979 lbs. sundries. The results of the passenger traffic show a falling off of $10,159 68, while the increase in freight earnings has been $149,741 51. The report says:

The most encouraging feature of this increase is that it has been derived from the legitimate and natural business of the line, and not as has been the case with other roads, from a temporary diversion caused by the closing of the Mississippi river and Southern lines of Railroads. In fact, the closing of these great thoroughfares has so far operated to our prejudice instead of advantage, since the carrying capacity of our principal Eastern connections has been greatly overtasked by the unusual amount of South-western freight suddenly thrown upon them, and consequently our facilities for forwarding from Toledo have not been nearly equal to our requirement.

The completion of the bridge of the Quincy and Toledo Railroad over the Illinois river at Meredosia, during the past winter, removes a serious obstruction to our connections with Quincy, and which has, hitherto, absolutely prevented the shipments of heavy and bulk freights. Immediately on the opening of this bridge for the passage of trains, a large grain traffic commenced from the various stations west of Meredosia, Quincy and towns contiguous thereto. In this connection it is a subject of regret that for want of transportation facilities, only a small portion of the freight offered, during the year, could be transported, and hence it has been without our power to fully determine the actual value and importance of this new auxiliary connection. However, the large traffic already developed, sufficiently demonstrates the fact, that when ample equipment is provided, the business to be derived from this route will at all times constitute a prominent and staple element in our freight traffic, and largely contribute to our current revenues.

The steady growth and development of the grain traffic of the road is highly gratifying, and the large increase in freight for the year, is chiefly owing to this cause. During the present year there have been transported about 4,200,000 bushels of grain against 2,971,000 in the previous year, and yet the Company have by no means possessed sufficient facilities to move all that has been offered for shipment. Owing to the want of cars and the still greater want of Elevator capacity at Toledo, a large share of the grain business accumulating upon the Great Western and Logansport and Peoria routes has been forced off to Chicago, notwithstanding the preferences of those wishing to forward, were strongly in favor of Toledo as a market. It is of the highest importance that our Company should provide facilities for transporting and storing grain, greatly superior to those now possessed, and, also, that particular care and effort be bestowed in fostering and promoting this most important and staple branch of our traffic. The development of the business of the road thus far, forces the conviction, that the cereal products of the country tributary to the line, are to constitute the real elements of its success and future prosperity, and it is equally apparent that the vast extent of these products if fully secured upon the road will be sufficient to tax its utmost capacity, and demonstrate the ability of the Company, when free from financial embarrassments, to make ample and rewarding returns upon the property invested.

The tonnage of rolling freight moved, has far exceeded in amount, that of any previous year, and likewise continues to steadily increase with each succeeding month. The tonnage of the more staple commodities, such as flour, beef, pork and highwines, during the year, has been unprecedently large, and what is more gratifying, the rates obtained have been more satisfactory and remunerative than ever before, encouraging the hope that the period of violent and ruinous competition between rival routes for this class of traffic, has passed away. The recent erection of a new and commodious freight house at Toledo, has done much to increase and attract this class of freight to the road, indeed, it is believed that no corresponding investment of the Company has been equally effective in popularizing the road with the shippers of rolling freight. The advantages of this additional storage room to our business, especially during the latter part of the season, has been inestimable, and it is apparent, if the capacity of the building was doubled, the Company would soon be reimbursed by a large increase of business and other benfits more than equal to such an outlay.

The expenses of the operating department have been considerably increased over those of the preceding year, owing to the necessity of making some important renewals of the track, and also the re-building of other original structures. Among the most prominent renewals mentioned are: the purchase and laying down of 670 tons of new iron, the re-rolling of 500 tons of old rails, and the repairing of 2,700 bars. There have been used 21,000 superior wrought iron chairs, 681 kegs of spike and 73,000 cross-ties. Several of the bridges have been either wholly rebuilt, or a large portion of the timber renewed. The operating expenses have also been further increased by the rebuilding of cars, and other general renewals made in the equipment of the road.

GENERAL STATEMENT.

General stock	$1,370,650 00
Preferred "	858,700 00
First mortgage bonds	3,400,000 00
Second " "	2,354,600 00
Sinking fund bonds	180,705 00
First mortgage coupons funded	111,894 91
First mortgage coupons unfunded	8,045 45
Second mortgage coupons unfunded	68,407 50
Second mort. coupons of May 1, 1861	83,037 50
First mortgage coupons of August 1, 1861 (paid)	119,000 00
Matured coupons, payable, but not presented	8,766 98
Bills payable	55,247 68
Cash account	49,422 95
	$8,668,477 97

Cost of road and equipment	$8,284,595 36
Second mortgage coupons of November, '59, and May and November, 1860, to be funded	68,407 50
Second mortgage coupons of May 1, 1861, to be funded	83,037 50
Toledo, Logansport & Bur. R.R.Co.	11,454 94
Quincy & Toledo R. R. bonds	3,000 00
Bills receivable	3,208 19
Post Office Department	3,933 38
U. S. Military Service	1,126 28
Cash in New York to pay coupons	38,516 02
Fuel on hand	20,834 37
Balance of income account	150,364 48
	$8,668,477 97

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American Trade with Canada.

The report of the Committee on Commerce of the House of Representatives on the subject of the Reciprocity Treaty with Canada contains some statements of much interest that have not received the attention which they deserve. The document altogether is very elaborate, and the suggestions appear to us to be fair and practicable. We condense from it the principal facts stated as to the extent and productiveness of British America and its commercial relations to the United States.

The provinces comprise altogether a territorial area of 8,478,380 square miles—more than the extent of the United States, and nearly equal to all Europe. Though a considerable portion of that immense country is uninhabitable, yet as a recompense the arid plains extending northward through Texas and Kansas almost disappear on passing the boundary line between us and Canada. The isothermal line of 60° for summer rises almost to the 61st parallel of latitude in the interior plains. It is asserted by those who have given close attention to the subject that the habitable but undeveloped area of the British possessions on this continent comprise sufficient territory to make twenty-five States equal in size to Illinois.

The report touches on the several provinces, their extent, population, resources, etc. After referring to the advantages of a home market and the fact that the Canadian Parliament had, in 1858, recommended the establishment of a *complete* reciprocity, it shows the signal benefits which the present imperfect measure has conferred upon Canada. For cattle, sheep, swine, the coarse grains and several kinds of lumber, this country constitutes for Canada the only market worth naming. In 1859, only two per cent. of the large amount of wheat received at Toronto was sent off by the river St. Lawrence, the rest passing through American ports.

The following statement shows the course of trade between this country and Canada since the beginning of 1856, when the treaty went into full operation. The second column shows the products of the United States on which duty was paid in Canada; the third, Canadian products which paid duty in American ports, and the fourth, the excess of the first named above the other. The statistics of 1861 have not yet been received.

Year.	U.S. Products.	Canadian do.	Excess of U.S.
1856	$7,981,284	$136,370	$7,844,914
1857	6,203,320	160,086	6,043,234
1858	4,524,403	119,358	4,405,145
1859	4,197,815	173,478	4,023,838
1860	4,425,011	174,259	4,250,742

The report observes here that while we have levied annually only about $40,000 on Canadian productions, the average amount of duties on American productions in Canada has been more than $1,000,000 annually.

Complaint is made that while, in accordance with the terms of the treaty, Canada was to grant the use of her canals to American vessels on the same terms as those enjoyed by British subjects, a method of refunding certain duties has been established, by which a discrimination of ninety per cent. is made against our vessels. The fact that the Canadian Parliament has created several free ports is adduced to show that the want of revenue is not the only motive impelling to this unfriendly legislation.

NAVIGATION OF THE ST. LAWRENCE.

At the commencement of the treaty 1,600 vessels, with an aggregate tonnage of 400,000 tons, were employed on our Northern "inland seas;" but during a period of six years only forty American vessels, with a burden of about 12,550 tons, have passed seaward through the St. Lawrence, and less than one-half of them ever returned. The number of British vessels, however, which cleared from the port of Chicago alone in 1857 was 109. It may be observed that the privileges on Lake Michigan granted to the Canadians are similar to those confirmed upon us in Canadia waters, including the canals.

The following table shows the comparative imports and exports into and from Canada by way of the St. Lawrence, from 1853 to 1860 inclusive:

	Imports.	Goods in transitu for U. S.	Exports.
1853	$19,268,260	$1,047,964	$15,556,594
1854	21,171,735	495,326	14,709,621
1855	11,494,028	18,014	8,195,500
1856	15,319,361	13,492	11,817,187
1857	14,561,884	183,789	13,756,786
1858	10,795,077	26,916	9,727,413
1859	11,472,754	76,314	8,983,773
1860	13,527,160	21,505	8,400,096

The trade between Canada and this country continues to increase from year to year. The following statement shows that a major part of all her exports are sent to the United States:—

Years.	Total exports from Canada to the U. States, G't Britain and all other countries.	Exports from Canada to the United States.
1855	$28,108,461	$20,002,290
1856	32,047,016	20,218,653
1857	27,006,624	14,762,641
1858	23,472,609	13,373,138
1859	28,102,378	13,922,314
1860	34,631,890	20,698,398
Total exports	$168,368,978	$97,955,504
Total exports to the U. S.	97,955,504	

It will thus be seen that as against all other countries, including Great Britain, the balance is $27,542,080 in our favor. The importations into Canada for the same period tell an equally favorable tale:

Years.	Imports into Canada from the U. S. and all other countries.	Imports into Canada from the U. S.
1855	$36,086,189	$20,878,676
1856	43,584,387	22,704,509
1857	39,430,597	20,224,650
1858	29,078,527	15,685,565
1859	33,555,161	17,592,916
1860	34,447,935	17,273,029
Total imports	$215,982,776	$114,259,345
Imports from the U. S.	114,259,345	
Imports from all other countries.	$101,723,431	

—Showing an excess in favor of the United States, amounting to $12,535,914.

The following table shows the imports and exports between Canada and the United States, of articles *free* from 1855 to 1860 inclusive:

Year.	Imports into U. S.	Imports into Canada.	Excess in favor of Canada.
1855	$16,476,093	$7,725,561	$8,750,532
1856	17,810,684	7,909,554	9,901,130
1857	12,812,308	8,642,030	4,170,278
1858	11,514,364	5,564,615	5,949,749
1859	15,289,070	7,106,116	8,182,953
1860	20,365,829	7,069,689	13,296,140
Totals	$94,268,348	$44,017,565	$50,250,783

Complaint is made that in this unequal condition of trade Canada should have increased so greatly her tariff against American products as is shown in the annexed statement of duties levied since the treaty went into effect:

Articles.	1855. p. ct.	1856. p.ct.	1857. p. ct.	1858. p. ct.	1859. p.ct.
Molasses	16	11	11	18	30
Sugar, refined	32	28	26	26½	40
Sugar, other	27½	20	17½	21	30
Boots & Shoes	12½	14½	20	21	25
Harness	12½	17	20	21	25
Cotton goods	12½	13½	15	15	20
Iron "	12½	13½	15	16	20
Silk "	12½	13½	15	17	20
Wool "	12½	14	15	18	20

The Committee, accordingly propose the establishment of a treaty between the two countries, resembling the *Zollverein*, which has done so much for the interests of Northern Germany and has stood the test of nearly half a century.

Since writing the above, Mr. Galt, the Canadian Minister of Finance, has presented to the Provincial Parliament the Trade and Navigation returns for 1861. From an abstract of these given in a Toronto paper we learn that the total value of importations into Canada that year was $43,064,836, being an increase over 1860, of $3,006,900. Of this excess, however, $3,304,675 consisted of bullion. The duties collected in 1861 amounted to $4,768,192, against $4,758,465, the year before. During the first five months of the year it is stated that the excess of revenue amounted to $400,000, showing a corresponding decline in consequence of the outbreak of war in this country. The exports foot up to $34,717,248, to which Mr. Galt adds 12½ per cent. to cover such goods as are apt to find their way clandestinely across the frontier, making the aggregate $36,611,195, an increase of $1,982,305, as compared with 1860.

The troubles in this country seem to have had the effect of greatly stimulating business on the St. Lawrence. Last year the imports by that channel amounted to $17,249,055, against 13,548,-

665 the preceding year. The imports show a still larger increase, having been $22,524,735, against $14,037,043 in 1860. The entire trade thus shows an increase on that great artery amounting to $12,187,772—the result partly of disturbances in the United States; partly of the excellent crop of last year and the greater demand for them in Europe.

Pittsburgh and Erie Railroad.

Work is shortly to be resumed on this road, at its South end and it is thought it will be finished to New Castle with as little delay as possible. A strong effort is being made at the point last named to secure the means of building the New Castle and Beaver Valley Railroad.

Communication between New York and Washington.

To the Editors of the AM. RAILROAD JOURNAL:

Not only the importance but the absolute necessity of a more direct and uninterrupted communication between New York and Washington is universally admitted. There is not, certainly, a route of such importance in the world at the present time, politically, socially and commercially. Nor is there I venture to say any other route of its length of any importance subject to so many vexations, delays and annoyances. To quote the memorial of the New York Board of Trade to Congress:—"This line of travel, commercial traffic, and postal conveyance, comprises within a distance of two hundred and forty miles the capital of the nation, the three largest cities of the Union and forms the central and most important link of commercial communication between the Northeast and Southwest. The entire population of five or six millions in all the Eastern States, and a large portion of the States of New York and New Jersey, including the city of New York, with a still larger population in all the States south of the Potomac and Ohio, are under the necessity of using this line of conveyance in all of their intercourse with the opposite region; and this communication includes the varied operations of commerce, postal affairs and travel."—All this immense intercourse is carried on subject to six complete transfers in a distance but five miles more than the distance from New York to Boston and requiring 12 hours' time. Either all these embarrassments must be encountered, or a longer and more circuitous route must be adopted on which distance alone involves delay. Can there be a project of greater importance to the country than the improvement of this great thoroughfare to the fullest extent possible; and ought not this route to combine every feature of directness, speed, capacity and freedom from delay, of which a railway is capable? Whether we look to the present imminent wants of the country or to the future, there can be but one reply to these questions. There are no doubt local interests to be affected by any such changes as are required, but ought not interests of this kind to be secondary in a great question like this involving the interests of the whole country?

It is to be hoped that the present war will cease so soon, that it cannot long be held up as an argument for any enlargement of accommodations upon this route, but there are necessities outside of this exigency sufficient to warrant the most lavish expenditure. No patching up of the breaks in the various links now existing will answer the purpose.

True a slight increase of speed might be adopted. The connections might possibly be made more certain and reliable. The cars might run through or around Philadelphia. A bridge might be constructed at Havre de Grace. The cars might be run through or around Baltimore, and thus an hour or two might possibly be gained.

Still would we have a narrow, contracted and meagre means of communication between these two great points, not at all commensurate with their importance and utterly incapable of fulfilling either present or future requirements.

Who can foretell how soon a foreign war may render necessary tenfold the facilities we now have? Who will not say that a highway from New York to Washington over which cars could be run at the rate of 80 to 100 miles per hour with perfect safety, would not within the past year have been worth more to the nation than its entire cost.

I have indulged in these few remarks preliminary to suggesting as particularly applicable for this route a plan heretofore suggested by me for the Pacific Railroad, and published in your columns three or four years ago. I noticed in the *New York Daily Times* some weeks since, a similar suggestion over the signature of Silas Seymour, late Chief Engineer of the State of New York, as follows: "A question may soon arise as to whether roads connecting large towns like New York, Philadelphia, Baltimore and Washington should not be constructed with a narrow gauge double track under each truck so as to give a width of at least 20 feet to the cars and a capacity to the engine which will enable it to haul trains at a speed of one hundred miles per hour with safety. This I have long regarded as the next great step to be taken in the improvement of railways."

This is precisely the plan I then suggested, and I am pleased that it should have been endorsed by Mr. Seymour.

Nothing can be more simply mechanical, nothing more perfectly practicable, nothing more certain to attain desired results.

Believing it to be precisely what is needed on the route in question, as well as on the Pacific line, I give you the description substantially as before, having seen no reason to change any important feature.

In these startling times, when the creation of a hundred days has demonstrated the comparative uselessness of the navies of the world, I may not, perhaps, be considered quite so visionary in thus arguing the practicability of such speed and capacity in a railway as I might have been one year ago.

What is needed is—

1st, Greatly increased speed, with at least the same safety as at the present rates.

2d, Greatly increased safety if possible.

3d, Increased capacity for passengers and freight with accommodations and comforts for travelers, far beyond any that can possibly be obtained upon our present roads.

And all these conditions must be obtained, with a durable and substantial road, laid upon *terra firma*.

By the method I suggest, the very elements out of which any one condition is complied with, are the elements out of which all the others are fulfilled, and there can be no question, as to obtaining the following results, viz:

The attainment of a speed at least twice as great per hour, as is now attained on our best roads.

Increased safety, even almost to the extent of absolute immunity from derailment, by reason of unseen imperfections in the track, and from the breaking of axles. Immensely increased capacity and increased accommodations and conveniences, even to the extent of sleeping rooms, eating rooms, sitting rooms, and all the comforts with may be had in our steamers.

This, at first, may seem rather a startling proposition, but is it half as startling, as was deemed the first proposition of running a locomotive engine at a speed of ten miles an hour?

With all that has been accomplished since that time, I am yet unable to sit quietly down, in the conclusion, that perfection has been obtained in the manner of constructing railroads, or railroad machinery, but I have faith to believe, that as many and as great improvements are yet to be made, as have been made since the "Rocket" made her first memorable trip.

Both theoretically and practically, the obstacles which prevent a regular speed of even 50 miles per hour upon our present roads, are sufficiently obvious.

It is an indisputable fact, that in order to increase the speed of locomotive engines, increased diameter of driving-wheel is necessary, and then increased boiler, or evaporating surface is necessary to create power for these large wheels.

Granting that this increased power could be obtained, to the extent required for a speed of 100 miles per hour, it is manifest that with driving-wheels of the proper size, say 10 to 12 feet in diameter, engines upon the ordinary general plan of construction, would be so high in proportion to their base, that the speed would be unsafe.

The speed would be unattainable, for the reason, that the engine could not be kept upon the track. Absolute perfection in a railway track is not to be attained, or if it was, it could not be maintained.

The crushing of the timber under the rails, the giving away and settling of the joints, the settling of the earthwork, the crushing and wearing of the rails—all these are contingencies not to be avoided, and occurring more or less, as the materials are better or worse, out of which the road-bed and tracks are constructed. With our best railways, thoroughly ballasted with the cleanest gravel, and of the best materials throughout, these difficulties occur on every rod, and a speed of 100 miles per hour would not be safe, even if the required wheels and power could be obtained.

But the power cannot be obtained, to the required extent for any useful service, upon the ordinary gauge of road. These difficulties would naturally bring us to the conclusion, that a wider gauge is necessary.

Increased width, would, of course, give more space for boiler—would admit larger wheels, without raising the centre of gravity, and would thus permit increased speed, with safety. That is to say, the inequalities and imperfections of the track remaining the same, a higher rate of speed would be allowable and attainable, upon a wide, than upon a narrow gauge. This theory, however, only applies in its fullest extent, upon a straight line of road. An increase of gauge brings up other difficulties, viz: increased friction upon curves, increased tortion of axles, increased wear and tear of road, by reason of the necessarily increased weight of engines, etc., etc., and all these without attaining advantages of speed, safety, capacity and convenience, to the extent required. I consider any material increase of gauge, therefore, inadmissable, although I deem an increase of base an absolute condition, in obtaining these advantages.

To establish this assertion I have made, with regard to the limit of speed of engines, with limited drivers, I beg to state the results of experiments made in England a few years ago, with an engine constructed upon the most approved proportions, having drivers seven feet in diameter. The experiments were first upon a cold inclement

day, a wet rail, with an unfavorable wind, and under circumstances entirely at variance with the necessary conditions for making high speed. The result was 71 miles per hour, the engine having a surplus of steam, and "blowing-off" constantly.

A few days subsequent to this trial, it was again taken out, under what were considered the most favorable circumstances, fair weather, dry rail, no wind. The result was precisely the same—a speed of 71 miles per hour, and with no apparent difference in amount of surplus steam. The conclusion is irresistible.

The speed of the engine was not limited by outside conditions, of track or weather, but depended entirely upon something inherent in the engine itself.

The absolute incapacity of the pistons and connections to move any faster—the inability of the steam to enter the cylinders and exhaust with greater rapidity—that is to say, the resistence of the blast, and the unbalanced pistons and connecting rods. It follows therefore, that had the engine been constructed with larger driving wheels, it would have had capacity for a higher rate of speed, for there was no difficulty experienced in generating steam.

But it is questionable whether, with the increased drivers, and the consequent increased height of boiler, it would have been compatible with safety, to have driven it even at so great a speed as 71 miles per hour.

It may not, therefore, be impossible to build an engine, simply as an experiment, which could be driven at a speed of perhaps 100 miles per hour, provided the condition of the track did not present insurmountable difficulties.

These I have before referred to. To a certain extent, they are unavoidable, and the motion, both vertical and lateral, thereby created, will always present an insuperable obstacle to any great increase of speed, upon the ordinary gauges, even if power for useful purposes could be obtained.

The most perfect track, if examined critically, will show a succession of vertical curves, produced by settling at the joints, even if depressions are found at no other point.

These low joints, if equally depressed when opposite, create a vertical motion only, and when laid alternate, or not opposite, create a lateral or vibratory motion, still more inconsistent with high speed.

It is found, that in consequence of the loose nature of the material, near the sides of the road-bed, the harder and more compact material in the centre, becomes a fulcrum, upon which the track vibrates, and where a depression is found in one rail, a corresponding elevation is very generally found in the opposite one. This is more particularly the case, where the joints of the rails are laid alternate.

There is, then, at the centre a neutral point, where there is no disturbance.

Could a load be sustained at this point, it is evident that no motion, under such conditions, would be communicated to it; or taking the worst feature, viz: a settling of one rail, without the corresponding elevation of the other, and it is evident, that but one half as much disturbance occurs at the centre as at the depressed rail.

Under the present mode of construction, the car-bodies and their loads are sustained at points nearly over each rail, and as a necessary result, a disturbance of the level of the track, causes a disturbance of the level of the car and its load—the higher and wider those are, the greater and more dangerous is the motion.

Now, if a car body could be balanced on a single point, only at the centre of each of the trucks under it, its level would not be disturbed by any difference in the elevation of the opposite rails. Then if this car body be of sufficient width to extend out on one side, projecting beyond the two rails, far enough to be sustained by other trucks, upon two other rails having bearings at their centres only, either of these trucks might be disturbed in its level, by a depression in one rail, and a corresponding elevation in the other, without in the least disturbing the level of the car-body.

It is precisely upon this principle that I have designed a road.

I propose to lay four parallel rails, of the ordinary pattern and weight, forming two distinct tracks, each of a gauge of 3 to 4 feet, and having an intermediate space of 5 to 6 feet. These tracks, I propose to lay upon distinct and separate sleepers, having a trench or ditch between them, but to connect them by ties of iron, or other suitable material, so as to preserve a uniform gauge, in the intermediate space. I propose to construct narrow trucks for each track, and rest each car-body upon four trucks, sustained by a single bearing only, at the centre of each. It is perfectly evident that the car-body and its load, would have no vibratory motion communicated to it, by the inequalities incidental to each independent track, and that its load could not be seriously disturbed, unless one track should be absolutely lower than the other; against this latter contingency, we have a base of 12 feet, for a car no higher than is now used, upon a base of less than 5 feet.

By an arrangement of this kind, the friction upon curves is greatly reduced, (for we have only a gauge of 3 to 4 feet,) the vibration and tortion of the axles is lessened, while, at the same time, the capacity of the axles to resist all strains, is immensely increased. And yet, we have the indispensable condition required for high speed—a wide base. Thus are combined all the advantages ever claimed for the wide gauge, with all the advantages that can possibly be claimed for the narrow gauge, and yet, all the disadvantages ever argued by the respective champions of either, as belonging to the other, are entirely avoided.

I propose, also, a peculiar system of laying these four rails, and that is, with the joints of the outside rails opposite each other, but alternated with the joints of the inner rails, which shall also be opposite each other. It will be perceived, that by this system, each independent track is laid with alternate joints, but, always, occupying the same relative position, with the joints of the opposite track. The inevitable depression of the joint, causing a corresponding elevation of its opposite rail, at its centre, the middle of each track, or the half-way point between the two rails, is a neutral point, where is no motion, and the inequalities of each track are such, that the opposite trucks are either inclined towards each other, or from each other, at precisely the same moment, thus counteracting each other, and avoiding both the vertical and lateral movement of the car-body, caused upon an ordinary road, by either opposite or alternate joints. There would be, of course, a tendency of the centre bearings, upon which the car-body rests, to approach each other, or recede from each other, as the inclination of the tracks should be inwards or outwards. The simple apparatus used in all well constructed car-trucks, provides fully for this tendency, permitting the truck to move a short distance, laterally, or to incline, without moving the centre bearing at all. Upon curves, where it is now found necessary to incline the cars, by raising the outer rail so much, as oftentimes to create alarm among passengers, the level of the car-body may be perfectly preserved, and the object fully gained, by inclining each distinct track, but keeping the centres always upon a level.

I propose to construct opposite trucks in such a manner, that one shall act as a guide for its mate. The most dangerous causes of derailment, are not great obstacles, extending across a track, because such obstacles, whether placed by design or accident, are to be guarded against by a suitable police; but, by far the most serious danger, is from unseen defects in the track itself, or rather in a single rail of the track, such defects as would not be apparent to the casual and careless glance of the repairers, or as could not readily be seen by the guard or engine-driver of a train.

A broken chair, allowing the ends of the rails to slip by each other; a short and sudden crook in a rail; a worn rail, with a short depression, crushed in its surface; the breaking of a rail; the sudden settling of a joint, under a passing load—all these are causes of derailment, at high speed, and causes, too, from which the most serious accidents may occur, because, not being readily perceived, they are met with while running with entire confidence.

The connection I propose, would prevent any truck meeting with such obstacles, from turning upon its centre, so as to leave the line of rails, without the opposite truck, to which it is attached, should turn also.

Take, for instance, the case of the broken chair and defective joint. This condition to cause derailment, must not only occur upon both the tracks at precisely *opposite* points, but *must* occur on alternate rails. This is impossible, for the joints are *not opposite* in alternate rails.

The probability of conditions of this kind, sufficient to cause derailment, occurring upon both tracks, at precisely opposite points, is so remote a contingency, that I think I am warranted in claiming, that the plan involves almost absolute safety.

As a general thing, the ends of the rails, it is well know, are the points where they first fail, and this, simply because they are generally the lowest points. An unavoidable effect, from the manner of constructing our present roads is, that when a wheel sinks into the depression caused by a yielding joint, the car-body receives a "cant" in that direction, and the impingement upon the rail is increased, by the whole impetus of the load. If we keep the load still, and resting upon a single point, precisely in the centre of each truck, it is manifest, that no matter how much the truck may be twisted, or distorted out of level, by the inequalities of the track, the weight is distributed alike upon all the wheels, and the joint, or depression, is not subjected to any greater impingement than any other part of the rail. Both rails and machinery are thus relieved, and an immense saving made in the *most important* item of cost, in operating railways, even at a far higher than ordinary rate of speed.

It is found practicable, upon all roads, to run cars constructed with a width, about double that of the guage.

Taking this as a proper proportion, I consider it safe to construct cars of 20 feet width, to a base of 12 feet, particularly as it is not necessary to increase the height materially. Carrying out the proportion in full—if we double the width of track, we may not only double the width of car but may also double the height, the centre of gravity remaining in the same relative position. But as the height is not increased seriously, with the increased base, the centre of gravity is much lower, than in cars of ordinary construction. In *proportion to base*, these cars would be but 4-5ths the width, and *one half* the height of cars on ordinary roads.

This, independent of any other consideration, would permit increased speed. The cars may be of any length, within the limits of the required strength, but say, for example, 60 feet. You can readily imagine, what conveniences and accommodations, may be provided upon cars of these dimensions, and it is, perhaps, unnecessary for me to make any suggestions. Sixty passengers may have comfortable sleeping accommodations, in a night-car of this size, not upon shelves hung around the sides of the car, but in state-rooms. More than that number could sleep in a car, if arranged with births upon the sides, and with the portable apparatus used in our steamboat cabins, for the centre. Other cars may be finished, for cooking and eating rooms. Cars for day trains, may be divided into saloons and sitting-rooms, with sofas, tables, &c., &c., or may be provided with uniformly arranged seats, as in our present cars. All the accommodations that can possibly be required by travelers, can be had, to such an extent, as to render it unnecessary for them to alight even between the Atlantic and Pacific.

Am I not warranted, therefore, in saying that the proposed method of constructing railways, and railway machinery, will give ease of motion to the

car; will lessen the wear and tear of both road and machinery; will largely increase comforts and accommodations of travelers; will immensely increase the capacity of the road, for any kind of traffic, and will permit a speed of 80 to 100 miles per hour, with increased safety. It remains to be seen, whether the proper arrangement of machinery can be had, and the power generated, to accomplish this speed.

I propose to construct a double locomotive, reserving the centre space between the tracks, exclusively for the boiler.

There would be two distinct sets of driving wheels, opposite each other, two cylinders on each side, with all the requisite machinery and trucks, forming substantially, two distinct locomotive engines, constructed for a guage of 3 to 4 feet, with a large and capacious boiler between them, the two sides acting entirely independent of each other, and having no connection whatever, except that they would be attached to the same boiler, and would have a common throttle-valve and reverse-lever.

The axles of the driving-wheels, not extending across the space occupied by the boiler, it matters not how large the drivers are. The boiler remains in the same position, placed as *near* the surface of the road-bed, as the fire-box will permit. Immense power for propelling the large drivers, is obtained by the four cylinders, and in order to supply steam, we have room for inserting a boiler of 5 feet in diameter, if required, The fire-box being directly in the rear of the driving-wheels, may be enlarged even to the width of the track, and, if necessary, small anxiliary boilers may be placed between the driving-wheels, on each side of the main boiler.

Thus are obtained all the conditions for speed. Large drivers, powerful machinery, and unlimited capacity for generating steam, and at the same time, the centre of gravity is kept near the surface of the track, and the height of the engine, not at all dependent upon the size of the drivers.

The same principal of sustaining the load, at points precisely in the centre of each track, as arranged in the case of the cars, may be adopted in the construction of the locomotives, and the leading and trailing wheels may be connected, as a means of safety, in the same manner.

The weight of engine, and also the weight of cars, is increased beyond those now in use, but the number of rails for sustaining them is also proportionally increased. And this is a peculiar feature of this invention, to which I wish to call your attention. In enumerating the disadvantages attendant upon an increase of guage, I have mentioned the increased wear and tear of rails, by reason of the increased weight of machinery.

It might be asked, Why not make the rails heavier? Why not have two rails, weighing each 100 lbs. per yard, as well as four rails, weighing each 50 lbs. per yard?

The answer to this is, that all experience proves, the durability of a rail, or its capacity to resist the action of heavy loads, not to depend so much upon the weight per lineal foot, after reaching a certain limit, as upon the tenacity, or adhesiveness of the particles of the iron.

The rail itself may not break or bend, and yet its surface crushes and laminates under the action of heavy locomotives, so as to be unfit for use, and still nearly all of the original iron is left. Nothing is added to the capacity of the iron, to resist the crushing or lamination of the surface, by making it heavier or stiffer. Manifestly, the proper way, and the only sure way to preserve the rails, while increasing the weight and power of the engines, is not to increase the size of the rail, but to increase the number of wheels, or the number of rails, that is to say, to distribute the load upon a greater number of bearing points.

The centre space between the two tracks, is still available for way trains, running short distances, made up of the ordinary engines and cars, or it may be used for the repair and gravel trains of the road. For these latter, it is peculiarly apt, for the ballasting may be deposited in each track, where it is needed, instead of being wasted upon the slopes of the embankments, or in the ditches of the cuttings.

At stations in large and important towns, turnouts and branches from the narrow tracks may be constructed, upon which cars, propelled by horses, may be used, connecting the trucking operations in these towns, directly with the larger cars, at any point upon the track. I suggest these minor matters, as conveniences following directly in the wake of the construction of a road of this character. Or the two tracks may each be of the ordinary guage of 4 feet 8½ inches, and the Road is then available as a double-track railway, for ordinary trains for way business, permitting all the usual connections with ordinary roads. I have never yet heard an objection to the mechanics of the plan. The only objection made by a few individuals, is *its increased cost.*

Let me reply to this objection, by a few practical statements, and I have done.

The cars I propose to build, are about twice the size of our present cars. If provided with the same kind of seats, and no better or more luxurious accommodations, they will certainly contain twice as many passengers.

Having twice the number of rails and bearing-points under them, we may load them twice as heavily, and may we not as cheaply construct the one car, carrying 150 passengers, as the two cars carrying 75 each?

If we reflect a moment, we must decide, that the same capacity would be obtained for a less cost, in the large cars, than in the smaller. The increase is principally in the width. The same sides, and the same number of windows, that are required for the small car, answer for the large one.

So is it in the freight cars. If twice the size, and costing twice as much per car, it is sufficient to assert that they carry twice the load.

Suppose the engines each cost twice as much as the ordinary engine, they also have twice the capacity.

For an equal amount of traffic then, the equipment cannot possibly cost any more upon this, than upon any road.

I am prepared, not only to demonstrate that the equipment for such a Road would cost less in proportion to its capacity than the equipment of ordinary Roads, but that the proportion of dead weight to useful load carried would be reduced at least 20 per cent. in passenger cars, and 25 per cent. in freight cars. The economy of having the net load as great a proportion as possible of the gross load can hardly be realized by one who has not fully examined the subject.

There would be the extra cost of two rails, with the chairs and spikes, and the labor of laying them. Estimating these at 80 tons per mile, at present rates, and this additional track might cost $5,000 per mile. The additional width of road-bed would be about $5,000 per mile, upon an average road, making a total extra cost of $10,000 per mile only, while quadrupling its capacity. I cannot consider this objection as being worthy of any serious consideration, for once demonstrated, that by this plan, the results I claim can be obtained, and that New York and Washington can be brought within 3 or 4 hours of each other, or that the Mississippi River and the Pacific Ocean, can be brought within twenty-four hours, and, I say, *the magnificence of such an accomplishment, will warrant almost any expenditure.* Those who admit the feasibility of the plan, and yet object, on the ground of this comparatively trivial increase of cost, might, with equal propriety, object to the construction of our present railways, because they cost more than turnpike roads.

Safe, comfortable, speedy, and cheap locomotion is the grand idea of the age. Notwithstanding the vast improvements which have been made within the present century in the means of transporting passengers, produce and merchandise, and the facilities now offered for a speedy interchange of commodities over almost the entire civilized world, it cannot for a moment be supposed that our past progress has brought us to a point beyond which there is no improvement. On the contrary, the past is rather to be taken as a criterion by which to judge of the probable progress of the future. In view of the early and certain commencement of one or more Railroads from the Mississippi river to the Pacific ocean, and a new and vast system of roads in our Western territory, branching from and dependant upon the former as trunk lines, it may be considered of the utmost importance that any improvement in speed, safety, and capacity which our past experience has suggested should be fairly considered and fairly tried before such progress has been made in the constructon of these lines as would forbid the idea of change. It must be manifest to the most common perception, that for a work of such magnitude, some comprehensive plan giving greatly increased speed and safety as well as comfort and capacity is in fact an actual necessity. The ordinary road in use with all its delays and contingencies, its cramped and limited accommodations, it fatigues, and discomforts may be submitted to for short distances, but something more is required for a line running 2000 miles through a country that for some years yet must be comparatively a wilderness. Passengers must have better and more luxurious accommodations; and must be able to eat as well as sleep. Merchandise and produce must be carried in greater masses, must be forwarded more rapidly and certainly, and the risk of accident and delay must be lessened. Both in a political and a commercial, as well as social view, not merely a road is needed here, but a *great* road. The plan herein described has been designed with particular reference to *this* purpose, and it is believed that by its adoption and construction, passengers may be transported from the Mississippi river to the Pacific ocean in from twenty-four to thirty hours, with certainty and safety, and with no greater inconvenience and fatigue than would be experienced in any journey requiring the same time upon our most comfortable steamers.

The increased speed, capacity and certainty obtained by this plan, notwithstanding its increased cost, must have an important bearing upon the question of time necessary to construct the road.

This is not limited so much by any particular difficulties in the grading of the road bed, and its preparation for the rails, as by the laying of the track. The materials for this must be transported from its termini, and the contingencies attendant upon this transportation over any new road with incomplete and imperfect regulations, without frequent or convenient stations, without assistance in case of accident, except at long intervals, always delay and embarrass this portion of the work. If these difficulties occur upon short lines, how must they multiply upon a line from the Mississippi to the Pacific.

But if materials and supplies for the work, as it progresses, can be forwarded in larger quantities, with fewer trains, with twice the facility and dispatch, and without the risks and contingencies incurred upon ordinary roads, there can be no question but that the road can be constructed in a correspondingly less time. It does not follow that because the speed is increased and the accommodations and comforts of travellers improved, that the cost of transport must necessarily increase. Look back but a few years, and we find our roads built more expensively and permanently, the speed of our trains doubled, our cars enlarged, our accommodations improved, and yet the cost of transport decreased.

The very means by which one result has been obtained, have accomplished the other. Why should the rule stop now?—when up to this time every enlargement of power and capacity has decreased the cost. Witness, not only our railroads, but our steamers and canals.

Our past experience in Railroad transportation has determined precisely the conditions necessary to prolong the working of the rule, and I submit the foregoing combination as embodying all these conditions in the full confidence that the more it is examined and criticised, the more certainly will it inspire confidence in its practicability.

A. P. Robinson.
Civil Engineer.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bon is fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1868	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec :				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	533,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'68	----
Atlantic and St. Lawrence :				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	86
" "	700,000	6	1880	84
" "	1,123,500	6	1875	89
" "	1,000,000	6	1867	90
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica :				
1st Mortgage	$70,000	7	1869	----
Boston Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	400,000	6	1873	----
Buffalo, New York and Erie :				
1st Mortgage coupon	2,000,000	7	1877	82
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	95
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	95½
Mort. (chgd from Sterl'g)	888,000	5	1864	95½
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa :**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Central of Georgia :				
Mortgage	86,067	7	1863	----
Central of New Jersey :				
1st Mortgage	1,400,000	7	'65-'70	104
2d Mortgage	600,000	7	1875	100
Central Ohio :				
1st Mortgage W. Div.	450,000	7	1861	62½
1st Mortgage E. Div.	800,000	7	1864	76
2d Mortgage	800,000	7	1865	63
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,585,800	7	1876	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75, and '77)	780,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	95½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	58½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island :				
1st Mortgage	2,000,000	7	1870	100
Chicago and Northwestern :				
Sinking Fund Preferred	1,250,000	7	------	87
1st Mortgage	3,600,000	7	------	46
2d Mortgage	2,000,000	7	------	16½

Description.	Amount.	Interest.	Due.	Price.
Cincinn., Hamilton and Dayton :				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	90
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning :				
1st Mortgage	850,000	7	------	80
2d Mortgage	459,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	43
Clev., Columbus and Cin. :				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296 000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	85½
Columbus and Xenia :				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River :				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60) :				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware :				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	104
1st Mortgage (E. Extension)	1,499,000	---	1875	104
2d Mortgage	2,516,500	---	1881	93
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000	------	------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	300,000	6	var.	100½
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	445,000	6	1874	101
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	6	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley :				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union :				
1st Mortgage Coupon	1,971,000	7	'62-'63	99½
1st Mortgage (Extended)	22,000	7	1882	----
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	100

Description.	Amount.	Interest.	Due.	Price.
***Great Western, Ill. :**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E. D. 84 m.), 2d M. (W. D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	40½
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster :				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven :				
1st Mortgage	927,000	6	1873	99
Housatonic :				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1886	----
Hudson River :				
1st Mortgage	4,000,000	7	'69-'70	105½
2d Mortgage	2,000,000	7	1860	82
3d Mortgage	1,840,000	7	1875	84
Convertible	1,002,000	7	1867	76
Illinois Central :				
Optional Right bonds	38,000	7	1868	64
Construction	10,798,500	7	1875	88½
Construction	4,115,000	6	1875	88½
Eight per cent. bonds	326,000	8	1865	----
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
† 2d Mortgage	314,000	7	------	----
Jeffersonville :				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6½	1861	----
3d Mortgage	250,000	6½	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	160,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	------	89½
La Crosse and Milwaukee :				
1st Mortgage (Eastern Div.)	903,000	†	------	30
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	18½
2d Land Grant (Western Div.)	353,600	†	------	18½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort :				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami :				
Mortgage (Coupon)	1,300,000	6	1863	89
Long Island :				
1st Mortgage	500,000	6	1870	85
Extension Bonds	175,000	7	1890	82½
Louisville and Frankfort :				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville :				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester :				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis :				
Mortgage	600,000	7	1861	----
Marietta and Cincinnati :				
1st Mortgage	235,789	7	1891	90
2d Mortgage	----------	---	------	----
3d Mortgage	----------	---	------	----
Sterling Income	----------	---	------	----
Domestic	----------	---	------	----
Memphis and Charleston :				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv. :				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	99
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	99½
2d Mortgage (S. F.), convertible	4,153,000	8	1882	97½
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	92½
Northern Indiana, 1st	985,000	7	1861	92
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	90½
Detroit and Toledo	611,000	7	1876	76
1st General Mortgage (S. F.)	2,850,000	7	1885	91½
2d General Mortgage	2,465,000	7	1877	74½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	89½
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
2d Mortgage	------	---	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	96½
Funding (S. F.) Bonds	1,553,000	7	1876	103½
Stock Exchange (S. F.) Bonds	680,000	6	1883	96½
Real Estate (S. F.) Bonds	166,000	6	1883	96½
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	102½
Convertible Bonds	970,000	7	1876	103½
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	96½
New York and Erie:				
1st Mortgage	3,000,000	7	1867	106
2d Mortgage	4,000,000	7	1864	100
3d Mortgage (convertible)	6,000,000	7	1883	91½
4th Mortgage (convertible)	3,729,000	7	1880	83½
5th Mortgage	1,277,000	7	1883	79
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	56
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	101½
2d Mortgage	1,000,000	7	1864	92½
3d Mortgage	862,300	7	1867	76
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1876	----

Description.	Amount.	Interest.	Due.	Price.
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	71½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	66½
2d Mortgage	3,077,000	7†	1861	4½
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	67½
Chattel Mortgage	350,000	10	1888	83½
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	101
2d Mortgage	2,319,000	6	1875	92
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	83
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., German't'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	88
Mortgage (S. F.)	2,672,300	6	1880	95
Mortgage	3,103,600	6	1870	87½
Mortgage (convertible)	3,586,500	6	1886	77½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	77½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Subscription	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore Loan	1,000,000	---	1886	----
Cumberland Subscription	200,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	7	1890	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and L.)	1,000,000	7	1872	----
2d Mortgage (O. and L.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----

Description.	Amount.	Interest.	Due.	Price.
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$630,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	30
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1868	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	83
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	94
2d Mortgage (convertible)	2,000,000	7†	'68-'70	52
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible)	220,000	7	1868	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	73
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	43
2d M. (Toledo and Wabash)	1,000,000	7	1869	49
2d M. (Wabash and Western)	1,500,000	7	1890	49
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	208,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	67½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	74
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,286	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	87,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	—	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,147	149,477	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3.9 5,087	73.0	323,491	712,876	354,136	14	136½
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	127,890	185,072	—	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	126,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	1,717,523	117.4	579,659	925,075	325,573	—	....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	35
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '59	16.2	—	.....	—	—	—	.....	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	....
								FLORIDA.													
.. .. '62	154.2	—	.....	150	—	—	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	—	—	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '62	100.0	3.9	10.0	153.5	—	—	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	—	—	—	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	—	—	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.6	—	—	—	—	....
31 Dec. '60	63.0	—	.....	—	—	—	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	.....	23.7	—	—	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	—	—	—	—	....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	.....	—	—	—	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	60.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	—	—	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	—	388,853	13	....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.		138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '60	220.0	—	.....	—	38	36	647	Chicago, Alton and St. Louis	10,000,000	.....	.....	3,500,000	4,500,000	.....	10,000,000	220.0	845,981	994,569	225,786	13m	....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	.....	1,514,478	242,564	—	62
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,095	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	.....	—	—	—	.....	Chicago and Northwestern	9,344,863	*	—	2,000,000	7,369,024	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
30 Jun. '60	181.8	—	.....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	54½
10 Nov. '58	33.2	—	.....	—	—	—	.....	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	—	—	—	—	....
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,000	—	10,469,355	261.3	792,029	1,462,752	652,260	—	67½
31 May, '61	175.0	—	.....	—	—	—	.....	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '61	454.8	252.5	—	112	94	2,847		*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,023	2,965,758	1,150,903	—	61½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. ..	148.0	—	.....	—	—	—	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	—	—	—	—	....
.. .. ..	46.6	—	.....	—	—	—	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '58	186.0	—	.....	—	.....	.....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	—	—	—	....
31 Dec. '58	100.0	—	.....	—	.....	.....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	.....	—	—	—	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	—	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	.....	—	—	—	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	.....	73.0	—	—	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	.....	—	—	—	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	.....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	363,122	400,397	133,009	—	58
31 Dec. '58	89.8	20.2	.....	—	23	19	813	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,382,284	140,688	3,458,108	110.6	.....	448,858	230,834	9	20
31 Dec. '60	84.0	—	.....	—	—	—	.....	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37,219	2,031,942	84.0	.....	277,952	119,745	—	....
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
.. .. '59	64.0	—	.....	—	—	—	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	—	—	—	....
31Dec. '60	86.0	49.0	.....	—	23	.....	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,080	—	....
.. .. '58	288.0	—	.....	—	—	—	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	.....	—	—	—	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	—	—	—	....
30 Nov. '60	73.0	—	.....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	120,570	1,381,450	230,000	46,647	1,970,381	73.0	.....	404,599	232,77	10	....
								IOWA.													
31 Jan. '58	75.5	—	.....	201.5	—	—	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	—	—	—	—	....
31 Dec. '59	86.0	—	.....	—	—	—	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 May, '58	50.1	—	.....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	—	—	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	.....	57.3	—	—	—	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	—	—	—	....
.. .. '59	55.0	52.6	.....	312.0	—	—	—	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	—	—	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	.....	113.0	—	—	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	—	—	—	....
.. .. '58	13.0	—	.....	22.0	—	—	.....	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	—	—	—	—	—	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	—	13	10	230		Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	456	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,122	—	....
.. .. '59	18.8	—	.....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	.....	—	—	—	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	.....	—	—	—	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,218	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
1 Mar. '61	206.0	—	.....	206.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug. '60	58.7	—	.....	135.8	.....	.....	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	58.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Siddings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	645,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,020	6	101
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,879,907	13,118,902	10,781,833	566,070	31,241,011	236.8	.....	3,922,203	2,305,788	6	62
30 Sep. '60	30.0	—	.....	—	7	35	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,582,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	786,145	—	20½
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.8	43.4	—	21	26	506	Boston and Lowell	2,428,592	*	—	1,330,000	440,000	22,332	.....	57.7	.....	449,051	128,733	7	92½
31 May, '61	74.3	8.8	49.7	—	32	54	606	Boston and Maine	4,300,849	*	465,758	4,076,974	—	86,655	.....	118.3	.....	776,065	315,071	6½	106½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	132,720	—	.....	61.8	.....	588,871	272,429	8	111
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	111
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	124
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	.....	52.3	.....	250,836	122,956	6	85
30 Nov. '61	44.1	30.5	25.3	—	28	47	429	Eastern	4,045,166	315,165	264,102	2,853,400	1,885,000	34,000	.....	120.7	.....	565,939	246,402	4	56½
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	.....	71.6	.....	543,158	217,054	6	96½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	• 75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	—
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,583	27.7	.....	204,374	43,542	8	110
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	—	21.6	.....	123,015	24,907	2	73½
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	—	.....	—	—	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	104
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308 228	139,447	8	110
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	—
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	10½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,158	*	—	5,150,000	6,271,520	76,000	.....	217.9	.....	1,894,567	812,996	8	120½
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.8	54
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
— —	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— —	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.8	1,281,263	2,126,699	910,169	3	55
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	23
— — —	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
— — '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
— — '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
— — '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
— — '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
— — '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,483	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	—	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	—
31 Aug. '60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	30
31 Jan. '61	168.8	—	16.8	68.0	22	19	891	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
— — —	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	28.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	327,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	325,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	84.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,866	8	56½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,295	ope	r. by Eas	tern Mass.	—	—	64
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	663,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	103½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	283,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	137,136	4	60½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,340,305	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	124
31 Dec. '60	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,5 6	504,500	—	3,630,000	3,000,000	29,057	5,97 ,496	64.0	662,393	1,201,895	673,443	10	122
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	800,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	.....
31 Dec. '5	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	168,703	263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	—	—	—	New Jersey	3,609,089	400,378	1,249,621	4,397 820	688,000	—	5,628,981	33.8	.....	992,767	579,981	10	128
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Rampo	350,000	*	—	248,225	25,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,600	600,000	718	1,740,715	18.7	6 mo.	235,553	112,441	6½	70
31 Dec. '60	13 0	—	—	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,662	—	—	—	15,244	2,868	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221			507,957		46.139	554,096						
30 Sep. '60	82.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,099	50,000		ope	r. by Re	ns. & S	arat.		
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559			1,000,000	1,389,559		2,389,559	ope	r by W	estern.		6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445		822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609		
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661			250,000	220,000		470,000	14.8	22,712	34,310	19,886		
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546.372	40,247		448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	336,870		1,300,000		130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212.072	3,633,579	176 0	483,412	593 845	187,704		
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126		1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	129
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050			343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427		
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000			380,000	70,000		450,000	ope	r. by Er	ie.	24,000	6	
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000			500,000			500,000	ope	r. by Er	ie.	30,000	6	
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000			175,000			175,000	17.3	46,981			6	
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372		3,758,466	9,107,000	182,106		150.0	967,065	2,047,145	778,121		36
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138		1,852,716	755,998	12.283	2,620,997	101.5	258,763	343,021	119,454		12½
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9		7,309,042	2,601,063	6	82½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406		36½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*		6,717,190	6,055,752			152.8		1,142,851	433,716		12½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756		120,000	135,000	6,000	261,000	8.0	40,880	56,352	26,346		
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000			1,000,000			1,000,000	ope	r. by Ce	ntral.	60,000	6	
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856			1,500,000	3,077,000		4,577,000	121.8	395,128	158,912	153,080		
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*		396,340	213,500	4,875		35.9	69,759	119,666	64,753	8	
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517		665,419	1,000,000	192.748		75.4	78,240	80,611	37,436		
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048		610,000	140,000	750,000		59.2	119,325	269,355	131,525	6	
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,921			557,560	150,000	19.980		ope	r. by B.	N. Y. &	E.22,047		
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050		10,305		61,213	71,518	18.0	3,365	634	54		
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684			300,000	83,000			ope	r. by Re	ns. & Sar.		5	
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166		500,000	378,000	3,376		47.3	114,731	175,604	60,113		
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443		62,731	162,087	63,374		13.0		15,720	11,800		
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*		1,200,130	1,643,153	121,065		81.0	191,579	227,488	139,517		
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437		605,911	806,500	247,155		112.0	280,648	312,066	160,237		
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	86,073		274,400				ope	r. b. Hud	s. River.		6	
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601			30,000	680,000			ope	r. by oth	er Co's.			
1 Jan. '62	10½	—	¼	30.0	—	—	—	Warwick Valley	185,000			100,000	85,000		185,000	10½	ope	r. by Erie R.	W. Co.		
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304		1,499,000	772,400	66,112		96.7	212,235	351,167	178,067	10	36
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*		1,545,225	400,000	276,372	2,419,401	94.9		103,953	35,572		
— — '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*		4,000,000				223.0					
— — '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*		973,300	126,200			97.0		206,917	108,541		
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9		469,458	219,688		
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212		70,860	364,072						
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231			866,939		77,294							
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2		314,091	102,765		
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0		699,716	230,551		
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000		3,708,392	198.3	282,987	644,229	282,700	7	88
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.								32.0					28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*		2,441,176	3,032,000	228,973		131.8	304,168	190,745	19,180		
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	115
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003		89
31 Dec. '61	96.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,353,000			96.6		1,120,370	662,948	14	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*		3,942,368	4,918,325	653,821	9,661,102	203.5	646,418	772,093	332,093	4	17
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,418	7,612,406	188.6		919,971	493,956		42½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*		369,673	575,250	632,486		61.5	75,120	68,128	19,763		
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*		750,000	1,600,000	205,000		72.0	144,000	84,000	17,760		50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0		375,002	212,107		
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912		307,240	716,000	80,845		36.6		62,025	3,565		
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*		437,838	422,658		1,104,086	16.0	40,064	64,000	33,000		
1 Nov. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694		45.0		102,180	52,408		
— — '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana							1,358,867						
31 Oct. '61	82.0	—	—	—	6	5	68	Greenville and Miami	888,000	*		300,000	473,000	75,000		47.0		69,352			
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*		118,865	50,000	3,965		13.0	24,000	31,126	10,460		
30 Nov. '61	83.5	—	37.8	—	39	32	602	Little Miami	4,004,4 5	*		2,981,270	1,407,000			138.0		1,330,051	529,981	8	92
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*		8,781,699	235,789	106,895	9,792,293	226.6		434,290	99,554		
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3		896,818	169,943		1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*		1,906,736	2,400,000	466,215		125.0					
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589		
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*		348,770	1,385,200	132,063	2,588,876	125.0		285,934	34 167		
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*		403,975	500,000	100,000		55.6	70,000	110,200	53,100		
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500			193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.			
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*		1,000,000	1,050,000	200,000	2,250,000	49.8	222,000				
31 Aug. '61	242.4	—	—	—	85	18	668	Toledo and Wabash	3,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	955,502	1,012,236	400,559		9½
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley					378,455	62,624		45.0	61,634	94,342	45,161		
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000		1,410,900	2,000		1,412,900	20.5		311,201	164,554	10	52
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*		3,350,000	53,500			146.0		219,548	22,490		2½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*		956,900	270,500		1,308,919	52.5	181,087	249.778	159,531	8	
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0		2,169,946	1,339,680		80
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617		386,121	365,500	188,515	940,136	36.3					
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000			600,000	400,000		1,000,000	ope	r. b. Buf.	& S. L.		10	
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	*		1,087,100	661,000		1,883,343	55.5		436,237	153,334	6	51
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*		1,809,563			1,809,563	32.3		32,411	7,267		
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*		425,015	1,000,000	206,550	1,631,565	42.2		84,017	3,413		
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000		710,000	1,100,000	167,303	2,164,303	68.9		116,200	67,600		
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,583	*		1,966,350	1,500,000			45.7	183,500	679,908	342,039	6	52½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*		2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & R.			10
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000		4,455,000	2,479,950	3,413,871	303 927	9,803,932			753,318	670,227	6	51
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838		2,800,000			2,991,150	72.8		556,192	379,976	10	47
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	396,927		3,155,875	2,940,473	774,323	6,471,462	65.7	5 mos.	176,047	91,309		6½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	28,581,158	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,761	2,296,402		47
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000			250,000	50,000		20.0		1,637			
30 Sep. '59	17.0	●	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555		1,208,500	374,800	104,720	1,742,333	24.0		288,657	157,194		44
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150		24,353,896	151.4		3,312,546	1,625,985		21½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000			1,000,000			1,000,000	28.0	oper. by	Cam. &	Amboy		125
3 Oct. '60	96.0	6.0	—	—	30	98	521	Phila., Wilmington and Balt.	7,800,000	*		5,600,000	2,800,000			200.5	48,677	1,286,597	471,712	6½	51

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '60	48.9	—	3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136	—	1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690	—	—
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791,166	18,487,885	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	—	—	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----------	----------	----	----	----------	----------	----	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----------	1,355,700	54.0	----	----------	----------	----	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	----------	----------	573,616	24.5	----	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	----	----	96,227	64,582	----	----
31 Dec. '59	148.0	—	20.0	140.0	—	—	—	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	----	114,126	61,848	—	—
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,982	—	97,550	396,000	----------	----------	29.6	----	83,078	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	----	125,597	4,502	—	7½
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	----------	78.0	199,878	238,420	860,339	—	—
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	----------	----------	62.0	240,449	331,522	108,782	5	55
30 Nov. '61	13.0	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	4 7,917	8,500	----------	----------	13.6	----	26,454	6,914	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	----------	----------	1,916,515	217,577	----------	2,134,092	13.2	----	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,385	195,266	197,905	1,099,536	51.9	----	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----	283,263	151,536	6	----
-- -- '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	----	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	----------	----------	200,000	22.5	----	----------	----------	5	----
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	955,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----	----	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	—	—	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	----
1859.	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----	318,718	187,466	—	----
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	3 149,167	—	----
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	----
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----	----	----------	----------	—	----
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----	----	----------	----------	—	----
1859.	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
1859.	47.4	—	2.3	—	4	5	48	Mississippi Central and Tenn.	892,710	52,908	—	317,447	632,500	22,389	----------	47.4	54,175	83,129	44,666	—	----
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----	734,118	337,384	6	----
1859.	----	—	----	—	—	—	—	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----	----	----------	----------	—	----
1860.	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	406,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----	----------	----------	—	----
-- -- '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----	----------	----------	—	----
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	276-000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
-- -- '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----	----------	----------	—	----
-- -- '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----	----------	----------	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	----------	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----------	----------	----------	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	----------	----------	1,350,000	----------	----------	1,380,695	ope	r. by Vt.	Central	----------	—	105
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----------	----------	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	—	—	----	Western Vermont	1,083,500	*	—	332,000	700,000	----------	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	----	----	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----	----	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345.427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	547,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	616,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	----	----	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2 430,000	----------	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	58.0	—	----	5	10	—	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
-- -- '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '61	191.9	42.5	23.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,842,600	2,526,000	58,549	8,036,604	234.4	----------	1,108,354	436,039	—	28½
-- -- '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '61	104.0	—	----	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	----
-- -- '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	----------	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 July '61	161.0	—	----	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	----------	7,150,000	16.10	400,075	1,771,780	363,670	—	----
-- -- '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----------	----------	----------	----------	----------	----------	----------	81.0	166,245	----------	----------	—	11
-- -- '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	----------	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
-- -- '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	----------	----------	357.0	1,360,900	----------	----------	3	----
-- -- '59	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	37,081	----------	----------	—	----
-- -- '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	254,530	----------	----------	—	----
-- -- '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	89,222	----------	----------	—	----
-- -- '59	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
								NEW BRUNSWICK.													
1 Oct. '60	108.0	0.9	12.0	—	12	18	236	European & North American	4,085,560	326,164	—	4,451,012	----------	----------	4,451,012	108.0	193,688	116,225	41,985	—	—
1 July, '61	60.0	—	----	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60.0	----------	132,58	36,670	—	—
								NOVA SCOTIA.													
-- -- '59	61.5	—	----	60.1	—	—	—	Nova Scotia	----------	----------	----------	----------	----------	----------	----------	61.5	----------	----------	----------	—	----
								NEW GRANADA.													
31 Dec. '60	48.7	—	—	—	—	—	----	Panama	8,000,000	*	620,304	5,000,000	2,400,000	—	9,608,580	48.7	----------	1,539,850	1,110,652	12	122

New York Stock Exchange.

Highest Sale Prices for the week ending April 16.

	Th.10.	F.11.	Sat.12	M.14.	Tu.15.	W.16.
Federal Stocks:—						
U. S. 5s, 1871	....	....	....	....	....	....
U. S. 5s, 1874	87	87	87	....	....	....
U. S. 5s, 1865	....	....	....	....	....	....
U. S. 6s, 1881, reg.	93¾	93¾	93¾	93¾	93¾	93¾
U. S. 6s, 1881, cou.	93¾	93¾	93¾	93¾	93¾	93¾
U. S. 6s, 1862	....	....	....	....	....	....
U. S. 6s, 1867	....	....	94	....	....	....
U. S. 6s, 1868	....	....	94¼	....	....	96¼
State Stocks:—						
California 7s	86¼	86	85	85¼	....	....
Georgia 6s	....	75	....	....	....	....
Illinois Coupon bonds	90	....	88¼	....	....	....
" Canal bonds	....	....	....	....	....	89
Indiana 5s	....	....	....	....	....	87¼
Kentucky 6s	....	....	....	....	....	....
Louisiana 6s	68	....	....	....	68	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	....	....	....
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	50	49¼	49	48¼	49¼	50
Do. iss. to H. & St. J. R.	....	....	....	....	....	....
New York 6s, 1865	....	....	....	....	....	....
North Carolina 6s	66	66	65	....	....	63
South Carolina 6s	....	....	....	....	....	....
Ohio 6s	....	98¼	....	100¼	100	100
Tennessee 6s, 1890	56	....	54¼	55	55	57
Virginia 6s	....	57¼	55¼	....	57	57
Railroad Shares:—						
Buffalo & State Line	....	....	....	....	....	....
Chicago, Burl. and Q.	....	62	62	....	....	....
Chicago and Rock Isl.	55¾	55	55	54¼	54¼	54¼
Clev., Col. and Cin.	113	....	115	....	....	....
Clev. and Pittsburg	....	17	17¼	....	17	....
Clev. and Toledo	45¼	45¼	45¼	45¼	45¼	42¼x
Del., Lack. and West.	....	....	....	80	....	....
Galena and Chicago	68	68¼	....	67¼	67¼	67¼
Hudson River	36¼	36	....	36	36	36
Illinois Central (scrip)	62	61¼	61¼	60¼	61¼	61¼
Michigan Central	55¼	55½	55	55	55	55
M. S. and N. I. guar'd,	47	46¼	46	45¼	....	46
M. S. and N. I.	23¼	23	22¼	....	22¼	23
Mil. and P. du Chien	27	26¼	25¼	....	....	....
M. and P. du C. 1st pref.	....	....	....	....	....	79
M. and P. du C. 2d pref.	....	57¼	....	....	56¼	56¼
New Jersey	....	....	....	128	....	128
New Jersey Central	....	....	....	....	....	....
New York Central	82¾	82¾	82¼	82¼	82¼	82¾
Erie	36¾	37¼	36¼	36¼	36¼	36¼
Erie pref.	61	60¾	60¾	60¼	61¼	61¼
Erie Assessment Scrip	....	....	....	....	....	....
N. York and Harlem	....	....	12	....	12¼	....
N. Y. and H. "pref."	31	....	....	30	....	30¼
Panama	121¼	....	122	122	....	....
Phila. and Reading	....	....	....	....	....	....
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N. W. 1st M.	....	46	....	....	....	46
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
Cl. & Tol. S. F. 7 p.c.	85¾	....	85¼	....	....	....
Chi., Bur. and Q. 8 p.c.	97	....	96	95¾	95¾	95¼
Chi. and R. I. 1st M. '70	....	....	....	....	100	....
D. L. & W. 1 M. 8 p.c. '71-5	....	....	....	....	....	....
" 2 M. 8 p.c. '81	....	....	....	....	....	....
Gal. & Ch. 1 M. 8 p.c. '63	....	....	....	....	....	....
" 2 M. 8 p.c. '75	....	....	....	100	....	....
Hann. & St. J. 1 M. 8s	....	....	....	....	....	....
Hudson R. 1 M. 7 p.c. '69	....	....	....	....	105¼	....
" 2 M. 7 p.c. '60	....	....	....	....	....	....
" 3 M. 7 p.c. '75	83¾	....	84	....	84	....
" sink. fund	....	....	....	....	....	100
Illinois Centr. 7 p.c. '75	....	89	89x	....	....	88¼
" " 6 p.c. '75	....	89	89x	....	....	88¼
La Crosse & Mil. L. G.	....	....	....	....	....	....
Mil. and P. du C. 1st M.	90	....	....	90	....	89½
Mich. Cen. S. F. 8 p.c. '82	....	97¼	....	....	97¼	....
" conv. 8 p.c. '69	99	99¼	....	99¼	97¼	99¼
Mich. Southern 1st M.	....	....	....	....	....	....
" " 2d M. Ass.	....	....	....	....	....	....
" " 2d M.	75	74¼	75	....	....	74¼
" " S. F.	92¼	92	92	91¼	....	....
M. S. & N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M. 8 p.c. '77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	....	....	92	92
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	104	105
" " 2d M.	....	....	....	....	....	....
N. Y. C. 6 p.c. certif. '83.	96¼	....	....	....	....	....
" 1 M. 7 p.c. '64	....	....	103	103	102¼	....
" bonds 1876	....	....	....	103	....	103¼
N. Y. & E. 1 M. 7 p.c. '67	....	....	....	....	....	....
" 2 M. 7 p.c. '64	....	....	....	....	....	....
" 3 M. 7 p.c. '83	....	....	92	92	91¼	....
" 4 M. 7 p.c. '80	....	....	83	....	83¼	....
" 5 M. 7 p.c. '83	....	....	....	....	80	....
" conv. 7 p.c. '62	....	....	....	....	....	....
" " 7 p.c. '71	....	....	....	....	....	....
" S. F. '75	....	....	....	....	....	....
N. Y. & H. 1 M. 7 p.c. '73	101¼	....	101¼	....	101¼	....
" 2 M. 7 p.c. '64	....	....	....	....	....	....
" 3 M. 7 p.c. '67	....	....	....	....	75	....
Toledo & Wab. 1 M.	....	....	78	....	78	78
" " 2 M.	50	49¼	48	49	....	....
Miscellaneous:—						
Del. and Hud. Canal.	90	....	90	....	....	91
Penn'a Coal Co.	....	80	....	81	....	....
Pacific Mail S. S. Co.	100¼	100¼	100	100¼	100	104

The following are the closing prices in the London Market on the 3d April:

United States 5s, 1874	77	to	78
Maryland	80	"	82
Virginia 6s	55	"	57
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	64	"	65
Erie shares, ex assessment scrip	33½	"	34½
Erie shares, 7 per cent. preference	55½	"	56½
Erie shares, assessment scrip	1½	"	2½
Illinois Central 6s, 1875	74	"	77
Illinois Central 7s, 1875 x.c.	77	"	79
Illinois Central $100 shares, $90 paid, dis.	44½	"	43½
Illinois Central, all paid	53¾	"	54½
Michigan Central 8s, Convertible, 1869	84	"	86
Michigan Central Sinking Fund 8s, 1882	87	"	89
Michigan South. and North. Indiana 7s, 1885.	73	"	78
Do. do. do. $100 shares.	19	"	21
New York Central 6s, 1883	84	"	86
New York Central 7s, 1864	88	"	92
New York Central 7s, 1876	88	"	92
New York Central 7s, 1876	88	"	92
New York Central $100 shares	72	"	74
New York and Erie 7s, 1867	92	"	94
New York and Erie, 2d mort., 1859 x.c.	85	"	90
New York and Erie, 3d mort., '83, assented	80	"	51
New York and Erie, 4th mort.	70	"	72
New York and Erie, 5th mort.	70	"	72
New York and Erie Bonds, 1862, '71, '75	—	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	103	"	105
Panama, 2d mortgage 7s, 1872 x.c.	98	"	100
Pennsylvania Central 6s	86	"	88
Pennsylvania Central 2d mortgage	84	"	86
Pennsylvania Central $50 shares	41	"	43
Philadelphia and Reading $50 shares	18	"	22

American Railroad Journal.

Saturday, April 19, 1862.

Share and Money Market.

Communication between New York and Washington.

We trust the article in another column upon the subject of railway communication between New York and Washington will be attentively perused.

The importance of the highest capacity possible upon this route is beyond question.

This article enters into the mechanics of the plan suggested, in so popular a manner that a layman may understand it, and in view of the new impetus which the close of this unhappy war will give to every work of internal improvement, and particularly to the project of a railway to the Pacific, we hope the plan will be carefully examined. If such results can be accomplished by what seems to be so simple a mechanical arrangement, we shall have made a new advance not second to those made when the steam engine and telegraph were invented.

A mail from Washington to New York in three hours, or from San Francisco to St. Louis in twenty-four, would certainly be one of the most magnificent accomplishments of this or any other age, and we believe the present generation will yet see its realization.

Cincinnati, Hamilton and Dayton Railroad.

The following is an approximate statement of earnings, expenses, etc., of this road for the year ending March 31, 1862:

Gross earnings		$638,651 16
Transportation expenses.	$315,372 15	
Interest on bonds	95,030 84	
Taxes	12,636 40	423,039 39
Net earnings		$215,811 77
Out of which two dividends have been declared, as follows:		
For six months ending Sept. 30, 1861, 3½ per cent	$75,453 00	
For six months ending March 31, 1862, 4 per ct.	86,232 00	161,685 00
Leaving a surplus for the year of		$58,926 77

Erie Railway.

AGGREGATE EARNINGS FOR SIX MONTHS.

	1859 60.	1860-1.	1861-2.
October	$473,775	$585,598	$722,362
November	499,427	554,532	734,826
December	409,131	404,276	708,136
January	336,391	404,508	695,607
February	303,279	391,932	608,080
March	426,470	458,560	636,615
Total	$2,448,473	$2,799,406	$4,100,576

The earnings of the current six months of the fiscal year, it will be seen, show an increase of $1,300,000 on the same period of the previous year, and the gain, in consequence of the higher rates obtained has been made without any important increase in expenses. The above earnings are at the rate of $8,000,000 per annum, while during the past three years, on an average receipt of five millions and a half, the net earnings have been equal to a dividend on the Preferred stock, could they have been devoted to that purpose. The road, it is understood, is being operated at a cost of $400,000 per month, which leaves $1,700,000 profit on the past six months, which is nearly 5 per cent. on the whole general account of the road including common stock.

Pavonia Ferry and Erie Railway.

We had the pleasure of attending on Saturday last by invitation of Nathaniel Marsh, Esq., a trial trip of the new steamer Pavonia, just completed, for the Pavonia ferry. She is 200 feet long and 63 feet wide over all. The hull was constructed by Burtis of Red Hook and the engines by Murphy & Co. of New York. No pains have been spared to construct a staunch and commodious boat, in every respect in keeping with all the other appointments of the new terminus of this railway. Very little attention has been given to mere show but every detail shows a due regard to correct taste combined with the highest degree of accommodation of which such a steamer is susceptible.

The hour of 12 o'clock being the time appointed for the start found everything in readiness and the Pavonia started for her trip with a company of about 150 on board, all prepared to enjoy the delightful day, and the host of good things provided. She was headed for the narrows, when just opposite Governor's Island, the new Staten Island Steamer Clifton rounded to along side for a little trial of speed, and shooting a head led the way to her destination. With a moment's stop to report our object to the U. S. Revenue Cutter, stationed at the Narrows, we run down opposite Coney Island. We then turned passing through Buttermilk Channel, ran up the East river as far as Blackwell's Island, stopping occasionally to permit the invited guests to view the fortifications at the Narrows, and the new Iron clad steamer, Galena, at Green Point. Then back around the Battery to the slip at the foot of Chambers street. The whole trip occupied about three hours and was replete with enjoyment to all on board. The steamer performed admirably, the collation was excellent, the speeches and sentiments by the gentlemen present were enthusiastically received, and the services of the gentlemen who have so successfully managed the affairs of this road through its days of despondency, and brought order and prosperity out of chaos and adversity, were handsomely recognized and appropriately complimented.

The excursion was entirely successful. The new and enlarged accommodations afforded by this boat add no little to the splendid arrangements of the ferry, and to the new terminus of the Erie Railway, of which the ferry is an important part.

Ohio State Debt.

In accordance with the act recently passed by the Legislature, authorizing the funding of the public debt of Ohio, which was redeemable at the pleasure of the State after the 1st of January, 1861, the Commissioners of the sinking fund will issue new stock, redeemable in the city of New York at the pleasure of the State after the 30th of June, 1881, with interest at the rate of 6 per cent. per annum, payable semi-annually the first of January and July, in the city of New York.

To entitle holders to the exchange provided for in the 4th section of the act, the old certificates must be surrendered at the office of the Commissioners in the city of Columbus, or at the agency of the State, No. 25 William street, New York, on or before the 27th day of May, 1862, with the necessary authority to make the exchange. The following is a copy of the act:

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio.* That the Commissioners of the sinking fund be, and they are hereby authorized, empowered, and required, to make and issue, in due form of law, certificates of the funded debt of the State, of such numbers and amount as shall be sufficient to redeem so much of the said debt as became payable on Jan. 1, 1861, and thereafter redeemable at the pleasure of the State, which remains unredeemed. Such certificates shall be made redeemable and payable at such times after being issued, not beyond the 1st day of January, 1882, as in the judgment of said Commissioners may be most convenient and advantageous for the final redemption and payment of the principal, and of the payment of the interest thereon, by the State. The rate of interest, not exceeding six per cent. shall be clearly expressed on the face of each certificate. The faith of the State of Ohio is hereby irrevocably pledged that the value of the certificates of the funded debt hereby authorized to be issued, shall in nowise be impaired or diminished by any enactment or authority of this State.

SEC. 2. All or any of such certificates of the funded debt of this State, herein authorized and described, may be made and issued as a domestic debt, the principal and interest thereof to be payable at the Treasury of the State; or as a foreign debt, the principal and interest of which shall be payable at the office of the agency of the State in the City of New York, and at no other place or places whatever. The certificates so issued as a domestic debt shall be issued and made transferable on the books of said Commissioners, at their office at the seat of government; the certificates issued as a foreign debt shall be transferred on the books of the Commissioners in manner prescribed by law.

SEC. 3. The interest of all such certificates issued as a domestic debt as aforesaid shall be made payable semi-annually, on the first of February and first of August in each year after the issuing thereof, until the final redemption and payment of the principal. The interest on all such certificates as shall be issued as a foreign debt shall be made payable semi-annually, on the first day of January and the first day of July in each year after the issuing of the same, until final redemption and payment of the principal thereof.

SEC. 4. The Commissioners of the sinking fund may, if in their opinion it should be most advisable for the interest of the State, receive from the holder of any portion of the certificates of the public debt of this State, payable Jan. 1, 1861, as aforesaid, at any time, a surrender of the same to the said Commissioners, and deliver in lieu thereof to said holder a certificate of an equal amount of the funded debt authorized by this act. *Provided*, That any holder of any portion of said certificates of the public debt aforesaid, may, at any time within sixty days after the passage of this act, at their option, surrender the same to the Commissioners aforesaid, and receive in lieu thereof a certificate of an equal amount of the funded debt authorized by this act; and said Commissioners shall make the necessary equalization, transfers, registers, and cancellation, with the necessary accounts and registers of the issue and transfers, payment of interest, and final payment and redemption of the principal of said certificates on their books.

SEC. 5. If, in the opinion of the Commissioners of the sinking fund, it should be most advisable for the interest of the State to offer all or any of said certificates aforesaid, of the public debt of the State aforesaid, unapplied by the proviso of the fourth section of this act, for sale, the Commissioners, in conducting said sale, and in all matters incident thereto, shall be governed by the applicable provisions of the act entitled "an act to provide for the final payment and redemption of the public debt of the State of Ohio," passed March 26, 1860, both as to the power and manner of the same, provided no such sale shall be made for less than par; and the proceeds of the sale of said certificates of the funded debt aforesaid, issued under this act, shall be applied to the redemption and payment of the public debt of the State aforesaid, which was payable the first of January aforesaid, and to no other purpose whatever.

SEC. 6. This act shall take effect and be in force from and after its passage.

The loan of 1860 is some $6,000,000.

Report of the Nova Scotia Railway.

The annual report of Hon. J. McCully, Commissioner of Railways in the Province of Nova Scotia, shows the business of that line, constructed by the Government, to have been in 1861 as follows:

Passengers	$56,884 56
Horse-wagon traffic	11,930 67
Freight traffic	47,212 95
Miscellaneous	4,889 48
Total	$120,917 66
Receipts for 1860	116,742 89
Increase	$4,174 77

The working expenses for 1861 amounted to $94,114 88, against $96,472 26 the preceding year, showing a decrease of $2,357 38.

The business of last year shows a falling off in receipts from passengers to the amount of $3,985 31, against which the freight shows an improvement of $8,443 07. The total number of passengers carried was 81,359. Considering the effects of the war on travel, it is considered satisfactory that the decrease has not been greater. It is not believed that the discovery of gold has done much to stimulate business along the line.

Among the items of expenditure we find that the maintenance of way last year cost $366 56 per mile, or 29 per cent. of the gross earnings. The Commissioner observes that "roads deeply and continuously covered with snow during the winter months, as in New Brunswick and Eastern Canada, are more difficult possibly to manage; but the road-bed is far less likely to be displaced by the action of frost, and trains may more safely travel upon them at ordinary rates of speed, than where, as on the peninsula of Nova Scotia, and nearer the sea, the permanent way is frequently bare and subjected to the severe action of sudden and heavy frosts." As an illustration he refers to a frost which took place in the winter of 1860–1, in one night destroying several thousand *chairs*, besides otherwise damaging the road. The expense of renewing ties is also heavy: but it is the policy of the managers to keep the road in the highest condition. About thirteen per cent. of the gross receipts have been expended on rolling stock, which is kept in excellent condition.

The passenger revenue would have been larger last year but for the circumstance that the road was required to furnish free passes to Members of the Provincial Parliament, and to the Halifax volunteers to and from Windsor; also to transport gratuitously goods destined for the interior to the forthcoming Exhibition, and persons employed in the Commissioner's service. The fatal accidents were only two in number, in both cases caused by the indiscretion of the sufferers.

During the year a new engine house has been erected at Richmond, at a cost of $14,557 29. It has a turn table and all other conveniences. Arrangements have also been made for the purpose of constructing a telegraph along the line, and it is believed that the different stations will soon be in communication with each other over the wires —an object the more desirable as the road has but a single track at present.

From the report of Mr. Smellie, the Engineer, we learn that a new wharf, 300 feet long by 30 feet in width, has been put up at Richmond to accommodate the increasing traffic in the products of the forest at that point. The wharf is accessible by engines and cars, the rails extending along its whole length. It is so situated that 400 feet additional can be put to it at any time. Along most of the outer front of this work there is a depth of twenty feet of water at low tide. The inside has a depth of five feet and will be valuable for mooring heavy timber. The expense of this was $5,335 07. Though several sidings have been laid down near Richmond, the want of more accommodations there is still felt.

The annexed statement shows the capital account of the road:

DR.	
Amount expended, as per last report, net	$4,233,568 85
New buildings, surveys, machinery, and other expenses for the year	35,147 81
	$4,268,716 66
Less per credit account	1,400 03
	$4,267,316 63
Balance	311 64
	$4,267,628 27
CR.	
Cash received from Receiver General to Dec. 31, 1860	$4,233,431 35
Do. for 1861	34,196 92
	$4,267,628 27

Terre Haute, Alton and St. Louis Railroad.

The sale, made under decree of the United States Court, of the Terre Haute, Alton and St. Louis Railroad to the Committee purchasing on account of the assenting stock and bondholders, has been confirmed by the Court. A new Company will be now formed; the second overdue coupons on the first mortgage bonds will be paid; and the balance of the overdue coupons on all the issues funded, and new securities issued in pursuance of the agreement of all parties in interest.

This will give to the holders as follows: About $6,000 new first mortgage bonds for $5,000 of the old issue and overdue interest; about $8,000 new second mortgage bonds for $5,000 of the old issue and interest; about $1,400 Preferred stock for $1,000 of the old third mortgage bonds, and 50 per cent of new stock to old stockholders. The road bed, under the management of Mr. Griswold, agent for the Receivers, is represented as having been put in first-rate condition.

Railroad Earnings for February.

We give below the earnings of a number of our more important lines of railroad for February, compared with the same month for 1861. The per centage of increase is equal to 10 per cent.; or, if we exclude the Illinois Central the earnings of which have fallen off from no other cause but the blockade of the Mississippi River, 20 per cent. The latter is the rate for the whole country, and presents a most gratifying contrast to 1861, and shows the universal activity of our internal commerce.

The month of March compared with 1861 will also show a large increase, not so large, perhaps as in February. The falling off, whenever it has taken place, has been due to the inability of the road to dispose of the freights offered. In the city of Milwaukee, for example, the storage capacity for grain is fully exhausted. The roads, consequently, were compelled to discontinue its transportation, which accounts for the slight decrease in their traffic. The same is the case at numerous other points. On the other hand the great lines connecting the interior with the seaboard will show a rate of increase of earnings quite as large for March as for February. The prospect for the roads in the interior was never more favorable. Their earnings during the winter have been large from the immense amount of produce transported. This has already commenced moving on the lakes, and in a month more the elevators and warehouses will be cleared and in readiness to receive new supplies. There is still a large amount of the old crop in the hands of the farmers, quite enough to keep our roads fully employed till the next crop. The foreign demand is not at the present moment very active, while the consumption is very great. Foreigners understand our markets as well as we do, and it is natural they should postpone orders when they see the effect will be to depress the prices, under very large receipts. The price of exchange shows that our shipments are still large, and prices for export will undoubtedly remain at remunerating rates till the result of the next crop in Europe is known.

The increased earnings the past year have been entirely from the movement of produce. Those arising from the transportation of general merchandise and passengers, havebeen less than for the year previous. Passenger traffic is still light, but there is a gratifying increase in western bound freight, showing a revival in the consumption of merchandise. The shock of the rebellion for a time, put an end to the purchase of anything but necessaries. As apprehension is relieved, they are rapidly assuming their normal condition. We are having a civil war, while its effects are ceasing to be felt injuriously in all the Northern States. As our government proceeds in the restoration of order, commerce will assume its wonted volume; while the new direction given to a considerable portion of it, will prove a lasting advantage to the public works of the North.

RAILROAD EARNINGS FOR FEBRUARY.

Roads.	1862.	1861.	Increase.
Michigan Central	$159,688 59	$119,763 97	$39,894 62
Chicago and Rock Island	86,699 00	64,015 00	22,684 00
Hudson River	281,568 10	205,342 69	76,225 41
Cleveland and Toledo	90,657 00	75,751 00	14,906 00
Galena and Chicago	101,593 27	76,859 69	24,733 58
Toledo and Wabash	47,141 92	46,842 61	299 31
Milwaukee & Prairie du Chien	62,906 67	44,626 96	18,279 71
Buffalo, New York and Erie	56,035 24	37,426 08	18,659 16
St. Louis, Alton and Chicago	62,351 34	75,620 18	†13,268 84
New York and Harlem	96,939 38	88,201 46	8,737 92
Milwaukee and La Crosse	54,735 72	45,689 31	9,096 41
Chicago and Northwestern	10,739 77	11,731 61	†991 84
Northern Central	133,386 89	69,265 24	66,091 65
Philadelphia and Reading	160,539 46	217,161 20	†56,622 74
New York and Erie	603,029 67	391,932 27	211,097 40
Norwich and Worcester	18,863 88	16,524 48	2,339 40
Illinois Central	150,809 84	370,267 90	†219,459 06
Chicago, Burl. and Quincy	119,973 24	115,524 11	4,449 13
	$2,299,696 96	$2,072,545 76	$227,151 22

† Decrease. Increase 10 per cent.

Railroad Earnings—Monthly.

The March earnings of the Chicago, Burlington and Quincy Railroad were as follows:

	1861.	1862.
Freight	$78,849 83	$56,336 60
Passengers	24,465 40	21,751 04
Mails and miscellan's.	3,309 67	3,971 21
Total	$106,624 90	$82,058 85

Between Chicago and Burlington—210 miles:

	1861.	1862.
Freight	$92,607 35	$67,852 71
Passengers	29,979 87	25,589 47
Mails and miscellan's.	3,673 74	4,321 21
Total	$126,260 96	$97,763 39

Between Quincy and Galesburg—100 miles:

	1861.	1862.
Freight	$21,638 97	$15,039 29
Passengers	8,916 97	7,276 38
Mails and miscellan's.	1,190 43	1,193 33
Total	$31,746 37	$23,509 00
	1861.	1862.
Aggregate, 310 miles.	$158,007 33	$121,272 39

The earnings of the Milwaukee and Prairie du Chien Railroad for March were as follows:

Passengers	$18,015 99
Freight	24,887 85
Mails and rents	4,106 33
Total	$47,009 87
Corresponding month, 1861	43,636 62
Increase	$8,373 25

Earnings for first three months, 1862:

Passengers	$46,334 67
Freight	135,056 66
Mails and rent	12,428 76
Total	$193,820 09
Corresponding quarter, 1861	141,909 89
Increase	$51,910 70

The February earnings of the Cleveland, Columbus and Cincinnati Railroad were $112,606, against $67,610 same month last year.

The earnings of the St. Louis, Alton and Chicago Railroad for the 3 months ending March 31, 1861 and 1862, were:

	1862.	1861.
Passengers	$74,963 14	$73,405 24
Freight	108,541 94	151,657 83
Sundries	10,103 78	10,450 14
Total	$193,608 86	$235,513 21
Military service	74,584 52	
Total to date	$268,193 38	$235,513 21
Increase in 1862	32,680 17	

The earnings of the Norwich and Worcester Railroad for March were as follows:

	1861.	1862.
Passengers	$7,459 37	$9,124 91
Freight	13,994 99	15,125 33
Total	$21,454 36	$24,250 24
Increase		$2,795 88

The earnings of the Erie Railway for the month of March, 1862, were: $636,615 27
Do., 1861 458,560 08
Increase. $178,055 19

Railroad Earnings—Weekly.

The earnings of the Galena and Chicago Railroad the 1st week in April, 1862, were. $21,845 00
Do., 1861 25,369 00
Decrease $3,524 00

The Chicago and Rock Island Railroad earned the 1st week in April, 1862 $17,185
Do., 1861 19,284
Decrease $2,099

The receipts of the Grand Trunk Railway of Canada for the week ending April 5, 1862, were:

15,887 passengers	$23,935 21
Mails and sundries	2,925 63
13,915 tons of freight and live stock	58,157 57
Total	$85,018 41
Corresponding week, 1861	41,475 40
Increase	$6,543 01

The traffic of the Great Western Railway of Canada for the week ending April 11, 1862, was as follows:

Passenger	$17,861 85
Freight and live stock	32,254 88
Mails and sundries	1,537 38
Total	$51,654 11
Corresponding week of last year	54,348 23
Decrease	$2,694 12

The earnings of the St. Louis, Alton and Chicago Railroad for the 1st week in April, were:

1862	$15,809 71
1861	14,412 54
Increase	$1,397 17

The earnings of the Toledo and Wabash Railroad for 1st week of April, 1862, were. $17,429 43
Do., 1861 17,366 64
Increase $62 79

The Michigan Central Railroad earned in the 1st week in April, 1862 $32,293 09
Do., 1861 36,718 02
Decrease $4,424 93

Erie Railway.

This Company have obtained from the Legislature an act allowing stock and bondholders who were shut out by the closing of the books, either by accident or otherwise, from the privileges of the new Company, to come in. The Company gives notice to the holders of the outstanding stock and unsecured bonds of the old Company, who have not come into the new organization, that, by an act of the Legislature just passed, they may surrender their certificates and bonds and take new preferred and common stock on payment of the assessment of 2½ per cent. of the par value of each share. This must be done before the 1st of July next, or they are finally cut off.

Interest and Dividends.

The Cincinnati, Hamilton and Dayton Railroad Company has declared a dividend of 4 per cent. out of the net earnings of the road for the six months ending March 31, 1861, payable May 1, at the Bank of America. The May interest on the second mortgage bonds will also be paid at that Bank.

The Central Railroad Company of New Jersey has declared a dividend of two and a half per cent., payable on the 16th inst.

Conductors: Liability of Companies for their Carelessness.

RECENT ENGLISH AND AMERICAN DECISIONS; COMPANIES RESPONSIBLE AS FOR A MALICIOUS INTENTION; DUTY OF TO SELECT RESPONSIBLE AND TRUSTWORTHY EMPLOYEES.

The following opinion has just been rendered by the Supreme Court of Pennsylvania in the case of the *Pennsylvania Railroad Company* vs. *Sarah Vandiver*. We are not in possession of the facts out of which the action arose, and therefore, can only infer them from the opinion itself, which will be found to be worthy of an attentive perusal. It reviews the most recent English decisions bearing upon the general subject of the liability of companies for the acts of their agents; these decisions overturning some of the old cases bearing upon the subject, and establishing the principles that are now considered controlling.

Eastern District. Error to the Common Pleas of Chester Co. Opinion of the Court by

READ, J.—A great deal of the difficulty originally felt in holding corporations liable for the acts of their agents within the scope of their authority, arose from the supposition that it was necessary their appointment should be under the seal of their principals. The decisions both in England and America have satifactorily disposed of this technical doubt, and it is now clearly the law, particularly with regard to what are called trading corporations, that no such evidence of authority is required. A private corporation is liable for the acts of its agents within the scope of their authority, in the same way, and it would appear in the same form as any individual person is.

"A master," says Smith in his Master and Servant, 2d ed. p. 183, "is ordinarily liable to answer in a civil suit, for the odious or wrongful acts of his servant, if those acts are done in the course of his employment in his master's service. The maxims applicable to such cases being *respondent superior*, and that before alluded to *qui facit per alium facit per se*. This rule, with some few exceptions which will hereafter be pointed out, is of universal application, whether the act of the servant be one of omission or commission, whether negligent, fraudulent or deceitful, or even if it be an act of positive malfeasance or misconduct, *if it be done in the course of his employment*, his master is responsible for it *civiliter* to third persons." At page 187, citing several English and American authorities, he says: "Actions against railway and steam packet companies also necessarily involve similar principles, as such companies can only act through the instrumentality of servants."

In the Philad. Wilmington and Baltimore R. R Co. v. Quigley, the Supreme Court of the United States held that an action on the case for a libel, could be brought against a corporation; and Mr. Justice Campbell, in delivering the opinion of the court, thus defines its liability for the acts of its agents. "With much weariness, and after close and exact scrutiny into the nature of their constitutions, have the judicial tribunals determined the legal relations which are established for the corporation by their governing body, and their agents, with natural persons with whom they are brought into contact or collision. The result of the case is, that for acts done by the agents of a corporation, either *contractu or in delicto*, in the course of its business and of their employment, the corporation is responsible as an individual is responsible under similar circumstances. At a very early period it was decided in Great Britain as well as in the United States, that actions might be maintained against corporations for torts; and instances may be found in the judicial annals of both countries, of suits for torts arising from the acts of their agents, of nearly every variety." In Moore v. Fitchburg Railroad Corporation and another, it was held that a corporation may be sued for an assault and battery committed by their servant acting under their authority. There the conductor put out a passenger who had paid his fare, and the court ruled that if the company gave the conductor the power to act according to his discretion in all such cases as should arise, and in the exercise of that discretion he wrongfully exercised the power or removed a passenger, it would be the act of the company, and they would be liable. In this case the suit was against the corporation and the conductor. The court held the joinder was right, and although the conudctor was acquitted, they would not interfere with the verdict against the company.

"The old doctrine that a corporation aggregate has no soul, and therefore is incapable of a malicious intention, has been described by Erle, C. J. as being rather quaint than substantial; and accordingly, in these days, when substance is preferred to form, and utility to quaintness, it has been held that corporations, especially those of a leading character, have souls and may therefore be guilty of malice. The number and importance of corporate bodies established for the purpose of trade in modern times, and transacting their business through the agency of servants, have rendered it necessary to relax the old rules existing on the subject, and to extend to them the maxim *respondeat superior*, as if they were private individuals; the only special limitation engrafted upon their liability being that the act complained of should be within the scope and purpose of the incorporation. Thus after being liable to an action for a false return to a mandamus, it was decided that an incorporated company might be sued for a libel contained in a message transmitted by their telegraph; the company being incorporated for the purpose (*inter alia*) of transmiting messages, and that they might also be guilty of acts maliciously committed, with a view to injure individuals or rival companies. So in Cowley v. The Mayor, &c. of Sunderland, the corporation were held liable to an action for an injury done by a wringing machine erected by them; placing them on the same footing as an individual under such circumstances.

These cases have been followed by two very important cases decided in the Courts of Exchequer and Queen's Bench, in the beginning of the last year. The first, Seymour v. Greenwood, was decided on the 22d January, 1861, and is reported in 30 Law Journal R. Exch., 189, and was affirmed in the Exchequer Chamber, id. 327.

The plaintiff was a passenger in defendant's omnibus, and was removed by the conductor, a servant of the defendant, in such a manner that the plaintiff fell into the road, and was severely injured. The allegation was that the plaintiff was drunk and refused to pay his fare, and the court thought the conductor was obeying the lawful commands of his master in removing a troublesome passenger. The conductor went into the omnibus and took the plaintiff, who was inside, by the collar with both hands, and backed himself out of the omnibus, drawing the plaintiff along with him. The plaintiff was then on the step, and the conductor on his feet in the road; and he then threw the plaintiff on to the road, to the right hand. The omnibus was stopped when he threw the plaintiff down. The plaintiff fell; the conductor did not. A Hansom cab came up in the same direction as the omnibus, and the driver tried to draw up, but something under the cab caught the plaintiff, and the cab went over his foot and struck his head at the same time. Chief Baron Pollock said: "I do not believe he intended to do any mischief, but his want of care clearly was the cause of the mischief, and therefore I think the effect of the evidence is that the servant, by carelessly executing his master's commands, caused the mischief complained of, and that is what I should have found had I been on the jury. There is no doubt that the law on this subject was once very much confused, and when McManus v. Crickett, 1 East, 107, was decided, the law had not been settled. I think the view we take of this case is quite in conformity with all the more recent decisions. Public safety and private convenience require that we should so decide; for if we were to hold that a railway is not to be responsible for the act of its servant causing damage to a third person, *unless it be an act done in the mere negligent obedience to the orders of the company, there would be no protection to the public.*"

"I have no doubt," said Baron Martin, "that if the conductor used unnecessary violence in removing the plaintiff, the master would be responsible. If by an act done by a servant within the scope of his ordinary employment, another person is injured, that person may maintain an action against the master; and the act of removing the plaintiff from the omnibus was within the scope of the conductor's ordinary employment." "The criterion is not whether the master has given the authority to do the particular act, but whether the servant does it in the ordinary course of his employment."

The plaintiff died while the rule to set aside the verdict was pending, and the court ordered the judgment to be entered in his name, *nunc pro tunc*, as of Easter term, when he was living.

In Goff v. The Great Northern Railway Co., February 13th, 1861, the written opinion of the court was delivered by Mr. Justice Blackburn, in which the prior decisions on the subject were deliberately and carefully reviewed. It was held that "a railway company, though it be a corporation, is liable in an action for false imprisonment, if that imprisonment be committed by the authority of the company; and it is not necessary that the authority should be under seal." Then as to the evidence of such authority, it was held that the doctrine enunciated by the Court of Exchequer Chamber in 1853, in Giles v. The Taff Vale Railway Co., gave the correct rule, and all prior decisions conflicting with it were considered as overruled on that point. It is not necessary to enter this question, as in the present case it was proved by the defendants that they had expressly authorized and instructed their officers or agents to put passengers out of their cars in cases like the present.

Two errors only were argued or pressed by the counsel of the plaintiffs in error. About the first alleged error that the court erroneously held the company were liable for the acts of their agents in this case, there can be no doubt that the court below were right in their exposition of the law, which is in strict conformity with the authoritative statement of the law by the latest and best authorities, and is founded upon the clearest principles of public policy and private convenience. A railway company selects its own agents at its own pleasure, and it is bound to employ none except capable, prudent and humane men. In the present case the company and its agents were all liable for the injury done the deceased.

The other error, that the court should have in-

structed the jury to find for the defendants, is not sustained, and I think the court went farther in expressing their opinion upon the evidence than I would have done; for it appears to me that there was persuasive evidence sufficient to convince a jury, that the deceased died of the wounds which he received, when his hands were forcibly removed by the agent, and he fell on the track of the road, between the rails on the ballasting. There was therefore no error committed by the court, and we do not see that the former reversal on the question of damages has materially improved the condition of the defendants, and it would hardly be their interest to have another trial.

Judgment affirmed.

Lake Superior Copper Mines.

The *Annual Review* for 1861, speaking of the Lake Superior mines, states that ingot copper underwent extraordinary fluctuations in prices last year. In the month of July the price was seventeen cents per pound, to-day holders refuse twenty-seven cents cash. The ordinary annual consumption of copper in the United States amounts to 12,000 tons. In 1860 Lake Superior produced 6,000 tons, and the rest was obtained from Canada, Tennessee and Chili. At the opening of lake navigation in 1861 the prices of American copper were very low, and considerable quantities were then shipped to Europe. For finer manufactures, it is preferred in Paris and Germany, on account of its great ductility. In the month of December last the prices of copper had advanced so much that American copper was actually reshipped from Havre to New York. Since the rise of the tariff in August last, the importation of copper has gradually declined. As the demand for this metal by the Federal government for the manufacture of articles for the army and navy has been large, and will be so for some time to come, this year will be a very prosperous one for our copper miners The shipments of copper from the Lake Superior regions in 1861 amounted to 7,400 tons; the average price was $420 per ton.

Minnesota Mining Company.

The report of the Minnesota Mining Company, read at the annual meeting held on the 19th inst., makes the following statement of the business of the year:

Amount of mineral raised.....tons.	1,798¼
Per centage yield of mineral in copper.	72.94
Value of the year's products.....	$571,815
Mining costs of products.....	308,263
Whole expenditure.....	101,291
Net earnings of the year.....	170,023
General available supply, Jan. 1.....	214,000

A semi-annual dividend for the 1st of July, as usual, will be declared in due time, after the copper still on hand is disposed of.

The reports of the Superintendent and mining captain show an important improvement in various parts of the mine since the beginning of the year, and prospects of increased monthly products henceforward.

The following officers were re-elected for the ensuing year, viz: Directors, John C. Tucker, Wm. Dodge, Wm. Pearsall, M. A. Hoppock, Wm. Hickok, C. P. Woodruff, E. C. Roberts. President, John O. Tucker. Treasurer, M. A. Hoppock. Secretary, Samuel J. W. Barry.

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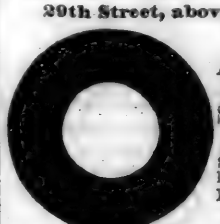
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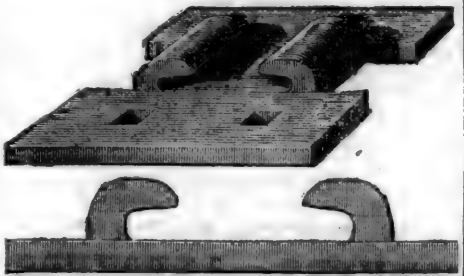
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AT THE PHILADELPHIA EXCHANGE,

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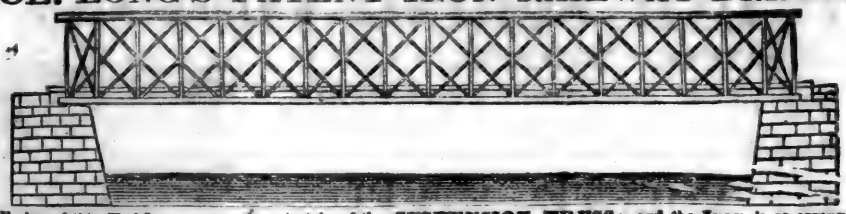
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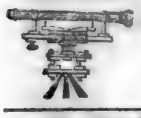


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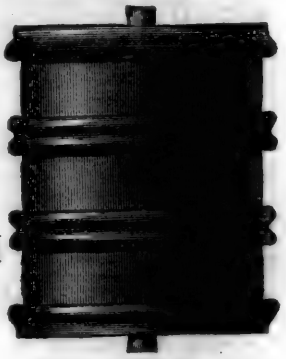


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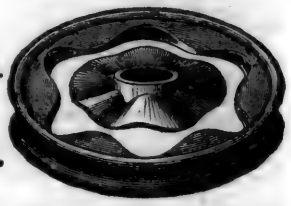
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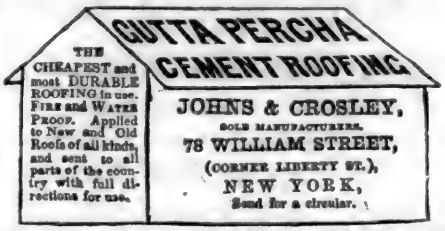
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4.	" 14	"	1½ to 1	16.	" 24 "		1½ to 1
5.	" 15	"	¾ to 1	17.	" 25 "		1½ to 1
6.	" 15	"	1 to 1	18.	" 26 "		1½ to 1
7.	" 15	"	1½ to 1	19.	" 28 "		¾ to 1
8.	" 16	"	¾ to 1	20.	" 30 "		1 to 1
9	" 16	"	1 to 1	21.	" 30 "		1¼ to 1
10.	" 18	"	¾ to 1	22.	" 30 "		1½ to 1
11.	" 18	"	¾ to 1	23.	" 32 "		1 to 1
12.	" 18	"	1 to 1	24.	" 32 "		1¼ to 1

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SECOND QUARTO SERIES, VOL. XVIII., No. 17.] SATURDAY, APRIL 26, 1862. [WHOLE No. 1,858, VOL. XXXV.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, April 26, 1862.

Debt of the City of Chicago.

The debt of the City of Chicago on the 1st inst. was as follows:

Floating debt	$241,279 02
Funded debt old issues 10 per cent	4,000 00
Funded debt old issues 7 "	70,000 00
Funded debt old issues 6 "	860,000 00
Funded debt new issues 7 "	539,000 00
Total municipal debt	$1,214,279 02

At the close of the tax sale now about closed, there will be in the city treasury five-sixths of the amount necessary to pay the next July interest on funded debt raised by tax for that special purpose, and can be used for nothing else.

Municipal debt as above	$1,214,279
Sewerage bonds	922,000
Water bonds	1,133,000
Total debt	$3,269,279

There is now in the City Treasury, collected from the tax raised for that purpose, and can be used for no other, sufficient to pay the interest on sewerage bonds, due July 1st next. There will be sufficient in the Treasury shortly from water rents to pay the July interest, a large portion of the amount being already paid in.

Finances of New Brunswick.

The total revenue of New Brunswick for the year ending October 31, 1861, amounted to $699,698 99, which shows a falling off of $133,625 38, as compared with 1860. This was mainly caused by a decreased importation of dry good; though there was some diminuation on one or two other sources. The following sum may show the sources from which the revenue of last year was derived:

Railway Impost	$92,068 57
Import Duties	477,209 59
Export do	70,778 38
Casual and Territorial Revenue	13,703 00
Supreme Court Fees	3,000 00
Auction Duties	150 22
Provincial Share of Seizures	616 92
Light House Duties	25,243 80
Sick and Disabled Seamen's do.	8,999 86
Buoy and Beacon do.	2,928 65
Total	$699,698 99

Nearly three-fourths of this amount were collected at St. John. The export duties show a fair increase. The total expenditures were $783,973 67, including $207,081 for public works; $181,400, for Railways; $119,227 for Education; $58,000 for the Civil List; $48,126 for the Legislature, and $24,400 for the Post Office.

The estimated receipts for the present fiscal year are put down at $595,500, including $515,000 from imports, and $55,000 from export duties. The amount of cash that will be required to meet maturing obligations is put at $800,243. Of this a portion is in bank or the hands of agents. The total expenditures are estimated at $675,857. To supply the additional means required, it is proposed to lay an extra duty of ten cents per gallon on gin and whiskey, now fifty cents; also four cents per pound extra on green teas; five cents per gallon on rum; four cents on molasses, and twenty cents per 100 lbs. on brown sugar. It is also proposed to negotiate a loan of £30,000.

The Railway Commissioners' Report gives the receipts and expenses of the same year as follows:

From Passengers	$69,558 03
" Freight	47,700 72
" Mails and sundries	13,419 40
Total	$130,678 15

The expenses for the same period were as follows:—

For Locomotive power	$36,415 39
" Mer. and passenger cars	18,774 61
" Maintenance of way, &c	19,464 60
" General charges	19,590 92
Total	$94,245 52

Both the revenue and expenses were larger in 1861 than the preceding year; but the former in a greater degree, the net revenue last year having been $36,432, against $41,985 in 1860. During the months of January, February and March, the line did not earn enough to pay expenses. The number of passengers carried was 171,291, of whom 131,783 were first-class. The total freight transported was 33,386 tons, of 2,000 lbs each. The rolling stock has been slightly increased and now consists of 14 engines, 12 first-class passengers cars; 6 second-class cars; 4 express and baggage cars; 63 box freight, 105 platform and 40 ballast cars; also 4 snow ploughs and 19 hand cars. Mr. Boyd, the engineer, states, that the Railroad throughout its entire length is in good running order. The amount added to capital account last year was $186,839 91 of which $71,770 was paid to contractors on old claims; $22,399 for ballasting; $32,555 for locomotives, cars, &c. The total cost of the road, up to November 1st, 1861, was $4,548,564 59, or $42,116 34 per mile. The Commissioners observe that it is desirable that a connection with the water should be made at St. John. The estimated revenue for the present fiscal year is $135,800; estimated working expenses, $96,000.

The sum of $134,203 80 was expended on other public works, including $81,973 for roads and bridges, &c. $14,149 for internal navigation.

The Surveyor General's Report, the first ever issued, gives the statistics of the crown lands in that province. The amount realized last year from the sale of licenses to cut timber thereon was $12,409 42. Of lands for settlement 18,304 acres were sold for cash, and 24,479 sold on credit; the value of both being $26,319, or about sixty cents per acre on the average. During the last three years 131,100 acres have been "pre-empted" for actual settlement.

The postal receipts for 1861 amounted to $46,971 77 net, an increase of $2,436 over the year

before. The total expenditures reached $71,501 53, leaving a deficiency of $24,529 76. During the year 46 new way offices and 5 new mail routes were established, and 4 way offices were closed. The number of letters posted in the province was 1,109,202, and the number received for delivery, 753,061. Number of newspapers mailed, 4,262,961. The system of registering letters there, as in this country, is set down by the New Brunswick papers, as a complete failure.

The indebtedness of New Brunswick consists of $262,866 66 of funded, and of $727,584 26 of floating debt, against which there is to be placed the sum of $322,161 23 as assets. The railway funded debt is $4,671,523 34, and the railway floating debt, $28,800, making a total of $4,700,313, less small sums in the hands of the Messrs. Baring and other parties, reducing the amount to $4,685,407 65, which is an increase of $175,431 79, as compared with 1860. On the 31st of October last the gross appropriations for railways by the province amounted to $4,896,835 70.

Eastern (Mass.) Railroad.

We have received a copy of the 27th report of this company. In consequence of the change of the time of holding the annual meeting from July to February, the report embraces the period of six months only, viz: from June 1st to November 30th, 1860, inclusive. The earnings and receipts for the half-year were:

From passengers	$227,613 04
" freight	39,598 53
" parcel post and cars	5,807 74
" extra baggage	147 16
" U. S. Mail	4,912 00
" miscellaneous	386 00
" property accounts, rents, etc.	3,983 45
	$282,447 92

And the expenses were:

Coal, 2,410 tons	$14,065 21	
Wood, 479 cords	1,937 21	
Machine shop	926 73	
Maintenance of way	38,633 73	
Locomotive power	24,404 64	
Train expenses	29,447 59	
Office establishment	12,358 84	
Station expenses	22,985 02	
Mail expenses	662 35	
Insurance and taxes	7,880 12	
		153,301 45
Balance		$129,146 47
Rent of Grand Junction road	$5,500 00	
Interest paid and accrued	55,471 68	
		60,971 68
Net		$68,174 79
The net earnings for 6 months to Nov. 30, 1860, interest off, were		150,505 17
Decrease		$82,330 38

Compared with the corresponding period of the previous year, the total income has fallen off to the amount of $118,746 07. On the other hand, the expenses have been reduced $37,557 29. At the same time, the road and equipment has been kept in complete repair. In addition to the ordinary repairs, 10 box and 8 platform cars have been rebuilt, and 25 other box cars thoroughly overhauled, repaired and painted; 3 snow plows and several hand cars have been rebuilt, and three new hand cars built; 7 passenger cars have been repaired and painted, and one rebuilt. The engines have been kept in thorough repair; 5 or 6 of them have been thorougly overhauled, new tires put upon two, and new cylinders upon two others, and the only remaining wood burner fitted for coal, so that the entire equipment of engines is now composed of coal burners—with what satisfactory results, the diminished fuel accounts abundantly prove.

During the half-year, 217 tons of new rails, and 2,054 welded rails (equivalent to 800 tons) have been laid down. Also 34,738 sleepers, including 10,619 on the Essex road.

An iron covered building 315 feet in length, has been erected at the Boston depot, for storage room for cars, at a cost of $1,523 25.

The work of enlargement of the bridge and wharf accommodations from the pier below Causeway st., in Boston, has been completed at cost of $17,698 77. Upwards of $6,500 have been expended upon repairs of bridges and fences. The report says:

The balances due us from other roads, agents, etc., more than what were due from us to other roads, together with cash on hand, on the 30th of November, exceed the amounts of our notes payable or 'floating debt' of that date. These balances as is well known, fluctuate from month to month. In addition, we have notes receivable, well secured, to the amount of $28,866 25; also bonds purchased to the amount of $58,792 02, consisting of our own bonds and bonds of the Grand Junction Railroad and Depot Company with our guaranty due in 1862. Also, coal, iron, and other materials, on hand and paid for, to the amount of $43,574 68. Also real estate on our main line and branches, not wanted for the use of the road, to the value of $84,375 61, besides the whole of the East Boston property.

Owing to the depression of business, caused by the war, the directors are again compelled to omit the payment of dividends.

The bonds of the Grand Junction Railroad and Depot Co., on which the Eastern Railroad Company are guarantors to the amount of $140,000, became due in March. In reference to the origin of these bonds, the report says:

When our railroad was extended into Causeway street, a joint location was made and the land jointly paid for by the two corporations, for the piece of road about two miles in length from the Salem turnpike in Chelsea to the Boston & Maine Railroad, and it was agreed that the Grand Junction Railroad and Depot Co. should build their road on one part of said location and that the Eastern Railroad Company should guaranty the bonds of the former to amount of two-thirds of the cost, having security on the road so built with the right to use the same, paying rent, until the Eastern Railroad Co. should see fit to build its road upon the other part of said location. Accordingly this corporation became guarantors of the above mentioned bonds, taking a lease and mortgage of that piece of railroad. As these bonds will not probably be paid at maturity by the Grand Junction Co. it will be necessary for us to provide for them, and take measures to foreclose the mortgage. The rent which we now pay for this piece of railroad is $11,000 a year, and hence the payment of the bonds and foreclosure of the mortgage will benefit us by the difference between the rent and the amount of interest on the bonds. If, on the contrary, the mortgage should be redeemed and the money paid back to us, it would furnish a fund sufficient, or nearly so, for the construction of our part of the road; so that in either event, that is, whether the mortgage is foreclosed or redeemed, the interest on the outlay would be less than we now pay as rent.

The method of meeting the competition of horse railroads, extending as they now do to Lynn, has received a great deal of attention, but no measures for overcoming it have been adopted.

The equipment of the road now consists of 28 locomotives; 47 passenger, 13 baggage, 155 box, 73 platform, 17 cattle, 136 coal and gravel, 23 hand, and 12 rail and stone cars; also 7 snow plows and trunks.

The construction account, or cost of road and equipment to Nov. 30, 1861, is as follows:

44.2 miles main line		$3,125,124 77
3.0 " Marblehead branch		55,843 05
13.1 " Gloucester "		338,879 71
3.8 " Salisbury "		97,189 38
8.4 " Saugus "		236,746 82
8.1 " South Reading		149,900 44
80.6 " Total Mass. road & br.		$3,985,684 17
16.6 " in New Hampshire		510,779 41
97.2 " Total cost of road		$4,496,463 58
Equipment, valued at		315,165 00
		$4,811,628 58
28,584 shares stock in Mass	$2,853,400	
4,925 " " N. H.	492,500	
		3,345,900 00
Balance		$1,465,728 58

The receipts on the South Reading branch during the half year were $10,458 85; and the expentures $8,801 83—gain $1,657 02.

The receipts on the Essex road were $25,056 65; and the expenditures $24,856 38—gain $200 27.

The receipts on the Portland, Saco and Portsmouth road were $105,949 14; expenditures $56,485 63—gain $49,483 31; dividend, 3 per cent., $45,000—surplus, $4,483 31.

The gross income of the branches for the half year were—

Gloucester branch	$25,201 75
Marblehead "	7,702 57
Salisbury "	6,148 08
Saugus "	6,893 44
Total	$45,445 84

The number of miles run by engines has been 211,916; number of passengers carried 569,992; tons of freight carried, 28,120.

BALANCE SHEET.

Cost of road and branches	$2,985,384 17
Equipment	815,165 00
Real estate	84,375 61
Due from Essex railroad	264,102 84
Stocks	33,286 00
Notes receivable	28,866 25
Bonds	58,742 02
Cash	6,301 28
Baring, Brothers & Co	13,640 21
Balances due from Agents	35,514 01
Boston and Maine railroad	26,296 45
Trustees Great Falls branch	4,959 36
Machine shop, stock, fuel, etc	43,574 68
Suspense	8,354 79
	$4,908,862 17
Capital stock	$2,853,400 00
State of Massachusetts	500,000 00
Bonds due in 1862	100,000 00
" " 1872	610,000 00
" " 1874	450,000 00
Income bonds	225,000 00
Coupons and dividends unpaid	8,344 00
Balances due other roads	8,818 47
Trustees Essex bonds	4,133 92
Essex railroad income account	11,251 84
Great Falls railroad "	24,026 93
Interest account	21,483 61
Income bills	10,761 10
Notes payable	34,000 09
Profit and loss	47,692 80
	$4,908,862 17

The Rockport road was opened for travel on the 4th of November last, and trains have run re-

gularly over it since that date, with an amount of travel exceeding the expectations of its projectors.

President—GEORGE M. BROWN.

Directors—George M. Brown, M. Lunt, F. Haven, N. D. Chase, W. S. Dwight, H. S. Williams.

Treasurer—J. B. PARKER.

Superintendent—J. PRESCOTT.

Northern (Canada) Railway.

The following is a summary of the report of the directors of this company, for 1861, presented at the annual meeting of the proprietary held in Toronto on the 12th of February:

The directors congratulate the proprietary upon the highly satisfactory nature of the company's traffic and revenue operations during the year, and the large increase in the trade and earnings of the line. This increase has marked every item of traffic, excepting only that of through freight; but has especially resulted from the great activity of the timber trade. The reduction in the earnings on the through trade, amounting to about four per cent., has been due to the suspension of the steamboat organization between Collingwood and Chicago. Notwithstanding, however, that the regular organization of Upper Lake connections was thus temporarily dispensed with, so large has been the influx to the road of through business brought to it by independent lake craft, attracted solely by the excellence of the route, that the directors regard the through operations of the year with the highest satisfaction, as illustrating very fully the value of this as an established channel of transportation.

The gross earnings were	$410,939 91
And the total expenditure	278,968 80
Yielding a net revenue of	$131,971 11

A comparison of the gross and net earnings of the past with those of the preceding year, show an increase in the former of 23, in the latter of 82 per cent.

The accruing interest at the rate of six per cent. per annum, upon the whole issue of the company's bonds (first and second preference,) has been duly met, and provision made for dividends payable January 1, and February 1, of the current year.

The position of the net revenue account since the date of re-organization, August 1, 1859, to to December 31, 1861, is as follows:

Total net revenue		$219,801 83
Interest on deposits, etc.		1,887 38
		$221,189 21
Payments of interest accrued on bonds, discounts, stamps, etc.	$121,592 61	
Appropriation for interest payable Jan'y 1, and February 1, 1862.	65,098 60	
		186,691 21
Balance to credit of interest fund		$34,498 00
" reported Dec. 31, 1860		32,285 49
Increased credit, 1861		$2,212 51

The following is a comparative statement of the earnings and expenditures of the past with those of the two preceding years:

	1859.	1860.	1861.
Earnings	$240,044 86	$332,967 01	$410,939 91
Expenses	197,199 91	260,466 56	278,968 80
Net revenue.	$42,844 95	$72,500 45	$131,971 11

In pursuing the comparisons of the past with previous years, the following averages are obtained:

	1859.	1860.	1861.
Percentage of expenditure to gross earnings.	82 p.ct.	78¼ p.ct.	68 p.ct.
Mileage earnings per week	$49.10	$68.11	$84.07
Mileage expenditure per week	40.34	53.18	57.06
Freight tonnage of all classes:			
Through freight	28,373	36,558	25,162
Local "	63,029	88,787	120,592
	91,402	125,345	145,754
Number of passenger	78,072	91,582	100,618

It is to be observed also, that the charges on the current year represent an exceptional outlay due to the embarrassments and consequent costs arising out of simultaneous conduct of the contract works, as well also as to the improvements to permanent way on the Northern Division of the line, which it was clearly desirable to raise to the standard of the other divisions of the road under restoration.

These exceptional causes and services will cease on the completion (during the current year) of the contract works, and the Directors look with confidence for a considerable reduction in this charge against future revenue.

The Directors refer with great satisfaction to the favorable nature of the Superintendents' Report. It will be seen therefrom, that whilst the gross earnings have increased 23 per cent., the net revenue has been augmented by 82 per cent., and that the working expenditure has been reduced from 78¼ per cent. in 1860, to 68 per cent. on gross income in 1861.

The proprietary will regard this reduction in the cost of working with approval, and as an assurance that as the works and stock of the Company are brought to a condition of efficiency, revenue will be consequently relieved, and the relation of expenditure to earnings, reduced to as low a standard as is compatible with the maintenance of the property, and the successful operation of the trade of the Company.

The Directors have great pleasure in announcing that arrangements have been made and perfected for the re-establishment of through connections between Chicago, via Collingwood, and the Atlantic cities, by the organization of a full first class line of steamships on the Upper Lakes, with similar lines on Lake Ontario, and favorable connections with the Eastern Railway tributary to New York, Boston and Portland. The Directors have received the strongest assurances of a continued support to this route from all the sources of traffic, and they entered upon the through trade of the ensuing season of navigation under circumstances more favorable, and with better prospects, more encouragingly than ever before attached to this department of the Company's operations.

The Directors refer with satisfaction to the amicable relations existing between them and all neighboring railway interest; it will be their policy to further cement these relations by avoiding all injurious competition, and by inviting such harmonious co-operation as may conduce to the general protection of railway interests to mutual advantage.

There have been expended upon contract works of restoration during the year, $359,426 89, making a total contract expenditure to date of $516,842 40, and leaving an unexpended balance of the appropriation amounting to $180,185 60. These works have been proceeded with in the most satisfactory manner, as well with reference to the character of the works executed, as to the progress made, and the relations of the Company with the contractors continue to be cordial and efficient.

The report of the engineer sets forth the details of this expenditure and the works it represents. It is sufficient here to note that the permanent way has to a large extent been relaid and ballasted; 30 miles of double fencing provided; the timber structure in culverts, bridges, etc., replaced by others in stone and iron; the rolling stock largely renewed; and the class and character of the general works and plant of the company raised to efficient working and permanent condition. The expenditure of the balance of appropriation will complete the services originally contemplated.

Chicago Provision Trade.

The beef and pork-packing season in Chicago, for 1861–'62, is now closed, and the result exceeds the highest anticipations of the trade.

Receipts of Hogs and Beef Cattle in Chicago.

	Hogs.		Beeves.	
	Received.	Shipped.	Received.	Shipped.
1855	302,068	145,580	10,715	8,253
1856	298,625	281,540	21,950	22,502
1857	251,115	131,216	48,524	25,502
1858	530,099	176,368	118,151	43,149
1859	284,496	212,840	90,574	35,973
1860	355,851	156,284	155,753	104,122
1861	675,902	289,094	204,579	124,146

Receipts and Shipments of Hogs during ten Seasons.

Season.	Received.	Shipped.
1852-53	65,158	10,000
1853-54	73,980	10,628
1854-55	138,565	52,881
1855-56	308,539	187,763
1856-57	220,702	103,074
1857-58	213,216	88,546
1858-59	251,102	46,484
1859-60	256,384	71,266
1860-61	354,684	119,886
1861-62	746,667	228,682

Hogs Packed in Chicago for ten Seasons.

Year.	Number.	Average Weight.
1852-53	48,156	211
1853-54	52,849	239
1854-55	73,694	246
1855-56	80,380	233
1856-57	74,000	230
1857-58	99,262	230
1858-59	179,684	200
1859-60	151,339	225
1860-61	271,805	240
1861-62	514,118	240

Beeves Packed in Chicago for Eleven Years.

Season.	No. Packed.	Season.	No. Packed.
1851-52	21,866	1857-58	34,675
1852-53	24,663	1858-59	45,504
1853-54	25,431	1859-60	51,809
1854-55	22,691	1860-61	25,209
1855-56	28,972	1861-62	55,212
1856-57	14,987		

We present the figures of pork packing for the past season at several leading points, viz:

	Hogs.
New York	541,216
Chicago	514,118
Cincinnati	478,267
St. Louis	85,000
Louisville	80,000
Total	1,693,601

The figures above presented show that Chicago leads by 40,851 hogs, while New York leads Cincinnati 68,949, and is ahead of Chicago 27,098 All the above named places show a gain in pack

ing except Louisville, which in 1860-61 packed 198,751 hogs.—*Chicago Tribune April* 10.

Railroad Plans and Projects in Northwest Pennsylvania.

A very large portion of Pennsylvania, about one-fourth part of the whole State, bounded by the Pennsylvania Railroad and the State of New York and by the Allegheny Mountain and the State of Ohio, is still destitute of direct rail communication with the capital and the seaport of the Commonwealth. This isolation, however, which has so long sundered Pittsburg from Erie City and Erie City from Philadelphia, is soon to cease, for several new roads now in progress of construction will intersect other roads in use, and form connections which will open routes of travel southward, eastward and westward, and annex to the other sections of the State the long separated northwest triangle and west and northwest counties.

From Warren, the present terminus of its Western Division, the Philadelphia and Erie Railroad is under contract and in progress of construction to the terminus of its Eastern Division; and next year this part of the line will be completed, whereupon from Erie City to Philadelphia, and her neighbors on tide-water, the communication by rail will be direct, continuous and unbroken.

From Corrys, the point on the Philadelphia and Erie Railroad to which the Atlantic and Great Western wide-gauge route is now open, the prospect is, that the wide gauge will soon be carried to and across the Ohio State line to a connection with the Cleveland and Mahoning Railroad at or near Warren, whence a third rail is to be laid down to carry the wide gauge to Cleveland.

The Pittsburg and Erie Railroad, which commences at Girard on the Lake Shore Railroad, 16 miles west of Erie City, pursues thence a southern course through the border counties of Erie, Crawford, Mercer and Lawrence, terminating at New Castle, 80 miles from Girard; more than half of this road is in operation, and the necessary financial arrangements to assure its undelayed completion, will undoubtedly be entered into, because the Erie and Buffalo R. R. interest, which has already invested in the work $700,000 *know and appreciate the fact* that New Castle is the fitting point at which to terminate the Pittsburg and Erie road, in a junction with other roads divergent from that prospective focus.

Events foreshadowed, and which are receiving movement and momentum from surrounding and other causes, make it plain to see that, considerations of public policy and paramount utility will hereafter combine various railroad interests at New Castle, *as a common point*. Thus the interests of the city of Cleveland are identified with the extension of the Cleveland and Mahoning Railroad to New Castle, to which place it was originally projected, there to connect with the West Pennsylvania Railroad, thereby to open from Cleveland a rail route of uniform gauge and close connections to the cities of Philadelphia and Baltimore, and also to New York. Cleveland has now connection with Boston, New York, Chicago, Cincinnati, Pittsburgh; but it is only via New Castle, Butler and Freeport that Cleveland can secure a direct, uniform and eligible rail communication with Philadelphia and Baltimore; and with public opinion brought to bear in favor of this route, measures looking to its completion will be originated out of the interests of Cleveland and the public merits of the work.

The West Pennsylvania road, completed first to Butler and thence afterward to New Castle, would, at its final terminus, find two important co-operating feeder roads in the Cleveland and Mahoning Railroad and in the Pittsburg and Erie Railroad, which latter road would bring to it, from a rich and populous portion of this State, a very considerable traffic. And if, from the most eligible point on the West Pennsylvania Railroad a link were built to the Ohio river at Rochester, whence two important roads now diverge, new combinations would ensue, followed by important results to the Cleveland and Pittsburg road, the Steubenville road, and Ohio Central road; for, thereby these three important roads, and their respective connections, would be put into independent communication with the Pennsylvania Railroad, over a route north of Pittsburg. By such a link, too, the troubles of the routes across the Pan Handle of Virginia and the questions of Ohio river bridges at Wheeling and Steubenville, and of a Monongahela river bridge at Pittsburg, would all be shunned.

The route of the West Pennsylvania Railroad, for more than half its length, is common to Rochester near the Ohio confluence of the Ohio and Beaver rivers and to New Castle at the confluence of the Chenango and Neshanock. Moreover, from Rochester via Freeport to the Pennsylvania Railroad at the Blairsville Junction, the distance would be shorter than is the existing route between the same points via Pittsburg, which is 80 miles, Blairsville Junction being 54 miles east of Pittsburg, and Rochester 26 miles west of Pittsburg.

From New Castle down Beaver Valley a road is projected to connect with the Pittsburg, Fort Wayne and Chicago Railroad, and thereby open a direct route to Pittsburg, and also form connections down the Ohio river and with roads leading west. Thus Girard on Lake Erie and Rochester on the Ohio river will be the junction and termini of an Ohio river and Lake Erie rail route, through the belt of border counties abutting the meridian line which is the west boundary of the State.

From the oil well region to the nearest roads leading eastward to the great markets, there are several projected railroads; but we must defer particulars for a future article; nor have we room for other enterprises (not touched on) in the northwest counties. Our aim has been, on this occasion, to note the rail lines in actual progress of construction in the northwest counties, and to indicate their direction and tendencies. Within two years from this time the entire northwest section of the State will be intersected with rail lines coursed by speeding trains, and from the capital and centre of the State cheap and expeditious communication will be opened to all the border ports, and all the important intermediate trade points in the Commonwealth.—*U. S. R. R. and Mining Register.*

Construction of Railroads--The Law in Reference to the Interruption of Streams.

WHEN THE CURRENT OF A STREAM IS INTERFERRED WITH WITHOUT LEGISLATIVE AUTHORITY, THE PARTIES ARE LIABLE TO PERSONS INJURED, WITHOUT REGARD TO NEGLIGENCE; BUT WHEN MADE IN PURSUANCE OF LEGISLATIVE AUTHORITY THEY ARE ONLY LIABLE FOR INJURY RESULTING FROM WANT OF PROPER CARE AND SKILL.

The case of Bellinger *vs.* The New York Central Railroad, reported in the last volume of the New York Court of Appeals Reports, was an action commenced against the company in 1855. It was brought to recover damages for "negligently, wrongfully, and improperly" constructing the company's road across the West Canada Creek, and across the lowlands forming the valley of the creek, in the town of Herkimer, by means of which the plaintiff's lands in the valley on the east side of the creek were repeatedly overflowed, the soil, fences and manure washed away, and large quantities of rubbish left upon the ground, &c. The West Canada Creek runs in a Southerly direction, discharging its waters into the Mohawk River in the town of Herkimer. The general direction of the railroad at this place is east and west, and it crosses the creek in that town at a place easterly of the village of Herkimer, and runs on an embankment over the low land between the creek and the village, about one hundred and fifty rods. The bridge on which the track runs over the creek is nearly five hundred feet long. It replaces a former bridge of the company which was carried off in 1851. There is a space of eighty-two feet wide in the embankment, for water to pass in the time of flood, over which space the track passes on what is called a flood-bridge. In other parts the embankment is from four to twelve feet high, and there is a culvert four or five feet high near the west end of the embankment. The plaintiffs land which was alleged to have been injured, is on the east side of the creek below the railroad track, and between it and the Mohawk River. It was shown that the railroad company had acquired title to the land occupied by the track of its road, and that the plaintiff had received payment for the value of his portion of that land, and for his damages in consequence of the road having been laid out through it.

The plaintiff's land was not overflowed periodically, but only in times of unusually freshets, occurring in the winter and spring, when the flow of water is obstructed by the ice which has broken up and lodged in the channel and openings. Such a freshet occurred in the winter of 1842-3, carrying off the flood bridge, and in 1851 when the turnpike and railroad bridges, spaning the creek were carried off, and again in 1853. On each of these occasions the plaintiff's land was covered with ice and strewed with floodwood and rubbish; the soil was washed off in places, and the fences carried away. There was some conflicting testimony as to the effect of the obstruction upon the embankment, west of the creek, and in causing the plaintiff's lands to be overflowed.

The defendant's counsel moved for a nonsuit, on the ground that it had not been shown that there was any want of care or skill in the construction of the railroad or bridges, or that the injury to the plaintiff's land was owing to any such want of care and skill on the part of the railroad company. The motion was denied. He also asked one Gilbert, the engineer who had been in charge of that portion of the road for the previous twenty-five years, the following question, "Were the embankment and bridges carefully and skillfully constructed, with reference to this creek?" The plaintiff's counsel objected to this question as incompetent, and it was excluded by the judge and the defendant's counsel excepted.

A verdict and a judgment was rendered for the plaintiff for $525 75; the judgment was affirmed at the General Term, and an appeal then taken to the Court of Appeals, who now hold that the judge erred in excluding the question as to the care and skill used in the construction of the embankment and therefore ordered a new trial. The following is taken from that portion of the opinion of the court bearing upon this question; and embodies the reasons and principles of law which led to this decision.

DENIO, J.—But the judge refused to allow the inquiry to be made of a witness, who was an engineer by profession, and who was familiar with the locality and with the defendant's structures, whether the embankment and the bridges were carefully and skillfully constructed with reference to the creek. It does not appear upon what ground the question was rejected by the justice who presided at the trial. But the opinion of the court given at the General Term upon the appeal there, puts the right to recover upon the sole question whether the propulsion of the ice and water upon the plaintiff's land, during the freshets

referred to, was occasioned by the erection of the defendant's structures. If this is the true question, the inquiry made of the engineer Gilbert, was immaterial; for, whatever skill and judgment may have been applied to the construction of the road, and though no fault whatever was imputable to the defendants or their servants, they were still, upon this doctrine, responsible for the damages, provided they would not have arisen if the railroad had not been constructed. This as we have seen, was not the theory upon which the case was given to the jury at the circuit; and, hence, the opinion of the General Term consistently declares that the charge was more favorable to the defendants than the law would warrant. The General Term proceed to state, in effect, that the defendants, though authorized by law to construct the road on the course on which it is located, are still liable for any interference with the water, either that which would ordinarily flow in the stream, or that which is superinduced by a freshet, to the prejudice of a third person, to the same extent that a private individual would be liable for similar acts upon his own land. If this be a correct statement of the law, the question of negligence, or want of due skill and judgment, in the construction of the road, was not in the case; for I suppose that the maxim, *aqua currit et debet currere* absolutely prohibits any individual from interfering with the natural flow of water to the prejudice of another riparian owner, upon any pretence, and subjects him to damages at the suit of any party injured, without regard to any question of negligence or want of care. If one chooses of his own authority to interfere with a water course, even upon his own land, he, as a general rule, does it at his peril, as respects other riparian owners above or below. But the rule is different where one acts under the authority of law. There he has the sanction of the State for what he does, and, unless he commits a fault in the manner of doing it, he is completely justified. This is, of course, to be understood as limited to cases in which the Legislature has the constitutional power to act. If, therefore, a corporation or an officer should be authorized by a statute to take the property of individuals for any purpose, however public or generally beneficial, without compensation, or for a private use making compensation, the pretended authority would be wholly void, and, of course, could afford no protection to any one. But this limitation has no application to cases where property is not taken, but only subjected to damages consequential upon some act done by the State or pursuant to its authority. Some doubt at one time existed as to this distinction; but the question was directly presented in Radcliff's Executors *vs.* The Mayor &c., of Brooklyn; and it was there determined, by the unanimous judgment of the court, that, where persons are authorized by the Legislature to perform acts in which the public are interested such as grading, leveling and improving streets and highways and the like, and they act with proper care and prudence, they are not answerable for the consequential damages which may be sustained by those who own lands bounded by the street or highway. The doctrine is equally applicable to the construction of a railroad by a private corporation, for the enterprise is considered a public one, and the authority is conferred for a public benefit. It is on this account that such corporations are authorized to exercise the right of eminent domain, which could not be conferred in respect to any other than a public undertaking. * * * * * *

In my opinion the passage of the creek and valley by the railroad called for the exercise of engineering skill and judgment of a high order. The character of the creek and its habits (if that expression may be used) should have been investigated, and especially its liability to be broken up by a thaw in the winter, when covered with thick ice. It is possible that any embankment across the valley, even when furnished with the full amount of openings which could be left consistently with laying a rail tract, would modify to some extent, the action of the water upon the ice in the case of a winter flood. While I have been engaged in examining the case, the streams in the vicinity of this road have been opened by a spring flood, and the track has been covered for a considerable distance by ice and debris, so that the trains have been stopped for a considerable time. Whether it was practically possible to have fixed the grade so that this would not have happened, can only be determined by the judgment of men skilled in such matters. The defendants, as the judge at the trial very properly said, were not insurers. But they were authorized to build the railroad at the place where they did build it; and if, necessarily and in spite of all reasonable safe guards and precautions in constructing the work, occasional desturbance to adjoining lands would arise from a winter freshet, it was the misfortune of the plaintiff that he had lands exposed to such occurrences.

Judgment reversed, and a new trial ordered.

Pork Packing in the West.

Pork packing this season has been unusally late, and it is but last week that it was closed at Cleveland, Toledo and Chicago; hence it is that we were compelled to delay our usual annual report thus far in the Spring. Last year we published it on the 20th of March, and the previous year in February.

RECAPITULATION.

	1860-'61.	1861-'62.
Ohio	627,132	787,439
Indiana	382,616	486,243
Illinois	509,750	841,473
Iowa	153,240	196,373
Missouri	186,176	133,637
Kentucky	251,896	144,945
Wisconsin	53,260	100,556
Tennessee	none.	182,000
Grand totals	2,164,070	2,872,666

Thus, it is seen, that the increase in number is 708,596, including Tennessee, and without this State, 526,596. This increase is equal to about 32⅝ per cent.

With reference to the increase in weight, we did not, as usual, succeed in obtaining the average weight of hogs and yield of lard per hog from all the packing points, but, still, from a sufficient number of places to give us a correct basis upon which to make our calculations, which show the following result:

	Average weight per Hog.		Yield of Lard per Hog.	
	1860-1.	186-2.	1860-1.	1861-2
Ohio, lbs	226	230	30½	34
Indiana, lbs	213¾	221½	89	30¾
Illinois, lbs	224⅓	236	34	39½
Kentucky, lbs	212	221	30⅔	30½
Missouri, lbs	206 6-7	227	30 5-12	34 1-5
Iowa, lbs	238¾	224	30 2 5	34
Wisconsin, lbs	229	260	31	35

The aggregate weight of an equal number of hogs packed at all those places from whence the average weight was furnished this year, compare with last as follows:

	Pounds.
1861-2	415,751,316
1860-1	397,856,954
Increase this season	17,894,362

This is equal to about 4½ per cent., which, added to the increase in number, swells the total increase to 37⅛ per cent., equal to 803,410 hogs.

The yield of lard has been large, unusually so, in many cases, owing to the fact that at quite a large number of places a great portion of the sides were rendered into lard. The yield of lard per hog, last season, was 32 lbs., and this season it was 34 lbs., showing an increase of 2 lbs. per hog. Taking the whole number of hogs packed each season, as given, the total yield of lard would compare as follows:

	Pounds.
1861-2	97,649,641
1860-1	69,310,240
Increase this season	28,339,404

—*Cin. Price Current, April* 16.

Railroad Earnings--Weekly.

The earnings of the Galena and Chicago Railroad the 2d week in April, 1862, were $19,931 93
Do., 1861 22,351 70
Decrease $2,419 77

The earnings of the Toledo and Wabash Railroad for 2d week of April, 1862, were $18,568 88
Do., 1861 17,412 08
Increase $1,156 80

The Michigan Central Railroad earned in the 2d week in April, 1862 $36,717 40
Do., 1861 35,772 81
Decrease $944 59

The earnings of the Cleveland and Toledo Railroad for the 2d week in April, 1862, were $20 298
Do., 1861 20,974
Decrease $676

The Chicago and Rock Island Railroad earned the 2d week in April, 1862 $15,492
Do., 1861 15,618
Decrease $126

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 1st week of April 1862, were $8,850 33
Corresponding week, 1861 9,151 30
Decrease $300 97

The traffic of the Great Western Railway of Canada for the week ending April 18, 1862, was as follows:

Passenger	$16,753 25
Freight and live stock	31,463 51
Mails and sundries	1,347 53
Total	$49,564 29
Corresponding week of last year	48,520 98
Increase	$1,043 31

The earnings of the Milwaukee and Prairie du Chien Railroad in the 2d week of March, 1862, were:

From passengers	$3,097 49
" freight	5,545 61
" mails and rent	1,015 94
Total	$9,659 04
Do., 1861	8,109 35
Increase	$1,549 69

Pork Packing in Cincinnati.

The following table shows the number of hogs packed in Cincinnati, each season, for the last thirty years:—

Years.	No.	Years.	No.
1833	85,000	1848	475,000
1834	123,000	1849	410,000
1835	162,000	1850	393,000
1836	123,000	1851	334,000
1837	103,000	1852	352,000
1838	182,000	1853	361,000
1839	190,000	1854	421,000
1840	95,000	1855	355,786
1841	160,000	1856	405,396
1842	220,000	1857	344,512
1843	250,000	1858	346,677
1844	240,000	1859	382,826
1845	196,000	1860	434,499
1846	265,000	1861	433,799
1847	250,000	1862	473,267

Appreciation of Government Securities.

Although the tendency of the securities of government have been steadily, though gradually upward, we do not look forward to an advance to the rates which they maintained for so many years, till the result of the rebellion is distinctly seen, for two reasons—the uncertainty which exists as to the amount of bonds which may have to be issued, and the unwillingness which naturally prevails to invest, till the result of the contest is proved to a demonstration. No matter how probable this may be, there is always a large class who will await the event. Still there is every reason to expect a gradually appreciation, to keep pace with the successes of our arms, and with the increasing supply of money.

We assume what no one now denies, the speedy and complete triumph of government. This triumph will be followed by a greater degree of confidence in it than has ever yet been felt, as a strength which before was only assumed, will have been fully proved. Such demonstration is the basis of all confidence in political organizations. With regard to money, the rebellion so far has excited no tendency to put up rates—on the other hand it was never more abundant than at the present moment. A debt of $1,000,000,000 will not prove an enormous burden; nor is it likely to make money scarce during the process of its creation. The war we are now waging is in many respects unlike any other of modern times. The expenditures are made among our own people, and are drawn much more largely against accumulations in the future, than in the past. They are an additional stimulus to industry and the employment of capital, and with such stimulus our people can readily increase by hundreds of millions, the value of the yearly products of their industry.

The large amount of debt created, assuming it not to be excessive, will ultimately have the effect to increase instead of reduce its market value. Every one will become a holder of it, and all will be equally interest in maintaining its price. As the securities of all stable governments sell at prices that produce to the purchaser the lowest rates of interest current, it is inevitable that those of the United States bearing six per cent. interest, should, in time, command a price that will not produce an interest of over four, or four and a half per cent. Such has been the experience in reference to these securities, ranging through a period of some 15 years, from the creation of the loans in 1842–3 to the reverses of 1857.

Whatever, therefore, may be the disturbing causes at present interfering with prices, there can be doubt what they must be soon after peace is restored. The low prices now prevailing shows how powerful are the present disturbing elements. These are necessarily temporary. The rates of interest in this country will gradually approach those in older countries—England for example. Money will be naturally attracted to the best securities, which must be those of government. It did well, consequently, to make the greater portion of its debt payable at pleasure after five years. Before these have elapsed it will be able in all probability, to sell four per cent. bonds at very nearly, if not quite the rates it obtained for its six per cents.—*Hallett's Financial Circular.*

Indiana State Debt.

The State of Indiana, by her Legislature, in May, 1861, appropriated in aid of the Government $2,000,000 by an issue of twenty years' 6 per cent. bonds, interest and principal payable in New York; coupons due in May and November. Under the law authorizing this issue a special tax of 5 cents on each $100 in value of the taxable property of the State has been levied, which is to be collected annually until this issue of bonds is paid or redeemed.

The amount sold to this date is	$1,608,500
Of which there have been sold and canceled by reimbursements from the Government	666,000
	$942,500
Leaving amount yet unsold	391,500
	$1,334,000

Making total debt of the State as follows:

5 per cent.	$5,322,500	00
2½ "	2,054,773	50
6 "	1,334,000	00
Total	$8,711,278	50

No new debt can be created by the State, under its Constitution, except for repelling invasion, suppressing insurrection, or to provide for the public defense if hostilities be threatened.

This last loan being the only 6 per cent. debt of the State, and made payable at a given date, is thus made the preferred debt of the State; and with the ample and special annual provision made for its payment, principal and interest, no more desirable State security is offered for investment than Indiana presents.

The assessment of real and personal property in the State for 1861 is estimated by the present Auditor of State at $450,000,000.

The 7 cent taxation upon which for the year 1861, is	$315,000
Deducting for collections and delinquencies, say 20 per cent.	63,000
Leaves net	$252,000
The interest on the whole $2,000,000, if borrowed is	120,000
Leaving excess for reducing principal of the debt from revenue of 1861	132,000
And same for 1862	132,000
The 10 cent taxation, provided for the years 1863, and thereafter each year, net, would be $240,000, which would amount in seven years to	1,680,000
Making, without referring to increase of taxables or excess of general revenues above expenditures, the sum of	$1,944,000

Being, with such additions, in nine years, provision equal to the whole principal of the debt.

Applications may be made to J. J. Brown, Loan Commissioner for the State, at No. 52 Wall st., for the remaining $391,500 unsold.

Sorghum (or Chinese Sugar Cane) a Western Staple.

It seems to have been established beyond all question that the Sorghum crop will hereafter be one of the great staples of the West. From raising the amount of saccharine required for the supply of their own counties and neighborhoods, our farmers are now nearly ready to enter the market and compete with producing sections which have heretofore held almost a monopoly. It is certain the cane will grow and yield a large supply of the raw material, and at a large profit, and the farmers of Illinois and Iowa, who raised for an experiment, last season, a simple half acre, will the present year put in from five to twenty acres, and commercial importance thus pertains to the matter, out of which will be developed some more general and systematic method of refining and crystalizating, since the latter is sure to follow proper processes. We are confident that it will tempt the co-operation of capitalists to introduce new and improved methods throughout all the farming districts. One thing is necessary, that greater uniformity and more general excellence of quantity is demanded to present to the trade a fully mechantable article.

While the product of the cane was within the moderate limits of the previous seasons, it was well enough that each producer set up his own small mill and evaporating pan, precisely as in the maple sugar districts where each grower renders into sugar or syrup the yield of his own trees; but this must give place, in the enlarged era now opening, to something on a larger scale. The crop once well established, the work of refining must centre in large mills, properly located, to which the farmer brings in his cane for preparation on shares, or sold outright as raw material to the mill owner. Nothing else will prove satisfactory. The farmer cannot well take the risk or undergo the labor and trouble of preparing for market the yield of from half a score to a score of acres. Our Iowa exchanges are already discussing this matter, and it is timely. Another season will see the yield of many thousand acres needing these processes, requiring operations on a scale far beyond what has yet been reached. Unless this want is provided for, an inevitable disappointment awaits the farmers. No one not interested in some one of the many patent rights for mills and pans will insist that it shall be "every man his own refiner." The whole subject demands attention, before the season opens, and the convention of farmers will prove of great value in the elucidation of the question, and everything growing out of it.—*Chicago Tribune.*

Whitewater Canal.

We have been aware for some months past that important negotiations were in progress by which H. C. Lord, Esq., President of the Indianapolis and Cincinnati railroad, should obtain the control of the stock and debts of the Whitewater Canal Company.

The canal was to have been sold to-day, under a decree of court, but Mr. Lord having become the purchaser of a majority of stock of the Cincinnati and Whitewater Canal Company, and of the claims, amounting to several hundred thousand dollars, against it, it has virtually secured to him the ownership of said canal, and the sale of the same has been indefinitely postponed.

It is unnecessary for us to go into particulars of this purchase—suffice it that the result is likely to be the construction of a new and independent railroad from this city to Lawrenceburg, connecting there with the Indianapolis and Cincinnati railroad. Should this be effected, of which there is now in our opinion no doubt, it will be of great advantage to Cincinnati, and by bringing the Indianapolis and Cincinnati road into the heart of the city, and relieving it from its present onerous connection with the Ohio and Mississippi road, will greatly increase its business and value, as a new through line will then be formed from Cincinnati to St. Louis upon a common gauge with our Ohio roads.—*Cin. Gazette, 18th.*

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western:				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence:				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1833	----
Mortgage Coupon	2,500,000	6	1885	86
" "	700,000	6	1880	84
" "	1,128,500	6	1875	89
" "	1,000,000	6	1867	91
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	65
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie:				
1st Mortgage coupon	2,000,000	7	1877	81½
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income ⅓ in '59, ⅓ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	105
2d Mortgage	600,000	7	1875	100
Central Ohio:				
1st Mortgage W Div.	450,000	7	1861	62½
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	62
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	97½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	97½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	100
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	87
1st Mortgage	3,600,000	7	------	46
2d Mortgage	2,000,000	7	------	16½
Cincinn., Hamilton and Dayton:				
1st Mort age	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	90
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	80
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	43
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	298 000	7	1864	----
C. and T. Dividend (convert.)	168,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	87
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	99½
1st Mortgage (E. Extension)	1,499,000	---	1875	99½
2d Mortgage	2,516,500	---	1881	93
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	275,000	6	var.	100½
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	450,000	6	1874	101
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage Coupon	1,971,000	7	'62-'63	99½
1st Mortgage (Extended)	22,000	7	1882	----
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	100
***Great Western, Ill:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	40½
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	105½
2d Mortgage	2,000,000	7	1860	83
3d Mortgage	1,840,000	7	1875	84
Convertible	1,002,000	7	1867	76
Illinois Central:				
Optional Right bonds	38,000	7	1868	64
Construction	10,798,500	7	1875	86½
Construction	4,115,000	6	1875	86½
Eight per cent. bonds	326,000	8	1865	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	261,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	160,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	89½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	80
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	55
2d Land Grant (Western Div.)	353,600	†	------	55
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	89
Long Island:				
1st Mortgage	500,000	6	1870	85
Extension Bonds	176,000	7	1890	82½
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
Marietta and Cincinnati:				
Mortgage Bond	235,789	7	1891	90
Memphis and Charleston:				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	[99½
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	99½
2d Mortgage (S. F.), convertible	4,153,000	8	1882	97½
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	92½
Northern Indiana, 1st	985,000	7	1861	93
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	90½
Detroit and Toledo	611,000	7	1876	76
1st General Mortgage (S. F.)	2,850,000	7	1885	91½
2d General Mortgage	2,465,000	7	1877	74½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	89½
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
2d Mortgage	------	------	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4 '8	----
1st Mortgage Coupon	2,605,000	6	1886	----
N. Orl'ns, Opelous and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	97
Funding (S. F.) Bonds	1,553,000	7	1876	103½
Stock Exchange (S. F.) Bonds	680,000	6	1883	97
Real Estate (S. F.) Bonds	166,000	6	1883	97
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	102½
Convertible Bonds	970,000	7	1876	103½
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	97
New York and Erie:				
1st Mortgage	3,000,000	7	1867	107½
2d Mortgage	4,000,000	7	1864	100
3d Mortgage (convertible)	6,000,000	7	1883	92½
4th Mortgage (convertible)	3,729,000	7	1880	86
5th Mortgage	1,277,000	7	1883	82½
Unsecured (convertible)	2,618,000	7	1871	60
Unsecured (convertible)	2,443,000	7	1862	55
Sinking Fund	2,193,000	7	1875	55
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	100½
2d Mortgage	1,000,000	7	1864	92½
3d Mortgage	862,300	7	1867	76
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----

Description.	Amount.	Interest.	Due.	Price.
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	72
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	66½
2d Mortgage	3,077,000	7†	1861	4½
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	[70
Chattel Mortgage	350,000	10	1883	90
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1883	100½
2d Mortgage	2,319,000	6	1875	92½
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	83½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	288,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	95
Mortgage (S. F.)	2,672,300	6	1880	95
Mortgage	3,103,600	6	1870	88
Mortgage (convertible)	3,586,500	6	1886	77½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	77½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and I.)	1,000,000	7	1872	----
2d Mortgage (O. and I.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----

Description.	Amount.	Interest.	Due.	Price.
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	30
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	[997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1853	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	800,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	83
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	94
2d Mortgage (convertible)	$2,000,000	7†	'68–'70	52
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	80
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	80
2d M. (Toledo and Wabash)	1,000,000	7	1869	50
2d M. (Wabash and Western)	1,500,000	7	1899	50
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Dollar Bonds	802,000	6	1875	----
Albany City Bonds	1,000,000	6	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	74
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1855	144,500	6	1868	----
Com pa ny's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (–) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,236	*	—	877,953	503,500	105,255	1,515,704	54.0	-------	101,102	37,866	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	-------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	-------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	236,791	76,773	21,006	—	----
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	-------	-------	600,431	-------	-------	-------	-------	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	-------	-------	-------	-------	-------	-------	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,285	100,000	1,419,769	922,622	23,579	2,582,505	116.9	-------	505,156	260,269	6	----
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
30 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	663,877	*	—	351,524	446,000	10,725	811,949	-------	-------	-------	-------	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	-------	230,251	104,594	----	----
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	-------	-------	23.8	45,543	77,028	34,866	16	----
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,465	302,511	—	1,936,739	1,810,500	319,444	4,378,922	122.4	252,906	359,147	149,477	—	----
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,398	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	78.0	323,491	712,876	354,136	14	136½
31 Dec. '60	74.0	—	----	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	218,253	319,106	77,088	—	----
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	----
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	-------	—	----
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	-------	1,422,500	55.2	120,611	149,317	149,317	5	----
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145.2	116,897	102,722	2	----
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890 000	-------	1,717,523	117.4	579 .9	926,075	325,573	----	----
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	-------	66.4	-------	288,512	108,626	—	35
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	-------	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '59	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	723,551	-------	—	744,520	-------	4,641	749,171	5.0	-------	21,195	-------	6	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	195,000	75,894	619,112	32.0	-------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	-----	*Flo., Atlantic and Gulf Central*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
-- -- '62	100.0	3.9	10.0	153.5	---	---	-----	*Pensacola and Georgia*	-------	-------	-------	-------	-------	-------	-------	29.4	-------	-------	-------	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	-------	1,597,385	86.7	-------	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	-------	-------	-------	-------	-------	30.0	-------	-------	-------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	723,700	129,500	-------	-------	53.0	-------	168,988	95,612	—	----
30 Apr. '60	43.5	—	23.7	—	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-------	-------	-------	31.0	-------	-------	-------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	-------	-------	6,590,173	229.0	879,468	1,715,025	764.574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	-------	8,123,343	232.0	-------	1,159,188	628,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	-------	12,295	1,658,976	102.5	226,241	404 618	212.676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	-------	1,026,868	50.0	-------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	-------	-------	-------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	896,500	19,913	3,822,913	228.8	-------	-------	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	-------	138.0	-------	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '61	220.0	—	----	—	60	30	763	Chicago, Alton and St. Louis	10,000,000	-------	—	8,500,000	4,500,000	-------	10.000,000	220.0	-------	1,098,435	452,693	4	----
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	-------	10,196,257	168.0	-------	1,514,478	242,564	—	62
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243.282	135,284	—	----
1 Apr. '60	194.0	—	----	—	---	---	-----	Chicago and Northwestern	9,344,863	-------	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	----
30 Jun. '60	181.8	—	----	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	-------	7,473,049	228.4	-------	1,093,934	309,567	3½	54½
10 Nov. '58	33.2	—	----	—	---	---	-----	Fox River Valley	580,000	*	—	580,000	-------	-------	-------	84.0	-------	-------	-------	—	----
31 Dec. '60	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,000	-------	10,469,355	261.3	792,029	1,462,752	652,260	----	67½
31 May, '61	175.0	—	----	—	---	---	-----	Great Western	5,022,928	*	—	1,600,000	2,391,000	-------	-------	175.0	-------	485,943	181,529	----	----
31 Dec. '61	454.8	252.5	----	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,488,023	2,965,758	1,150,903	—	60
-- -- --	—	—	—	81.5	—	—	—	Illinois River	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
-- -- --	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	-------	-------	148.0	-------	-------	-------	—	----
-- -- --	46.6	—	----	—	---	---	-----	Peoria and Bureau Valley	-------	-------	-------	-------	600,000	-------	-------	ope	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
-- -- '58	186.0	—	----	—	---	---	-----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	-------	-------	186.0	-------	-------	-------	—	----
31 Dec. '58	100.0	—	----	—	---	---	-----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy	—	----
-- -- --	1.0	—	----	—	---	---	-----	Rock Island Bridge	-------	-------	-------	-------	-------	-------	-------	oper	by Chic.	& R. Is.	-------	—	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	-------	823,767	-------	—	----
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	-------	1,106,679	1,006,125	-------	-------	108.0	-------	-------	-------	—	----
-- -- --	29.0	—	----	73.0	---	---	-----	Cincinnati, Peru and Chicago	-------	-------	-------	-------	-------	-------	-------	29 0	-------	-------	-------	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	-------	249,867	119,342	—	----
31 Dec. '60	72.4	—	----	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	366,122	490,397	133,009	—	58
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	-------	448,858	230,834	9	20
31 Dec. '60	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37.219	2,031,942	84.0	-------	277,952	119,745	----	----
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	----
-- -- '59	64.0	—	----	—	---	---	-----	Lafayette and Indianapolis	1,850,000	*	-------	1,000,000	600,000	-------	2,000,000	64.0	-------	-------	-------	4	----
1Dec. '60	86.0	49.0	----	—	23	---	-----	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,939	3,060,128	135.0	201,402	230,563	99,060	—	----
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	645,827	371,40	—	----
-- -- '58	74.0	—	----	—	---	---	-----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	-------	-------	-------	—	----
30 Nov. '61	73.0	—	----	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,976,801	73 0	325,707	377,692	216,184	10	----
								IOWA.													
1 Jan. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	-------	762,733	665,000	92,663	1,542,768	50.0	-------	-------	-------	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	-------	516,072	860,000	369,034	-------	86 0	7 mo's.	85,239	46,771	—	----
31 Dec. '61	111.0	—	----	269.0	7	7	102	Dubuque and Sioux City	2,789,800	47,533	—	2,469,777	-------	287,143	2,870,015	111.0	107,646	200,160	81,779	—	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	-------	-------	-------	245,000	755,000	-------	-------	-------	-------	-------	-------	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	-------	-------	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	---	---	-----	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,606	11.2	-------	-------	-------	—	----
-- -- '59	55.0	52.6	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	-------	-------	-------	-------	107.6	-------	-------	-------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,522	4,375,993	111.8	-------	426,408	227,534	—	85
30 Jun. '57	20.0	—	----	113.0	---	---	-----	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $28,000	-------	-------	20.0	-------	-------	-------	—	----
-- -- '58	13.0	—	----	22.0	---	---	-----	Lexington and Danville	765,500	-------	—	694,444	71,000	-------	-------	13 0	oper. by	Cov. &	Lex.	—	----
30 Jun. '61	29.0	—	----	— }	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	-------	735,313	29.0	-------	108,944	48,267	—	80
30 Jun. '61	65.1	—	----	— }				} Louisville and Frankfort	1,383,526	126,736	6,540	1,104,687	414,519	-------	1,649,451	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,256,500	661,269	9,455,250	269 0	613,908	716,478	371,12	—	----
-- -- '59	18.8	—	----	70.2	---	---	-----	Maysville and Lexington	-------	-------	-------	-------	-------	-------	-------	18.8	oper. by	Cov. &	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	---	---	-----	Clinton and Port Hudson	750,666	*	—	-------	-------	-------	-------	22 0	-------	-------	-------	—	----
-- -- --	27.0	—	----	—	---	---	-----	Mexican Gulf	662,911	*	—	-------	-------	-------	-------	27.0	-------	-------	-------	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,818	566,000	339,297	5,855,320	80.0	160,204	481,922	223,649	—	----
1 Mar. '61	206 0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	-------	2,665,000	1,150,717	-------	206.0	-------	1,282,624	555 434	—	----
31 Aug. '60	58.7	—	----	185.8	---	---	-----	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	-------	-------	-------	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566	—	2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	66.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,988	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	141,664	208,299	104,029	6	101
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	—
31 May, '59	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	—	—	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	65
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,050,000	*	—	1,050,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	686,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	21½
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	—	57.7	.....	449,051	128,733	7	92
31 May, '61	74.3	8.8	49.7	—	32	54	606	Boston and Maine	4,300,349	*	465,758	4,076,974	—	86,655	—	118.3	.....	776,065	315,071	0	106½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	132,720	—	—	61.8	.....	588,871	272,429	8	111
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	—	83.6	.....	928,932	408,594	8	111
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	—	47.2	.....	95,871	34,072	—	124
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,691,100	500,000	—	—	52.3	.....	250,836	122,966	6	85½
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	56½
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	—	71.6	.....	543,158	217,054	6	96⅔
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	—	ope	r. by N.	H. & N'h	—	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	—	6	—
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,583	27.7	.....	204,374	48,542	8	110
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	—	21.6	.....	123,015	24,907	2	73½
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	—	—	.....	—	—	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	—	—	.....	18,291	—	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	—	87.3	.....	505,320	219,608	6	104½
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	—	—	.....	36,538	19,060	6	—
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	—	44.4	.....	308,228	139,447	8	110
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	—	ope	r. by B.	and L'll	—	—	—
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	—	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	—	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	—	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	—	ope	r. by T.	and B.	—	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	—	77.0	.....	200,648	95,739	—	10
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,354	14,242,462	217.9	.....	1,894,588	812,997	8	117½
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	—	45.7	.....	195,869	83,188	5.3	54
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Sep. '60	138.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,360	188.0	.....	365,038	144,270	—	—
-- --	--	—	.....	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
-- --	--	—	.....	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 May, '61	284.8	—	28.4	—	93	85	1,334	Michigan Central	12,437,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	54½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,362,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	22½
-- --	--	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	—	—	.....	600,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	—	—	.....	600,000	191,130	—	—	—	—	—	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	—	—	.....	—	—	—	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	69.7	.....	176,462	116,483	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	—	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	—
31 Aug. '60	206.8	—	.....	—	—	—	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	30
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	—
-- --	--	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	13,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	a. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	288,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	56½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	—
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	60
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	—
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	33,577	8	102½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	—
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	50
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	—
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	108,379	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,840,805	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	124½
31 Dec. '60	60.2	—	.....	—	—	—	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	122
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	—
31 Dec. '59	58.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,236	1,768,241	58.0	163,703	263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	—	—	—	New Jersey	3,609,089	400,378	1,249,621	4,397,820	688,000	—	5,628,931	33.8	.....	992,767	579,961	10	129
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	.....	—	—	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	—
31 Dec. '60	18.7	—	.....	—	—	—	—	Warren	1,740,713	*	—	1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	70
31 Dec. '60	18.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,583	.....	.....	.....	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221			507,957	—	46,139	554,096						
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,099	50,000	.....	oper. by Rens. & Sarat.					
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559			1,000,000	1,389,559	.....	2,389,559	oper. by Western.				6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,289	81,445		822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661			250,000	220,000	.....	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247		448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	4½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,856	335,870		1,000,000	—	130,000	1,130,000	24.7	2,904,887	520,855	110,896	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	—	208,817	850,000	2,412,534	212,072	3,633,579	176.0	483,412	593 845	187,704	—	122½
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,550	911,020	496,047	10	—
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	.....	450,000	oper. by Erie.			24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	.....	.....	500,000	oper. by Erie.			30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	.....	.....	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	.....	150.0	967,065	2,047,145	778,121	—	35½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	12½
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,618,006	209,356	41,045,289	654.9	.....	7,309,042	2,601,063	6	83½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,016	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	37½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	.....	.....	152.9	.....	1,142,851	433,716	—	12½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '61	99.0	—	.....	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.			60,000	6	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	.....	4,577,000	121.8	395,128	458,912	153,060	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	.....	35.9	69 .39	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	865,419	1,000,000	192,748	.....	75.4	78 .40	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	.....	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	554,021	—	—	557,560	150,000	19,980	.....	oper. by R. N. Y. & E.		22,047	—	—	
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	.....	.....	oper. by Rens. & Sar.				5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	.....	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	261,389	36,443	—	62,731	162,087	63,374	.....	13.0	.....	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,158	121,065	.....	81.0	191,579	227,388	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	695,911	806,500	247,155	.....	112.0	280,643	312,066	160,287	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	.....	.....	oper. b. Hud. s. River.				6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	.....	.....	oper. by other Co's.				—	—
1 Jan. '62	10½	—	½	30.0	—	—	—	Warwick Valley	185,000	—	—	100,000	85,000	—	185,000	10½	oper. by Erie R. W. Co.			—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	.....	96.7	212,235	351,167	178,067	10	35
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	228.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	228.0	.....	.....	.....	—	—
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,787	*	—	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	—	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
16 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,090,000	*	—	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '60	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,266,750	118.2	.....	314,091	102,765	—	—
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,675,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	—
31 Mar. '61	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	.....	3,708,392	198.3	382,987	644,229	282,700	7	88
31 Dec. '60	30.0	—	.....	69.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	28
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	.....	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	113
31 Dec. '60	67.0	—	.....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,353,000	.....	.....	96.6	.....	1,120,370	662,948	14	125
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,868	4,918,325	653,821	9,661,102	208.5	646,413	772,093	332,093	4	17½
31 May '61	109.2	79.4	.....	—	32	45	409	Cleveland and Toledo	6,697,178	433,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	.....	919,971	493,956	—	41
31 Dec. '58	61.4	—	.....	58.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	oper. w. Lit. Miami.			170,795	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,196,762	2,521,700	350,824	5,241,812	144.0	.....	375,002	212,107	—	—
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	.....	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	102,180	52,408	—	—
-- -- '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	—
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	—
30 Nov. '58	18.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	88.5	—	37.8	—	39	32	602	Little Miami	4,004,4 3	*	—	2,981,270	1,407,000	.....	.....	138.0	.....	1,330,051	529,981	8	92
31 Jan. '62	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	.....	434,290	99,554	—	—
30 Apr. '61	192.8	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,230,080	18,794,721	192.3	.....	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '61	153.9	52.0	.....	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	182,063	2,588,876	125.0	.....	285,934	34 167	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper. by C., C. & C.				—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,206,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Aug. '61	242.4	—	.....	—	35	18	668	Toledo and Wabash	3,284,595	*	14,455	2,229,350	6,064,012	55,247	8,688,477	250.0	695,502	1,012,236	400,559	—	91
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	62,624	.....	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	54½
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	.....	.....	146.0	.....	219,548	22,490	—	2
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	.....	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	.....	2,169,946	1,339,680	—	80
30 Nov. '59	36.6	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	.....	1,000,000	oper. r. b. Buf. & S. L.				10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	51
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,309,563	.....	.....	1,309,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	8,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	----	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	.....	.....	45.7	163,500	679,908	342,039	6	52½
30 Nov. '59	28.0	5.0	13.5	—	9	---	----	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	oper. r. by C., W. & E.				—	19
31 Dec. '60	20.0	—	4.0	—	---	---	----	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,960	3,413,871	303 927	9,903,932	.....	.....	753,318	670,227	6	61
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,888	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	47
30 Jun. '61	55.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	396,927	.....	3,155,875	2,940,473	774,323	6,471 462	65.7	5 mos.	176,047	91,399	—	7
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,396,402	—	47
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....	20.0	.....	1,637	.....	—	—
30 Sep. '59	17.0	7.0	.....	—	16	---	----	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,557	157,194	—	45½
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,606	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150	.....	24,353,896	151.4	.....	3,312,548	1,625,965	—	21½
3 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by Cam. & Amboy	—	—	—	125
31 Oct. '60	99.0	6.0	—	—	30	93	521	Phila., Wilmington and Balt.	1,800,000	*	—	5,600,000	2,300,000	—	.....	200.5	48,677	1,236,597	471,712	6½	82

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, &c.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	P. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,865	90,803		1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21 217		
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,156	1,791 160	18,457,835	467.5	1,948,501	2,335,353	761,554	—	4
30 Sep. '59	31.0	—	—	11.0	—	—	—	Pittsburg and Steubenville	1,947,462	*	—	1,221.277	280,000	—	—	—	—	—	—	—	—
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	—	1,355,700	54.0	—	—	—	—	—
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	—	—	573,616	24.5	—	34,501	29,604	3½	—
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864.450	789,970	60,821	1,724,227	—	—	96,227	54,582	—	—
31 Dec. '59	148.0	—	20.0	140.0	—	—	—	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	—	114,126	61,848	—	—
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	—	—	29.6	—	83,072	47,007	6	—
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	632.170	944,169	52,434	1,679,301	26.4	—	125,597	4,502	—	—
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	1,050,314	*	—	1,500,000	2,200,000	293,895	—	78.0	199,878	238,420	860,339	—	8
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,153,000	*	—	1,508,000	276,800	—	—	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	*	4 7,917	8,500	—	—	13.6	—	26,454	6,914	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	—
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	601,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	—
— — '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	—	49.3	—	—	—	—	—
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	—	341,190	125,871	—	—
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	—	—	—	—	5
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	—	27,568	8,527	—	—
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	—
31 July '58	25.1	—	----	41.9	—	—	----	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859	.....	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	158,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	3 149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	—	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,309	—	47.4	54,175	85,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,815	—	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,382	*	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,384	6	—
1859	.....	—	----	—	—	—	----	Nashville and Northwestern	.....	—	—	.....	.....	.....	.....	—	—	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	860,000	204,544	—	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
— — '58	32.0	—	----	158.0	—	—	----	TEXAS, (*all aided by State*). Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	—	.....	.....	—	—
— — '58	56.0	—	----	184.0	—	—	----	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	—	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,536	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	389,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	—	.....	.....	—	—
— — '59	28.0	—	----	756.0	----	----	----	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	—	.....	.....	—	—
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	—	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	—
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	960,000	—	—	—	62.0	142,839	150,318	30,288	—	—
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,317	775,669	127,727	—	—
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	.....	—	112
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	—	23.7	47,950	45,930	8,522	—	—
31 Aug. '60	54.0	10.5	----	—	—	—	----	Western Vermont	1,083,500	*	—	332,000	700,000	—	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	—
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,584,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10 0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,800	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	23	30	418	Richmond and Danville	3,728,037	*	—	1,981,197	1,200,000	75 908	6,758,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96.828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,809	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844.200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	—	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '60	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	—	55.0	—	—	—	—	—
31 Dec. '61	199.0	—	24.9	—	—	—	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	756,476	329,580	—	—
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,850,073	*	23,804	1,000,000	600,000	246,365	1,908,555	40.0	74,243	169,458	82,182	—	—
— — '57	42.0	—	----	27.8	—	—	----	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,066	—	—	—
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,842,600	2,526,000	58,549	8,036,604	234.4	.....	1,108,354	436,039	—	25½
— — '57	50.0	—	----	85.0	—	—	----	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	182,000	.....	.....	50.0	.....	121,401	.....	—	—
10 May, '61	104.0	—	----	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	22 1,850	68,438	—	—
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	—	—	—
								CANADA.													
31 July '61	161.0	—	----	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	—
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	11
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	220.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	—	—	357.0	1,360,900	—	—	3	—
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	—
— — '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	—
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	—
— — '59	25.0	—	----	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	—	.....	.....	—	—
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12 0	—	14	18	225	European & North American	4,548,564	*	—	4,637,852	—	—	4,637,852	108 0	.....	130,678	36,432	—	—
1 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,232	60 0	.....	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	----	60.1	----	----	----	Nova Scotia	4,238,717	*	—	.....	.....	.....	.....	61.5	.....	120,918	26,803	—	—
								NEW GRANADA.													
31 Dec. '60	43.7	—	—	—	—	—	----	Panama	3,000,000	*	620,804	5,000,000	2,400,000	—	9,608,530	43.7	—	1,539,869	1,110,652	12	124

New York Stock Exchange.

Highest Sale Prices for the week ending April 23.

	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22.	W. 23.
Federal Stocks:—						
U. S. 5s, 1871	----	----	----	----	----	----
U. S. 5s, 1874	----	----	87	87	87	
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	93½	93¾	93¾	93⅝	93¾	94
U. S. 6s, 1881, cou.	93⅝	93¾	93⅝	93¾	94	94¼
U. S. 6s, 1862	----	----	----	----	----	----
U. S. 6s, 1867	----	----	94	----	----	----
U. S. 6s, 1868	----	----	95	----	----	96
State Stocks:—						
California 7s	----	86½	----	----	----	86¾
Georgia 6s	----	----	----	----	----	----
Illinois Coupon bonds	90	90	89¾	----	----	90¾
" Canal bonds	----	----	----	----	----	----
Indiana 5s	77	----	----	----	----	78¼
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	38½	----	----	----
Missouri 6s	49½	50	49½	49½	----	49¾
Do. iss. to H. & St. J. R.	59	----	60	----	60½	----
New York 6s, 1865	----	----	----	----	----	----
North Carolina 6s	63	63½	----	63¾	65½	----
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	----	----	99¾	99¾	99½
Tennessee 6s, 1890	57½	57⅞	56	56¼	56¾	56½
Virginia 6s	60	----	56¼	56⅞	57½	----
Railroad Shares:—						
Buffalo & State Line	122	122½	----	----	----	----
Chicago, Burl. and Q.	62	----	62	----	----	62
Chicago and Rock Isl.	54⅜	55⅜	55	54⅜	54⅜	54⅜
Clev., Col. and Cin.	115	115	----	----	113	----
Clev. and Pittsburg	17	17	17¼	17⅜	----	17¼
Clev. and Toledo	42½x	42½	42¼	42¼	42	41
Del., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	67⅜	67⅜	67¼	67½	67¼	----
Hudson River	----	----	36	35⅞	----	----
Illinois Central (scrip)	61½	61⅜	61	61	60⅜	60
Michigan Central	55¼	55⅜	55	54½	55⅛	54⅞
M. S. and N. I. guar'd,	----	----	----	46	46⅛	----
M. S. and N. I.	----	----	----	2	22¼	22⅜
Mil. and P. du Chien	----	----	26	25½	----	----
M. and P. du C. 1st pref.	----	----	----	----	----	----
M. and P. du C. 2d pref.	56½	----	----	----	----	----
New Jersey	----	----	128	----	----	129
New Jersey Central	----	----	----	----	----	----
New York Central	83	83¼	83	82¾	83¼	83½
Erie	36⅜	37	36¾	36⅞	37¼	37½
Erie pref.	61½	61⅜	61¼	61½	62	62½
Erie Assessment Scrip	----	----	----	----	----	----
N. York and Harlem	12½	----	12⅜	----	----	----
N. Y. and H. "pref."	----	----	----	30	----	----
Panama	124	124	124	124½	124	----
Phila. and Reading	----	----	----	----	43	----
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	81¼	81	----	81½	----
Chic. and N. W. 1st M.	----	----	----	----	46	----
" " 2d M.	----	16¼	----	----	----	----
" " S. F.	----	----	----	----	----	----
Cl. & Tol. S. F. 7 p.c.	86½	85⅜	86⅜	----	----	87
Chi., Bur. and Q. 8 p.c.	96	97½	----	97½	97½	97½
Chi. and R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8 p.c. '71-5	----	99½	----	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Gal. & Ch. 1 M. 8 p.c. '63	----	----	----	----	----	----
" 2 M. 8 p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	----	----
Hudson R. 1 M. 7 p.c. '69	----	----	105½	----	----	----
" 2 M. 7 p.c. '60	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	84	84	84	----
" sink. fund	----	100	----	----	----	100
Illinois Centr. 7 p.c. '75	----	87½	85	----	86½	86¾
" " 6 p.c. '75	----	87½	85	----	86⅛	86⅜
La Crosse & Mil. L. G.	----	----	55	----	----	----
Mil. and P. du C. 1st M.	----	----	----	90	89½	----
Mich. Cen. S. F. 8 p.c. '82	97½	----	97	----	97½	----
" conv. 8 p.c. '69	99½	----	----	----	99¾	----
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M. Ass.	----	----	----	----	----	----
" " 2d M.	74¼	----	----	----	----	74½
" " S. F.	92½	91½	----	----	----	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	93	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	105	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83	----	96¼	----	----	----	97
" 1 M. 7 p.c. '64	----	----	----	----	----	----
" bonds 1876	103½	----	103	----	103½	----
N. Y. & E. 1 M. 7 p.c. '67	101½	107½	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '85	92½	93	----	92½	92½	
" 4 M. 7 p.c. '80	----	85	----	86	----	----
" 5 M. 7 p.c. '83	80	----	82½	82½	82½	
" conv. 7 p.c. '62	----	----	----	----	----	----
" " 7 p.c. '71	----	----	----	----	----	----
" S. F. '75	----	----	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	100½	----	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
Toledo & Wab. 1 M.	78½	----	80	80	80	80
" " 2 M.	49⅜	50½	49⅞	50	50	50
Miscellaneous:—						
Del. and Hud. Canal	92	92	----	----	----	----
Penn's Coal Co.	81	----	----	----	80	----
Pacific Mail S. S. Co.	104¼	105	104¾	104¾	105	105½

The following are the closing prices in the London Market on the 9th April:

United States 5s, 1874	77	to	78
Maryland	80	"	82
Virginia 6s	54½	"	56
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	65	"	66
Erie shares, ex assessment scrip	33	"	34
Erie shares, 7 per cent. preference	55¼	"	56½
Erie shares, assessment scrip	1¾	"	2¾
Illinois Central 6s, 1875	74	"	77
Illinois Central 7s, 1875 x. c.	77	"	79
Illinois Central $100 shares, $90 paid, dis.	45	"	44
Illinois Central, all paid	53	"	54
Michigan Central 8s, Convertible, 1869	84	"	86
Michigan Central Sinking Fund 8s, 1862	87	"	89
Michigan South. and North. Indiana 7s, 1885	73	"	78
Do. do. do. $100 shares	19	"	21
New York Central 6s, 1883	84	"	86
New York Central 7s, 1864	88	"	92
New York Central 7s, 1876	88	"	92
New York Central 7s, 1876	88	"	92
New York Central $100 shares	72	"	74
New York and Erie 7s, 1867	92	"	94
New York and Erie, 2d mort., 1859 x. c.	85	"	90
New York and Erie, 3d mort., '83, assented	80	"	81
New York and Erie, 4th mort.	70	"	72
New York and Erie, 5th mort.	70	"	72
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	103	"	105
Panama, 2d mortgage 7s, 1872 x. c.	98	"	100
Pennsylvania Central 6s	86	"	88
Pennsylvania Central 2d mortgage	84	"	86
Pennsylvania Central $50 shares	41	"	43
Philadelphia and Reading $50 shares	18	"	22

American Railroad Journal.

Saturday, April 26, 1862.

Freshets--Work for Engineers.

The unusually severe freshets, now visiting some parts of New York, New England and Lower Canada, suggest that there is much work for engineers to do in the more uneven parts of the country. As a rule it may be set down that the floods produced by the downfall of rains or the melting of snows, are becoming larger and more destructive every year. Rivers that used to take days or weeks to swell up after rains, now reach their height in hours or days. As the surface of the country gets cleared of its forests, as the tributary water courses are freed from obstructions and straightened, it is obvious that the water that formerly lodged in swamps is at once liberated. It rushes to the sea in greater volume, and more destructive effect. The damage inflicted is not merely that done to public and private works in the course of the rivers, but to agriculture, by washing from the soil some of its best ingredients. The lack of sufficient moisture is also soon felt in the uplands, and drought is more apt to supervene than formerly. If this state of things is to continue, the prospect is cheerless; for with nearly every local improvement made there is the certainty of more sudden and destructive freshets, with a corresponding loss of fertility in the soil.

To prevent these inevitable calamities, it seems to us that the several State governments or chartered companies ought to undertake the construction of large and numerous reservoirs for water at different elevations in the mountain districts. This has been done already to some extent for canal purposes; but the system which we would suggest has reference to the permanent improvement of our agriculture, as well as the prevention of great floods. For the dams thus filled should be made to part with their waters at times when the supply has run short, thus converting what is now a destroyer into a source of fertility and wealth. In the valley of the Po, in Northern Italy, such a system of works of irrigation was begun by the Savoy Princes and the Dukes of Milan several centuries ago. Scarcely an acre of that plain can be found but may be reached by some of the canals or rivers bringing down the wealth of the mountain regions lying on both sides of it. The consequence is, that valley has long been known as the garden of Europe, sustaining a population of several hundreds to the square mile, with a varied industry, an old civilization and with liberal political institutions besides. We maintain that the valleys of Connecticut and New York may be made as fertile as those of Piedmont or Lombardy, if the rich workings of the uplands, instead of being allowed to run to waste, are carefully husbanded, by the construction of reservoirs, with locks and canals in the mountain districts of the Northeastern States and Lower Canada. For this purpose the foremost talent of the country, we believe, will be put in requisition before the lapse of many years.

A Subterranean Railway in London.

A railway is now in an advanced state of construction, running about four and a half miles under the city of London. Of this distance a little over three miles will be through tunnels and the rest through open cuttings. It commences at Victoria street, in the midst of what was formerly a disreputable thoroughfare, but will soon be covered with magnificent structures for passengers and freight, it being a common centre for the Great Northern, the London, Chatham and Dover, and the Metropolitan lines. From that point it passes eastwardly to Finsbury circus, having a large number of intermediate stations, three or four of which are very handsome buildings. On the occasion of a recent trip made through a portion of its length, the air was found to be perfectly sweet and free from all unpleasantness or dampness.

The locomotives used condense their own steam and consume their own smoke, so that neither gas nor vapor is perceptible. These engines are of the kind patented by Mr. Fowler, the engineer of the road. The surface of the rails is made of steel, and the points of these are of Bessemer steel, which is now coming into use. The line is laid for two gauges and has a double track throughout. The carriages will be roomy, well ventilated and lighted with portable gas. It is expected the road will be opened about the middle of June. We are not yet advised as to its cost, but the busines awaiting it will doubtless be immense.

It deserves notice that while hundreds of thousands are being expended in building "underground" railroads in London, Mr. George Francis Train should be experiencing the horrors of a prosecution for having obstructed a broad street in the same city by a horse railway; though it does not appear that any person has lost life or limb by the innovating track. After obtaining a charter in the proper mode and setting the cars in motion, the road is now indicted as a nuisance!

Providence and Worcester Railroad.

The following gentlemen have been chosen directions of this road for the ensuing year: Earl P. Mason, President; Horatio N. Slater, James Y. Smith, Alexander De Witt, Paul Whiten, Harvey Chace, Thomas P. Shepard, Joshua Bennett, Henry Gould, Isaac Davis, Isaac H. Southwick, Edward Pearce, Duty Greene, Henry Chapin, Wm. S. Slater, John Carter Brown, Peleg W. Lippitt, Gideon L. Spencer.

South Pennsylvania Railroad.

We have received a copy of the surveys of the South Pennsylvania, or Sherman's Valley Railroad, made by Mr. James Worrall, Engineer, in 1860. The object of this line by its charter and supplements, is to find a practicable route between Harrisburg and some point on the Pittsburg and Connellsville road. From its Eastern terminus it has now first class connections with New York, Philadelphia and Baltimore. The route, as surveyed, passes through Dauphin, Perry, Juniata, Fulton and Bedford counties, if it should terminate at Bridgeport; also through Somerset and Westmorland counties, if it should join the Connellsville Railroad at West Newton, on the Youghiogheny river.

From Harrisburg the line passes the left branch of the Susquehannah for six miles northward; then crosses that river opposite to the mouth of Fishing creek, which it follows by easy gradients to its head; next it enters Sherman's Valley, and passing through Conococheague hill, it enters the well known Tuscarora Valley. Its course there is remarkably uniform, gradually ascending the mountain which separate the Potomac from the Susquehannah, and crossing the summit, though at a high elevation, without any serious impediment. After traversing that lofty table-land for a considerable distance, the line strikes the Raystown branch of the Juniata, by the aid of another short tunnel. That stream is crossed by a single span of a suspension bridge at a height of 140 feet. The road then makes for Bedford, and after re-crossing the river, again climbs the dividing ridge at moderate grades. The Western slope to Bridgeport offers a resistance of only fifty feet to the mile. Bridgeport is 135 miles from Harrisburg, and the same distance from Pittsburg.

It will be seen that by a road 21 miles longer than the Pennsylvania Railroad between the same points, a continuous line is open to Wheeling and Parkersburg, Virginia, through the Baltimore and Ohio. The difficulties in regard to graduation, curvature, bridging, &c., are much less formidable than in most of the other great East and West lines, enabling a quicker speed to be obtained and thus virtually annihilating distance.

The engineer, however, made a survey so as to strike the Connellsville road at a point further to the northwest. For this purpose he proposes to start from the summit at Wills creek and follow the Dry Ridge till it reaches the Great Allegheny. The summit of this could be passed by a tunnel. Thence it could descend the mountains by grades not exceeding 60 feet, and pass through the villages of Berlin and Somerset, striking the Connellsville Railroad at the West Newton station, 32 miles from Pittsburg and 33 from Wheeling, by a practicable route.

The latter line shows a gain of 11⅛ miles in length, as compared with the Pennsylvania Central, the whole distance from Harrisburg to West Newton being 205½ miles, and to Pittsburg, 237½ miles. At Rays Hill a branch of eight miles would give access to the south side of Broad Top, where the road would tap a field of 120 square miles of excellent coal. Iron ore is said to exist abundantly along the route, some of the excavations being through valuable deposits of it. Several mineral springs are also found contiguous to the proposed line.

The country resembles greatly, in its general outline, the red-shale region of New Jersey, having a rich soil with abundant forests. It is believed that in a moderately brief period sufficient local business would be developed to make the concern profitable, apart from all consideration of through travel and traffic. The engineer calls attention to the circumstance that the route was principally used by the aboriginal tribes whenever they had occasion to cross the mountains. For want of sufficient water, however, the State canals were constructed on lines further northward; and the first railroads built naturally followed the general courses of the canals, to accommodate the population which had been attracted to the water lines.

The cost of a railroad is estimated at $45,000 per mile—whether for a single or double track is not stated. This would give an aggregate of $6,075,000 to reach the Pittsburg and Connellsville Railroad at Bridgeport, or $9,247,500 to reach the same line at West Newton. To this should be added the cost of making a connection with Wheeling (33 miles,) bring it up to $10,732,500. The coal branch line spoken of above would require $400,000 additional.

To procure the means requisite for this work, the engineer proposes that local subscriptions be taken on the condition that the road shall go into operation. From this source he thinks two millions of dollars might be obtained. Other interests would be ready to co-operate in the undertaking, among which are mentioned the Philadelphia and Reading and the New Jersey Central Railroad Companies. Private capitalists would also take part in it, he believes, were the work once fairly under way.

Railroad Earnings--Monthly.

The following statement shows the business of the Philadelphia and Reading Railroad Company for March, 1862, compared with that of 1861:

	1861.	1861.
Rec'd from coal	$164,627 22	$128,840 00
" " merch'dise	48,996 37	37,291 30
" " travel, etc.	80,799 06	25,654 95
Total	$244,422 65	$191,266 25
Transportation, roadway, dumpage, renewal fund, and all charges	128,440 89	108,933 37
Net profit for the m'th,	$115,981 96	$82,332 88
Profit for the previous 3 months	349,289 17	257,020 59
Total net profit 4 mos.	$465,270 93	$339,353 47

The earnings of the Cleveland and Pittsburg Railroad for March, 1862, were $90,300
Do., 1861 83,408

Increase $6,892

The receipts of the Housatonic Railroad Company for the three months ending March 31st,
1862 ..... $46,847 59
1861 ..... 40,158 69

Increase $6,688 90

The receipts of the New Brunswick Railway for March were:

	1861.	1862.
Passengers	$2,918 87	$2,535 56
Freight	[illegible]	3,490 96
Mails and sundries	[illegible] 67	413 07
Total	$6,749 55	$6,439 59

Finances of the United States.

The following is an official statement, under date of April 11, 1862, of the receipts and expenditures of the United States for the quarter ending December 31, 1861, exclusive of trust funds:

RECEIPTS.

From customs	$8,309,066 47
" sales of public lands	89,658 46
" miscellaneous	172,816 22
" three years' bonds at 7 3-10 per cent	91,790,676 23
" United States notes	18,480,000 00
" sixty day Treasury notes, per act of March 2, 1861	18,600 00
" stock for the Washington and Oregon war debt	488,000 00
" loan of November 16, 1861 per act July 17 & Aug. 5, 1861	24,294,129 17
Total	$143,587,446 55

EXPENDITURES.

Civil, foreign intercourse, and miscellaneous		$4,773,406 70
Interior (pensions and Indian)		469,162 80
War		84,663,889 32
Navy		9,779,238 44
Interest on public debt, including Treasury notes	$3,738,526.36	
Payment of Treasury notes, per act of December 23, 1857	203,300.00	
Payment of Treasury notes, per act of December 17, 1860	429,000.00	
Payment of Treasury notes, per act March 2, 1861	12,430,050.00	
Reimbursement of temporary loan, per acts July & Aug. 1861	28,500,050.00	
		45,300,926 86
Total		$144,946,123 62

Finances of Philadelphia.

The total receipts of the Treasury of the city of Philadelphia, from all sources of public revenue, including the proceeds of loans, during the year 1861, were $4,888,493 27, which, with its previous balance of $380,222 42, amounted to $5,268,715 69 available assets, of which $4,783,203 66 have been expended, leaving on the first day of January $485,512 03 to its credit. Among these were $854,182 97 for warrants of dates prior to 1861, and $318,913 76 for loans which had matured. The interest paid upon the funded debt amounted to $1,184,492 19, together with $54,841 96 accrued on warrants and temporary loans. The countersigned warrants remaining unpaid are $1,099,444 52 (of which $83,997 63 were issued in previous years), besides the sum of $450,000 borrowed for temporary purposes—the whole of which indebtedness will be discharged by the outstanding taxes and the proceeds of the loan authorized for such use.

At the beginning of the year the loans of the city readily sold at a small premium, but, as national disorders became more imminent, their market value depreciated, particularly when forced into competition with a Federal loan yielding 7.30 per cent. interest. An ordinance, approved June 8th, gave authority to borrow one million of dollars, to make provision for the defence of the city and for the relief of the families of volunteers, without the usual limitation to a par value; and of such loan $498,500 have been sold as needed, at the average rate of 92.1 per cent., producing $459,690 net avails.

A further loan for the extension of the Water Works of $42,500 was enacted by ordinance of May 3d, to be borrowed at not less than par—and by ordinance of December 14th a loan of $1,200,000 was created, $117,000 thereof for the construction of Chestnut Street Bridge, and the remainder for the payment of deficiencies, without restriction of price—but no portion of either has yet been offered for negotiation.

The actual increase of the funded debt during 1861 was $608,591 24, and its present amount is stated to be $21,845,285 05, of which $328,433 12 are overdue, but have not been presented for redemption, $516,322 11 are held by the several sinking funds of the city, and $315,700 by those of the Gas Trust. The many inaccuracies in the accounts of some of the former municipalities have not been fully rectified, notwithstanding the unremitting efforts of all who have held the office of City Controller, and hence such statement of the funded debt is to be considered approximate rather than definite.

The sinking funds for the redemption of the City debt are eighteen in number—the larger known as that of the ten million loan, being applicable to the payment of the maturing liabilities of the several corporations which were merged into one debt, in pursuance of the Act of Consolidation, and the others providing respectively for the loans by which they are specially designated. The aggregate loans authorized since the consolidation, amount to $9,774,900, while $2,102,420 90 of its matured debt have during that period been extinguished, making an apparent increase of $7,672,479 10 to the funded debt. The purposes for which these loans have been created, are as follows:

Deficiencies and current liabilities	$3,429,900
Railroad subscriptions, made prior to consolidation	1,725,000
Extension of Gas works	1,450,000
Payment of matured loans	1,025,000
Defence and relief	1,000,000
Building bridges and road damages	517,000
Extension of Water works	328,000
Construction of culverts	200,000
Erection of school houses	100,000
	$9,774,900

Of these loans $2,540,100 had not been disposed of at the beginning of the current year.

The principal and interest of the loans for $1,450,000 to the Trustees of the gas works are specially secured, and with allowance for the reduction of matured indebtedness, if the loans already authorized shall be entirely negotiated, the funded debt for which provision must be made by the City will amount to $22,710,385 05.

The municipal taxes assessed in 1861 amounted to $3,080,782 06, of which $2,203,449 71 have been collected, and of the balance—after deducting $203,000 for exempt property, $90,152 80 for rural estates, and $136,969 13 for rateable allowances—$447,210 42 remain unsettled. The receipts from taxes registered for previous years were $371,745 51, beside $376,281 28 from those payable to the State.

The tolls upon the city railroads have amounted to $16,761 85, being $1,268 04 in excess of those for the previous year. Of this sum $6,259·76 have been paid into the Treasury; $5,000 have been credited to the Pennsylvania Railroad Company, under the ordinance of December 15th, 1860, for the expenses incurred by them in relaying the track in Market street, west of Eleventh, and for repairs east of that street; and the balance of $5,502 09 is yet due from that Company, subject to deductions upon the settlement of their account for work done west of the Market Street Bridge. The sum of $2,700 was appropriated by Councils, and has been fully spent in the ordinary repairs of these roads.

The following statement will show the liabilities and assets of the city of Philadelphia for 1862, also the valuation of real and personal estate, and the amount and rate of taxation required to supply the deficiency:

LIABILITIES FOR 1862.

Estimated appropriation for 1862	$4,735,999 49
Due to road damage and bridge loan	12,523 63
Outstanding warrants	1,099,444 52
Estimated discount and allowance on tax of 1862	230,000 00
Estimated deficiencies of Departments	30,000 00
For Chestnut Street Bridge	117,000 00
	$6,224,967 64

ASSETS FOR 1862.

Estimated revenue from sources other than taxes	$1,231,574 00
Due from water loan	22,194 61
" school "	1,454 67
" Chestnut St. Bridge loan.	807 80
Estimated receipts of delinquent taxes	400,000 00
Loan to pay deficiencies (if sold at par)	1,200,000 00
Cash balance in treasury Jan. 1, '62	431,539 48
	$3,287,570 56
Amount required to be raised by taxation	2,937,397 08
	$6,224,967 64
Valuation of real estate	$152,410,165 00
" " personal estate.	2,482,989 00
	$154,893,154 00

This sum, at $1 90, yields a revenue of $2,943,069 92.

Iron Railroad.

The receipts and expenses of the Iron (Ohio) Railroad for the year ending the 1st inst. were:

From freight transportation	$17,644 27
From passengers	2,344 78
From interest collected	385 19
From other receipts	39 20
Total	$20,413 44
Total expenditures	16,533 50
Net income	$3,879 94

Philadelphia City Passenger Railroads.

The following statement will show the earnings and expenses of these roads for the year 1861:

	Earnings.	Expenses.
Citizens' Passenger Railway	$108,594 52	$78,073 36
Delaware County	4,200 00	8,530 00
Frankford & Southwark	150,849 44	102,468 84
Fairmount & Arch Street	52,287 14	43,138 84
Green and Coates Streets	98,148 11	65,884 69
Girard College	58,015 62	46,621 61
Philadelphia City	83,767 73	46,166 62
Phila. and Gray's Ferry	64,877 94	42,174 34
Ridge Avenue & Manayunk	26,551 98	18,808 23
Second & Third Streets	213,646 46	143,727 64
Seventeenth and Nineteenth Streets	31,374 26	.....
Thirteenth and Fifteenth Streets	52,658 89	46,230 00
West Philadelphia	132,348 75	101,146 81

New York Savings Banks.

The principal features in the operations of the Savings Banks of this city and State for the years ending December 31, 1861 and 1862, are as follows:

	1860.	1861.
Number of institutions	71	74
Number of open accounts	300,693	300,511
Amounts due depositors.	$67,440,397	$63,083,119
Amounts deposited	34,934,271	27,439,855
Amounts withdrawn	28,308,414	33,678,073
Am't of interest received	3,682,158	3,954,724
Amount of interest credited depositors	2,834,249	3,088,921

It appears that the aggregate deposits on 1st January, 1862, were less than 1st January, 1861, by $3,367,247.

The aggregates for seven years past were as follows:

	Amount.
1st January, 1856	$36,112,764
" 1857	41,699,502
" 1858	41,422,672
" 1859	48,194,847
" 1860	58,178,160
" 1861	67,450,397
" 1862	64,083,150

The deposits and number of accounts open in the cities of New York and Brooklyn, and in the interior, were as follows on 1st January, 1862:

	Deposits.	Depositors.	Av'ge.
New York city	$45,854,025	$205,169	$218
Brooklyn	6,776,623	37,776	
Other places	12,221,502	57,566	212
	$64,083,150	$306,511	

By comparing the returns of January, 1862, with those of January, 1861, it seems that the city deposits (New York and Brooklyn) were

Diminished	$3,918,924
And the country increased	551,677
Net decrease in the State	$3,367,247

Of the eleven savings banks of this city, holding each over one million of dollars, the changes between 1st January, 1861, and 1st January, 1862, were as follows:

	Jan. 1861.	Jan. 1862.	Decrease.
	$	$	$
Bank f. Savings	10,062,616	8,821,750	1,240,866
Seamen's Sav. B.	8,922,634	8,215,686	706,948
Bowery Savings	10,294,995	9,173,083	1,121,962
Greenwich Sav'gs	3,898 339	3,402,410	495,929
Manhattan Sav'gs	2,794,934	2,676,907	118,027
Emig't Industrial	2,563,475	2,425,170	138,305
Merch'ts' Clerks'	2,103,285	1,896,247	207,038
Dry Dock Sav'gs	1,976,064	2,110,890	.....
East River Sav'gs	1,161,234	1,068,244	92,990
Broadway Sav'gs	1,102,794	1,010,727	92,067
Irving Savings	1,086,547	1,064,209	22,338
	45,966,917	41,865,273	4,236,470
Other City Banks	3,021,909	3,219,752	
	48,988,826	45,085,025	

In Brooklyn and Williamsburg the savings deposits were:

January 1, 1861	$6,791,746
" 1862	6,776,623
Decrease in one year	$15,123

It appears, therefore, that the deposits of ten of the savings banks of the city decreased. $4,236,470
And four in Brooklyn 15,123
$4,251,593

While the increase in the interior towns was	$551,677
Other city savings banks	332,669
	884,346
Actual decrease in the State, year 1861.	$3,367,247

One peculiarity of the returns is that the average amount due each depositor in the Seamen's Savings Bank is over $318, which exceeds that of any other; the average sum due each depositor in the two cities being $213, and in the interior towns and cities $212. The disproportion of deposits in this city compared with the country towns shows the greater concentration and accumulation of labor and capital in the former, viz:

	Population.	Savings Deposits.	Average.
New York....	813,000	$45,085,000	$55 00
Kings County.	280,000	6,766,000	24 00
All others	2,794,000	12,222,000	4 80
	3,887,000	$64,082,000	

SUMMARY, showing the aggregate of the Resources and Liabilities of the Savings Institutions of the State of New York, as exhibited by their reports to the Superintendent of the Banking Department of the State of New York, of their condition on the morning of the 1st day of January, 1862:

RESOURCES.

Bonds and mortgages		$25,643,014
Estimated value of mortgaged premises	$59,594,466	
Stock investments		30,821,921
Par value of stocks	31,025,582	
Estimated value of the same	27,469,299	
Stocks upon which money has been loaned, par value	1,562,788	
Amount loaned thereon		1,073,899
Amount loaned on personal securities		135,718
Amount invested in real estate		1,010,295
Cash on deposit in banks		6,251,410
Cash on hand not deposited in banks.		1,937,385
Amount loaned or deposited, not included in the above heads.		177,155
Miscellaneous		93,428
Add for cents		108
Total		$67,144,233

LIABILITIES.

Amount due depositors	$64,083,119
Miscellaneous	4,986
Excess of assets over liabilities	3,056,066
Add for cents	62
Total	$67,144,233

The Junction Railroad.

The work for the graduation of a portion of this road has been put under contract, between the Pennsylvania Railroad at Bridge street at the Wire Bridge and the Philadelphia and Reading Railroad at Belmont at the Columbia bridge at the foot of the old inclined plane, a distance of 2¼ miles. From Bridge street to Gray's Ferry, which is also about 2¼ miles, contracts for graduation will soon be allotted. This latter part of the line will include the heavier work; the Junction Railroad will be carried under the grade of Market street and Chestnut street, through an arched way; a thorough cut will first be excavated, after which the roadway will be arched over, and the top filled in with earth, forming a tunnel, and thereby providing a safe and unobjectionable crossing under the two thoroughfares of Market and Chestnut street, the first of which now has, and the last of which soon will have, communication by bridge across the Schuylkill river.

The Junction Railroad will provide a distinct, independent, continuous track from the Gray's Ferry Bridge to the Columbia Bridge a distance little short of five miles; it will connect at grade with the Reading Railroad, the Pennsyvania Railroad, the West Chester Direct Railroad, and the Baltimore Railroad, and will be operated with steam-power; with the waste material due to the preponderance of excavation over embankment, the trestle work approach to the west abutment of the Pennsylvania Railroad bridge across the Schuylkill river, at the United States Arsenal, will be filled in and a permanent embankment made in its stead. Altogether, the Junction Railroad is a very important work, and its completion will be followed by marked and positive changes and consequences.—*U. S. R. R. and Mining Register.*

Retrenchment in Ohio.

The Auditor of State, Mr. Taylor, has made an elaborate report to the Legislature, showing where a retrenchment may be made in State, County and Township taxes, and he appends these estimates as the result of such reduction:

General revenue	$354,849 85
School fund	178,437 58
County purposes	141,451 50
Bridge "	145,565 23
Building "	82,162 03
Road "	251,328 59
Poor "	109,012 48
Special tax including volunteer levy.	535,028 45
Township tax	90,469 29
Local school tax	803,245 81
City and village taxes	945,841 41
Total	$3,117,392 31

Eastern (Mass.) Railroad.

We give elsewhere the report of this company for the half year ending Nov. 30, 1861—the time for closing the financial year having been changed to that date. For convenience of reference and comparison the earnings and receipts for the whole year, viz: from December 1, 1860, to November 30, 1861 are also given, as follows:

From passengers		$431,161 69
" freight		100,196 85
" mails		9,724 00
" rents		8,507 20
" miscellaneous		16,349 26
		$565,939 00
And the expenses were:		
Coal, 5,188 tons	$30,417 58	
Wood, 1,529 cords	6,879 12	
Maintenance of way	51,298 14	
" motive power.	29,517 21	
" cars	29,594 93	
Rent of G'd Junction road.	11,000 00	
Passenger expenses	80,736 60	
Freight "	16,030 38	
Miscellaneous	64,063 54	
		319,587 50
Net earnings		$246,401 50
Interest		107,139 23
Surplus		$139,262 27
Profit and loss account	$16,159 68	
Surplus last year	240,407 23	
		256,566 91
Total		$359,829 18
Dividend $4.00 per share		133,836 00
From which has been paid—		
For engines	$14,756 97	
" bridge and wharf	28,481 82	
" land at Beverly	2,500 00	
" old claims adjusted	18,994 17	
Charged off from cost South Reading Railroad	149,567 92	
		214,300 88
Surplus		$47,692 30

Miles run by passenger trains 299,573; by freight trains, 72,119; by other trains, 60,408—total miles run, 432,100. Number of passengers carried 1,122,405; number carried one mile, 18,043,819. Tons of freight carried, 80,071; tons carried one mile, 2,286,484.

Canal Expenditures.

The following recapitulation is from the reply of the Auditor of the Canal Department of the State of New York to the resolution of the Assembly, of the amounts paid in the last three years on contract for construction of the canals and on awards by the Canal Appraisers.

The recapitulation shows the total amounts paid to be as follows:

Construction of Erie Canal	$1,301,691 18
Champlain Canal	98,160 16
Oswego Canal	401,375 10
Cayuga and Seneca Canal	151,163 72
Black River Canal	81,680 64
Genesee Valley Canal	59,215 10
	$2,093,185 90
Canal Appraisers' awards	898,280 52
Total	$2,491,466 42

Canal Estimates.

The State Engineer, in reply to a resolution of the Assembly asking him to report on the feasibility and expense of an enlargement of one tier of locks on the Erie canal to one hundred and fifty feet in length and twenty-five in width, says that the Erie canal, from Buffalo to Albany, is three hundred and fifty and a half miles in length; it has fifty-six double and fourteen single enlarged locks. The Oswego canal is thirty-eight miles in length, and has eighteen single enlarged locks. The expense of enlarging the Erie canal locks he estimates at $2,815,900; the same for Oswego canal, $625,600. Total $3,441,400. He also reported on enlarging the locks on the Champlain canal, so as to admit the passage of gunboats.

The length of this canal is sixty-four miles; the summit level is one hundred and fifty feet above tide-water, and the descent to Lake Champlain is fifty-six and one quarter feet; there are thirteen locks up and seven down, going to Champlain. The work of enlarging these locks is estimated at $815,000. To enlarge the entire canal so as to make a ship canal, he estimated at $3,770,190.

Interest and Dividends.

The Pennsylvania Railroad Company have declared a semi-annual dividend of four per cent. on the capital stock of the company, clear of State tax, payable on and after May 15, 1862.

The Lehigh Valley Railroad Company will pay, about the 10th of May, a semi-annual dividend of four per cent., in cash. The semi-annual interest on the coupons of this company's bonds, due on the 1st of May, will be paid on that day.

The city comptroller of Chicago announces that the interest due on the 1st of July on sewerage, water and municipal bonds, will be paid at his office on presentation of the coupons.

Coffee Growing in Illinois.

The resources of our State appear to be without limit.—Not only are we producing our own Syrup and Sugar, and are likely to produce our own Cotton, but it has been demonstrated to a certainty that Coffee can be grown in Illinois. Mr. George R. Hoffman, of Effingham county, last year raised *two bushels of coffee*, nearly identical with Rio Coffee. His seed was sent to him three years ago from Australia. It is unproductive the first year, bearing a little the second year, and is most productive the third season. At his estimate, *thirty bushels can be grown per acre.*—The plant has every appearance of hardiness and adaptability to Illinois soil. Many farmers in Mr. Hoffman's vicinity will plant it the coming season. The Southern rebellion may be the means of proving to the world that the West is capable of supplying the country with all it needs in the way of the substantial, as well as the condiments and luxuries of life.—*Chicago Tribune.*

Fitchburg Railroad.

At a recent special meeting of the shareholders of this company, a vote was adopted, accepting the act passed by the legislature of Massachusetts, at its late session, authorizing the purchase by the company of the property of the Marlboro' and Fentonville branch railroad company. The directors were empowered to consumate the contract for the purchase by the payment of 275 shares of Fitchburg railroad stock. The sum paid last year for the lease of the branch road was $2,584 34.

Panama Railway.

This company have recently commenced the construction of a fine gridiron at the islands occupied by the Panama Mail Steamship Company, in this bay. The gridiron will be sufficiently large to admit the largest-sized steamers, and will prove of the greatest advantage to this port. Although the work of construction is carried on night and day, it will be several months before its completion. The material has all been imported from the United States.—*Panama Star.*

Housatonic Railroad.

At the annual meeting of this company held in February last, the following gentlemen were chosen directors: Charles Hunt, Charles M. Owen, Charles W. Hopkins, Charles Mixter, Morris Ketchum, John L. Stuart, Daniel Marsh, David M. Hunt, Edward Bement. At a subsequent meeting of the board, Charles Hunt was elected President and Superintendent, Charles Averill, Treasurer, and J. T. Lawrence, Secretary.

Track Laying at St. Paul.

The contractor yesterday commenced spiking down the rails on the railroad track, from the Levee towards the Winslow Mills. There is iron enough on hand to complete the road to the mill, and the remainder for the construction of the ten miles will arrive by the first boats.—*St. Paul Pioneer.*

☞ The shipments of gold from Victoria to San Francisco by the agenies amounted in 1858 to $337,775; in 1859 to $1,211,309; in 1860 to $1,303,332, and in 1861 to $1,636,970. The only article of which there was a scarcity at Caraboo up to Dec. 1, was candles which were selling at $2 50 per pound. Flour at the Forks was worth $72 per barrel; beans 45 cents.

Cairo and Fulton Railroad.

The Cairo and Fulton Railroad is again in operation to Sikestown. Citizens of Missouri, who for many months have been kept away from Cairo by military rule and necessity, are now seen in our streets almost daily, coming in and returning by the railroad without interruption.—*Cairo Gaz.*

Pennsylvania Railroad.

The following gentlemen have been elected directors for the ensuing year: J. Edgar Thomson, President; Josiah Bacon, Thomas Mellon, John Hulme, G. D. Rosengarten, Wistar Morris, G. W. Cass, William H. Smith, Samuel T. Bodine, J. Craig Miller.

WANTED, a situation as Foreman Blacksmith by a man who has had 17 years experience in railroading, is a sober man and can give unexceptional reference; has had a very large experience in Frogs, Switches and Rail mending and welding. Address BLACKSMITH, at the office of this paper.

VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS,** etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.
Address HENRY RUTTAN,
Coburg, Canada.

REMOVAL AND CHANGE OF NAME.

THE business heretofore conducted by A. BRIDGES & Co., at 64 Courtlandt st., will be continued by the same parties hereafter under the firm of—

BRIDGES & LANE,

at **50 Courtlandt, corner of Greenwich st.**
New York, March 31, 1862.
See Advertisement. } ALBERT BRIDGES. JOEL C. LANE.

HARDWARE AND IRON.

HARDWARE and IRON and other business notes negotiated at lowest rates. GOVERNMENT SECURITIES of all kinds bought and sold by

P. W. GALLAUDET,
1y **11 Pine st.**

HENRY H. BOODY,
STOCK BROKER,
12 WALL STREET, NEW YORK,

BUYS AND SELLS STOCKS, BONDS AND Public Securities of every kind, on Commission.
Refer, by special permission, to
WM. A. BOOTH, Esq., 93 Front st., New York.
GEO. A. COE, Esq., President of the American Exchange Bank, New York.
ROBERT BAYARD, Esq., 12 Wall st., New York.
S. J. TILDEN, Esq., 12 Wall st., New York.

P. W. HOLMES,
STOCK AND BOND COMMISSION BROKER,
No. 51 EXCHANGE PLACE,
NEW YORK.

REFERENCES. DUNCAN, SHERMAN & Co., New York.
I. SEYMOUR, Pres't Bank North America.
AMERICAN EXPRESS Co., New York.
Hon. ERASTUS CORNING, Albany, N. Y.
Hon. C. VIBBARD, Albany, N. Y.
INTERNATIONAL BANK, Buffalo, N. Y.

A. W. GREENLEAF & CO.,
BANKERS and BROKERS,
No. 44 EXCHANGE PLACE,
NEW YORK.

STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.
A. W. GREENLEAF. E. B. GREENLEAF.

H. MEIGS, Jr. & SMITH,
BANKERS and BROKERS,
39 WILLIAM STREET,
(FIRST BUILDING BELOW WALL STREET.)
STOCKS and BONDS Bought and Sold on Commission
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. WM. ALEX. SMITH.

DUNCAN, SHERMAN & CO.,
BANKERS,
Corner PINE and NASSAU Sts.,
NEW YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

Livermoore, Clews & Co,
BANKERS,
41 & 43 WALL ST., N. Y.

GOLD, TREASURY NOTES
And all first-class SECURITIES
BOUGHT AND SOLD.

O. W. C. SCHACK,
STOCK BROKER,
No. 34 WALL ST., N. Y.

STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

WILLIAM H. MARSTON,
BANKER AND BROKER,
No. 36 Wall st., NEW YORK.

UNCURRENT MONEY,
TREASURY NOTES,
UNITED STATES ONE-YEAR CERTIFICATES,
QUARTERMASTERS' AND ORDNANCE VOUCHERS,
SPECIE, LAND WARRANTS, AND
DOMESTIC EXCHANGE,
BOUGHT AND SOLD.
STOCKS, BONDS and GOLD bought and sold on Commission at the Board of Brokers.
LOANS negotiated and Advances made on marketable Securities.

EUGENE THOMSON & CO.,
Stock and Bond Brokers,
41 PINE STREET.

STOCKS and BONDS Bought and Sold on Commission.
INTEREST ALLOWED ON DEPOSITS.
EUGENE THOMSON. C. MILTON RUTTER.

RICHARDS KINGSLAND,
BANKER AND BROKER,
No. 4 Broad st., NEW YORK.

GOVERNMENT CLAIMS, BONDS, QUARTERMASTERS' VOUCHERS and U. S. 6 PER CENT. CERTIFICATES,
Fire and Marine Insurance Stock and Scrip
BOUGHT, SOLD and ADVANCED UPON.
MERCANTILE PAPER AND LOANS NEGOTIATED.
INTEREST ALLOWED ON DEPOSITS.

CHAS. A. MEIGS & SON,
BANKERS AND BROKERS,
No. 50 EXCHANGE PLACE, N. Y.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

SAMUEL HALLETT & CO.,
BANKERS,
58 BEAVER STREET,
NEW YORK CITY.
DEALERS IN
Foreign and Domestic Exchange,
AND NEGOTIATORS OF
STATE AND RAILROAD BONDS.

SIMEON DRAPER, Auctioneer.

By SIMEON DRAPER,
OFFICE, No. 36 PINE ST., NEW YORK.
REGULAR AUCTION SALES
AT 36 PINE ST., EVERY DAY.
STOCKS and BONDS bought and sold at private sale
Sale every day at 1 o'clock. See Catalogue.

RAILROAD IRON.

THE UNDERSIGNED are prepared to contract for the sale of

RAILROAD IRON

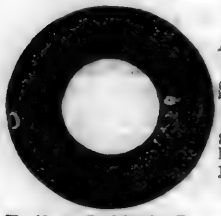
on advantageous terms, delivered at ports of England, Wales, or the United States.

MEAD & BELL,
13 Cliff Street, N. Y.

CHARLES E. SMITH & CO.,

FAIRMOUNT IRON WORKS,

29th Street, above Coates. Schuylkill,
PHILADELPHIA, PA.



MANUFACTURERS OF
ALL SIZES OF RAILS.
OLD RAILS RE-ROLLED.
STREET RAILS.
SMALL RAILROAD IRON
Suitable for Turnouts, Warehouses, Coal Yards, etc. Also
Marble and Stone Saws,
T and L IRON,
Railroad Chair Iron and Bands, and Bars,
OF EXTRA WIDTH, LENGTH, OR GAUGE.
PUNCHED WASHERS.

ROLLED CHAIRS

WITH SINGLE OR DOUBLE CONTINUOUS LIPS;
Rail Joints, Shoes, Splices and Fishing Pieces
OF EVERY DESCRIPTION.

CHARLES E. SMITH, STEPHEN MORRIS, CHAS. WHEELER, STEPHEN P. M. TASKER, THOS. T. TASKER, JR.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.

CONTRACTS for **RAILS,** at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned.

THEODORE DEHON,
10 Wall st., near Broadway, N. Y.
500 tons T Rails on hand, 54 to 57 lbs. per lineal yard.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States

M. K. JESUP & COMP'Y,
44 Exchange Place.
New York, 1st June, 1859.

RAILROAD IRON.

3,400 TONS BEST QUALITY WELSH RAILS—T pattern—53 lbs. per lineal yard, for sale by

CHAS. L. PERKINS, or
E. LIVINGSTON,
3m15 **54 Exchange Place.**

RAILROAD IRON.

THE subscriber is prepared to enter into **Contracts for RAILS** delivered at an English port or at a port in the United States.

JAMES TINKER,
54 Exchange Place,
NEW YORK.

Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

MORRIS, WHEELER & CO.,

SUCCESSORS TO
MORRIS & JONES & CO.,

IRON MERCHANTS,

MARKET AND SIXTEENTH STREETS,
PHILADELPHIA.

IRON AND STEEL
IN ALL THEIR VARIETIES.

BOILER PLATE, BOILER RIVETS, CUT NAILS and SPIKES, CAR AXLES, RAILROAD IRON, PIG IRON, etc.

Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.

RAILROAD IRON AND COMMON BARS.

THE undersigned, sole Agents to Messrs. GUEST & CO., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAKIN, 70 Broad st.

RAILROAD IRON.

THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,

OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS
received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & CO.,
32 Cliff st.

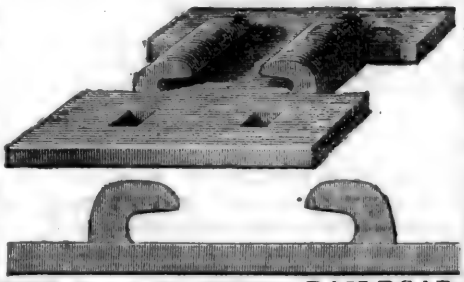
CAR DUCK.

HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS, 11 to 144 inches. PLUSHES, BURLAPS, CAR HEAD LININGS, and all kinds of RAILROAD SUPPLIES.
For sale by

WILLIAMS & PAGE,
67 Water st., Boston.

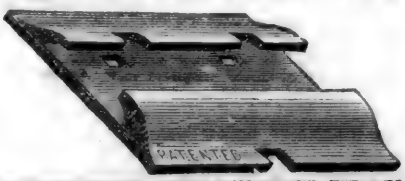
NEW YORK Railroad Chair Works,

J. S. BREESE, *Pres't.* J. S. DAVENPORT, *Sec'y and Treas.*
Office, No. 89 Maiden Lane, cor. Gold St.,
NEW YORK.
JOSIAH S. LEVERETT & CO.,
SOLE AGENTS.



THIS Company also manufacture **RAILROAD, SHIP AND BOAT SPIKES** of a superior quality, which they are prepared to supply at the **shortest notice.**

PHŒNIX IRON COMPANY'S



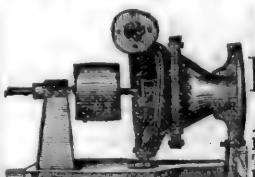
SUPERIOR WROUGHT IRON

RAILWAY CHAIRS,

With continuous lips, made to fit exactly the flanges of the rails.

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410 Walnut st., Philadelphia.

ANDREWS' PATENT Centrifugal PUMPS



ARE the best and cheapest Pumps made for **RAILROAD STATIONS, MINES, FACTORIES, TANNERIES, PLANTATIONS, DRAINAGE, IRRIGATION, WRECKING,** and general use.

Made entirely of metal, without working valves or rubbing surfaces, they pass sand, fine ore and gravel, without injury. Capacity from 20 Galls. to 1,000 Bbls. per minute.

For descriptive pamphlet and Price List address

WM. D. ANDREWS & BRO.,
414 Water St., New York,
GENERAL DEALERS IN
Iron, Metals, new and second hand **Machinery.**

LOCOMOTIVES FOR SALE.

THE JERSEY CITY LOCOMOTIVE WORKS have on hand and offer for sale at low prices and on reasonable terms, **TWO FIRST CLASS NEW LOCOMOTIVES,** as follows:

One Wood-Burner, Cylinders 15 by 22 inches, 5 feet Driving Wheels, Fire-Box 57 by 43 inches and 57 inches deep; 131 Flues, copper, 11 feet long, Gauge, 4 feet 8½ inches; weight, 24 tons, without tank. Price, $8,500 on six months approved notes. Ready for delivery.

One Coal-Burner, Cylinders 12 by 22; 5 feet Driving Wheels; Fire-Box 60 by 42½, and 50 inches deep, with Combustion Chamber 30 inches long; Flues of iron, 6 feet 6 inches in length. Weight, 20 tons. Gauge can be made to suit the purchaser. Can be ready for use within one month.

The above Engines have been constructed with the **latest improvements** and of the **best material and workmanship.**

The JERSEY CITY LOCOMOTIVE WORKS are also furnishing **LOW MOOR TIRES,** which they *warrant* to fit Centers without boring or turning. All sizes, and from 5½ to 6½ inches in width, and from 2 to 3 inches in thickness.

Also, **Portable** and **Stationary Steam Engines** of all sizes, with **DAVIS'S PATENT BALANCE PISTON-VALVE,** constantly on hand or made to order on the shortest notice.

WILLIAM G. HAMILTON,
3m14 Vice-President and Engineer.

Steam Engines for Sale.

THE JERSEY CITY LOCOMOTIVE WORKS have on hand and for sale Six Five-Horse Portable Steam Engines, and Two Ten-Horse Steam Engines and Boilers, all in complete order and ready for use.

THE JERSEY CITY LOCOMOTIVE WORKS manufacture Tires, rolled to fit centers without boring; all descriptions of Railway Machinery, and Engines for Land, Canal, and River service.

WILLIAM G. HAMILTON,
3m14 Vice President and Engineer.

LOCOMOTIVE FOR SALE.

NEW, of superior make and about finished; cylinder 15x22, 4½ feet drivers. Calculated for freight or passenger. Apply to

HOLDEN, HAWLEY & CO.,
1m12 **13 Cliff st.**

PEREMPTORY SALE.

THOMAS & SONS, Auctioneers.

FAIRMOUNT ROLLING MILL.

LOTS AND BUILDINGS,
TOGETHER WITH THE
Good-Will, Machinery and Fixtures,

To close the affairs of the firm of CHARLES E. SMITH & CO.

The character and variety of the productions of this Mill are well known. It is in full operation and can be continued by the purchaser without interruption.

On TUESDAY, MAY 6TH, 1862, at 12 o'clock, Noon,
Will be sold, at public sale, without reserve,
AT THE PHILADELPHIA EXCHANGE,

All that lot of ground, with the IRON ROLLING MILL thereon erected, and the Engines, Furnaces, Rollers, Fixtures and Machinery therein, known as "THE FAIRMOUNT IRON WORKS," situate on the north-east side of Landing Avenue, late Spring Garden, now City of Philadelphia.

This Mill is prepared for making Bar Iron, Band Iron, Gas Tubing Iron, T and Angle Iron, Half Oval Iron, Rails, Rolled Railroad Chairs, with single or dhuble continuous lips; Shoes and Fishes for Rail Joints, Screen and Grate Bars, Railing Bars.

The assortment of Rolls comprises—
Rounds, from 1 inch to 2½ inches.
Squares, from 1 inch to 2½ inches.
Flats, widths 1½, 1¾, 1¼, 1½, 1¾, 2, 2¼, 2½, 2¾, 3, 3¼, 3½, 3¾, 4, 4½, 6, 6½, 7, 8, and 10 inches.
T Iron, 2, 2½, 3¼ and 4 inches.
L Iron, 4x4, 3½x3½, 3x3, 2½x2½, 2¼x2¼, 2x2, 1¾x1¼, 1¼x1¼, 1¼x1¼ inches. 6x3½, 5½x3½, 4x3½, 3x3½, 6x3, 4½x3, 4x3, 2½x3 inches.
Half Oval Iron, 2, 1¾ and 1¼ inches wide.
Screen and Grate Bars.
Rails, 25, 28, 50, 58, 60, 64 and 68 pounds per yard.
Street Rail, 42 pounds per yard.
Rolled Chairs, single or double lips, all sizes.
Rail Shoes, all sizes.

☞ **SALE ABSOLUTE.**

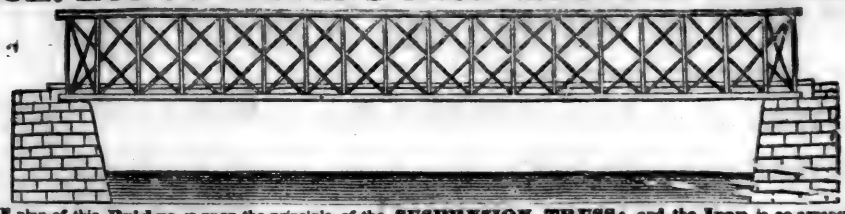
☞ The premises will be sold clear of all incumbrance.

TERMS.—Half the purchase money may remain on mortgage.

The purchaser can also have the stock, tools and other personal property at a valuation.

M. THOMAS & SONS,
Auctioneers, 139 & 141 S. Fourth st.

COL. LONG'S PATENT IRON RAILWAY BRIDGE.



THE plan of this Bridge is upon the principle of the **SUSPENSION TRUSS**; and the Iron is so arranged in its construction as to impart its greatest **longitudinal strength** to the whole work.

The subscribers are prepared to furnish large quantities of **IRON BRIDGING**, for Railroad or other purposes, at short notice, and at moderate prices.

M. M. WHITE & CO., Proprietors,
GLOBE IRON WORKS, 33d St., near 11th Avenue, N. Y.

INSTRUMENTS.

Wm. J. Young
HAS removed his Engineering and Surveying Instrumen Manfactory to No. 43 North Seventh Street, Philadelphia



E. BROWN'S SON,
MANUFACTURER OF
TRANSITS, LEVELS,
RODS, CHAINS, ETC.
No. 27 FULTON SLIP, N. Y.

J. T. Hobby, (formerly SAWYER & HOBBY
MATHEMATICAL Instrument Maker, at the old stand. 156 Water st., NEW YORK. 1y33

W. & L. E. Gurley, Troy, N.Y.,
MANUFACTURERS of Engineers' and Surveyors' Instruments. Descriptive and priced catalogue gratis.

Knox & Shain,
MANUFACTURERS of Engineering & Telegraphic Instruments, 46½ Walnut st, Phila. (*Two premiums awarded.*

H. SAWYER,
(of the late firm of SAWYER & HOBBY),
MANUFACTURER of Transits and Levels, has removed to Union Place, near Washburton Ave, Yonkers, N. Y.

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Alfred W. Craven,
Chief Engineer Croton Aqueduct, New York.

Charles W. Copeland,
Steam Marine and Railway Engineer,
122 Broadway, New York.

Davidson, M.O.,
Chief Engineer Havana Railroad Company.
HAVANA, CUBA.

Robert B. Gorsuch,
City of Mexico,
MEXICO.

James H. Grant,
Civil Engineer, Atlanta, Ga.

Theodore D. Judah,
Chief Engineer Central Pacific Railroad of California,
SACRAMENTO.

S. W. Hill,
Mining Eng'r and Surveyor, Eagle River, Lake Superior.

Ellwood Morris,
Civil Engineer, Franklin Institute, Philadelphia.

Osborne, Richard B.,
Civil Engineer, Office 227 South 4th st., Philadelphia.

W. Milnor Roberts,
Civil Engineer, Carlisle, Pa.

Shanly, Walter,
Grand Trunk Railway, Toronto, Canada.

Charles L. Schlatter,
Chief Engineer Brunswick and Florida Railroad,
Brunswick, Georgia.

Charles B. Stuart,
Consulting Engineer, 19 Nassau str., New York.

WHEELS AND AXLES.

CAR AXLE WORKS.



A. & P. ROBERTS,
PENCOYD IRON WORKS,
OFFICE No. 410 WALNUT STREET,
PHILADELPHIA.
Rolled or Hammered Car Axles, Bar Iron and Forgings.

A. WHITNEY & SONS
CAR WHEEL WORKS,
Callowhill & Sixteenth Sts.,
PHILADELPHIA, PENN.,
FURNISH
CHILLED WHEELS,
FOR CARS, TRUCKS, and TENDERS.
CHILLED
Driving Wheels and Tires
FOR LOCOMOTIVES.
ROLLED AND HAMMERED AXLES.
WHEELS and AXLES,
FITTED COMPLETE.

G. G. LOBDELL. H. S. McCOMBS. D. P. BUSH
BUSH & LOBDELL,
WILMINGTON, DELAWARE,
MANUFACTURERS OF
CHILLED WHEELS
AND
TIRES,
FOR RAILROAD CARS
AND
Locomotive Engines,
ARE PREPARED TO EXECUTE PROMPTLY
ORDERS TO ANY EXTENT FOR THEIR
CELEBRATED WHEELS,
EITHER SINGLE OR DOUBLE PLATE,
WITH OR WITHOUT AXLES.
WHEELS FITTED
TO HAMMERED or ROLLED AXLES,
IN THE BEST MANNER, AT THE SHORTEST NOTICE,
AND ON THE MOST REASONABLE TERMS.

RICHARD NORRIS. HENRY LATIMER NORRIS.
RICHARD NORRIS & SON,
LOCOMOTIVE STEAM ENGINE
BUILDERS,
SEVENTEENTH STREET, ABOVE CALLOWHILL,
PHILADELPHIA,
ENGAGED EXCLUSIVELY IN THE MANUFACTURE OF
LOCOMOTIVES,
RAILWAY TOOLS AND
MACHINERY.
MANUFACTURE to order, Locomotives of any Arrangement, Weight or Capacity. In Design, Material and Workmanship, the Locomotives produced at these Works, are equal to and cannot be excelled by any.

THE ROGERS
Locomotive & Machine
WORKS,
SUCCESSORS TO
ROGERS, KETCHUM & GROSVENOR,
PATERSON, N. J.,
HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either
COAL OR WOOD BURNING
LOCOMOTIVE ENGINES
AND OTHER VARIETIES OF
RAILROAD MACHINERY.
J. S. ROGERS, *Pres't,* } Paterson, N. J.
WM. S. HUDSON, *Sup't,* }
M. K. JESUP, *Vice Pres't.*
L. P. STARR, *Sec'y and Treas'r.*
44 Exchange Place, New York.

Locomotive Engines.
DANFORTH, COOK & CO.,
PATERSON, N. J.,
HAVING erected an extensive Shop, with the most approved Machinery and Tools, are prepared to execute orders for the various classes of Freight and Passenger Locomotive Engines and Tenders, in the best manner and on the most favorable terms.
Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops.
The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention.

THE
TAUNTON LOCOMOTIVE
MANUFACTURING COMPANY,
TAUNTON, MASS.,
HAVING large facilities, and having had a long experience in the business, are prepared to furnish
LOCOMOTIVES,
EITHER FOR BURNING WOOD OR COAL,
OF THE MOST APPROVED CONSTRUCTION.
ALSO ALL KINDS OF
RAILROAD MACHINERY,
STATIONARY ENGINES AND BOILERS,
SUGAR MILLS, SHAFTING, ETC.
W. W. FAIRBANKS, Agent.
HARRISON TWEED, Treas.

JACOB ROWE,
GENERAL COMMISSION MERCHANT,
Nos. 6 & 8 Broadway, and 8 Beaver St.
ORDERS received for all sizes MERCHANT BAR and RAILROAD IRON, AMERICAN and SCOTCH PIG IRON, SUPERIOR WROUGHT IRON RAILROAD CHAIRS, SPIKES, CAR WHEELS, NAILS, ETC., ETC.
OFFICE, 8 BROADWAY,
Corner Beaver st., opposite the Bowling Green, NEW YORK.
REFERS TO
Messrs. Cooper & Hewitt. | Messrs Stillman, Allen & Co.
Messrs. Wm. Osthout & Bro., | Peter Cooper, Esq.
Messrs. Marshall Lefferts & Bro. | James L. Jackson, Esq.

THE METALLIC CAR SPRING COMPANY

OF NEW YORK,



OFFICE, 54 WILLIAM STREET, NEW YORK,

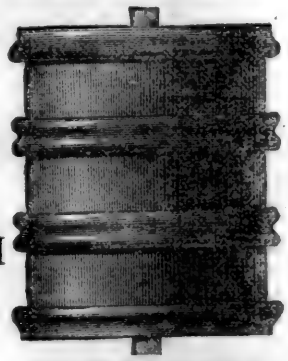
SOLE MANUFACTURERS OF

CONICAL VOLUTE STEEL

AND

COMBINATION METAL AIR AND GUM

(Patented by R. Vose, Jan. 3, June 5 and 12, 1860)



CAR SPRINGS.



The two most reliable Springs ever offered to the RAILROAD PUBLIC.



COURTLANDT PALMER, President.

CHARLES D. GIBSON, Treasurer.

RICHARD VOSE, Secretary.

JAMES JEFFRIES & SONS,
MANUFACTURERS OF
LOCOMOTIVE, CAR AND TANK
SPRINGS,
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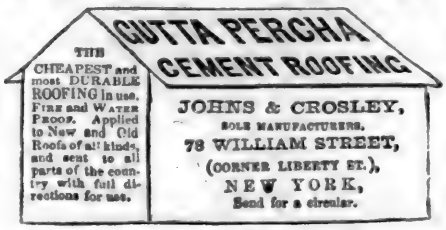
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5.	" 15	"	¼ to 1	17.	" 25 "		1½ to 1
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10.	" 18	"	¼ to 1	22.	" 30 "		1½ to 1
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American Railroad Journal.

New York, Saturday, May 3, 1862.

Finances of Baltimore.

The report of the Register shows that, on the 31st of December last, the indebtedness of the city of Baltimore was as follows:

Internal improvements		$4,963,215 20
Miscellaneous purposes		400,919 66
Court House		160,754 21
Supply of water		3,400,000 00
New jail		250,000 00
Loan to Baltimore & Ohio R. R. Co.		5,000,000 00
Loan to Pittsburg and Connellsville		1,000,000 00
Park stock		553,966 25
		$15,728,855 32
Bonds guarantied by the city for		
N. W. Va. Railroad Co., due Jan. 1st, 1871	$1,500,000 00	
York & Cumberland R. R. Co., due Jan. 1st, 1877	500,000 00	
Western Maryland R. R. Co., due Jan. 1, 1890	175,000 00	
		2,175,000 00
Total stock and guarantied bond debtedness		$17,903,855 32

Against this the city holds Baltimore and Ohio Railroad stock and dividends, amounting to $4,550,000; also $1,226,541 46 of its own stocks distributed among the various sinking funds, making a total of $5,816,541 46, and leaving the net liabilities $12,087,293 76. The amount added to the sinking fund last year was $149,992. Three semi-annual dividends have been paid by the city on bonds guarantied to the Northwestern Virginia Railroad, making $135,000, besides $79,165 36 for tunneling that road.

The total amount of receipts last year was $2,870,348 57; of disbursements, $2,695,837 03. Balance on hand, $222,143. The taxes collected for city purposes in 1861 were $1,300,093, exclusive of interest. Of this $466,147 was for arrears of previous taxes, $248,438 for taxes on personal property and $525,526 for those on real estate last year. The plan of separating the second and third of these is said to work satisfactorily.

The entire basis of taxation in 1861 was $139,000,000. It is supposed that for the present year this aggregate will be reduced to $130,000,000. The amount required for all purposes is $1,208,473.

The Acting Mayor's message calls attention to the fact that many persons avoid city taxation by residing a few months in summer outside of the limits. It is recommended that the Legislature be asked for a law making property wherever found liable to pay for the expense of its protection. Some important changes for the reduction of expenses are recommended in the Health Department.

The water works are now completed, furnishing a full and constant supply of wholesome, pure water. Their entire cost is given at $3,700,000 in round numbers; but this may be reduced $200,000 by the disposal of some unnecessary property in connection with them. The report of CHARLES P. MANNING, Esq., Chief Engineer, gives the capacity of Lake Roland, the source of supply, at 500,000,000 gallons, and that of the conduit at 36,000,000 per day. It is suggested that the water revenue be increased to meet the large deficiency in paying the interest. The receipts for 1861 were about $180,000 against $210,000 for interest on the debt, and $10,000 for expenses of management, leaving a deficit of $40,000.

The total losses from fires last year amounted to only about $60,000—less than occurred in any previous year for a quarter of a century.

The City Passenger Railway Company, says the Message, has failed to agree with the terms of the contract proposed by the Joint Select Committee. The amount received from this association to constitute a Park fund, was $58,862 70, against $32,902 for the two years previous.

As the Northwestern Virginia Railroad has not paid the interest on its bonded debt, it is recommended that the mortgage be foreclosed and the road sold. The Pittsburg and Connellsville Railroad Co. have also failed to pay interest. The City of Baltimore has endorsed $75,000 of the bonds of the Western Maryland Railroad Company, making in all $175,000 of these endorsed to this date.

Morris Canal and Banking Company.

From the report of this company for the fiscal year ending February 28, 1862, we learn that the canal was opened for business on the 18th of March on the Western division, and the 25th on the Eastern division. The navigation was maintained, with occasional interruption from casualties to the banks and machinery, until closed by ice on the 13th of December at the West end, and the 20th of December at the East end.

The income of the company from tolls and other sources was $291,846 37

And the expenses were:

Operating canal	$31,068 53	
Repairing canal and works	82,365 18	
Salaries, interest, law and other expenses	25,611 75	
Transportation expenses	4,357 41	
		143,402 87
Profit		$148,443 50
Balance at credit Feb. 28, 1861		18,290 68
		$166,734 18
Dividends on preferred stock		$117,500 00
Interest on mortgage bonds		32,910 00
Depreciation of boats, horses, etc		3,603 42
Balance surplus		12,720 76
		$166,734 18

Compared with the previous year the receipts show a decrease of $58,864 26, with a decrease in expenses of $869 39—making the decrease in net earnings $57,994 87.

Notwithstanding the diminution of business upon the canal, and the consequent reduction of

income of the company, the net earnings of the year have sufficed to enable the company to keep their works in good repair, increase the capacity of the canal, to pay the interest on the bonded debt, and the usual dividend on the preferred stock.

The expenditures during the year, for the permanent improvement of the canal, and its works, including the outlay at Jersey City, and for new boats, has amounted to the sum of $42,677 50. These improvements and outlays were deemed necessary for an increased efficiency of the canal, and to furnish additional facilities to the trade. In reference to the improvements made and expenses incurred under this head the engineer says:

My last report contained an explanation of the causes of the unusually large expenditure under the head of *Repairs of Locks* during that year. The expenditures under this head during the past season, are of the same character, and made in connection with the lengthening of the locks as authorized by the Board of Directors, July 20th, 1860. All those so repaired are now in as good condition as new locks, and will require but small repairs for many years to come. This kind of general repairs, made in connection with lengthening of the chambers of the locks, has been suspended during the last year. It is therefore expected that this item of repairs will be materially reduced the ensuing year.

The item of *Repairs of Planes* appears to be large as compared with former years. The average annual cost per plane, from the first introduction of the present plan upon all the planes west of the summit, has been $1,106, omitting the first year in each case, during which, the repairs were always merely nominal. The average of the last year is $1,351, which is $245, or about 22 per cent. more than the average of the whole period. It should, however, be borne in mind, that this item necessarily bears a closer relation to the tonnage of the canal than any other item of the current expenses. Also, that the amount of renewals, of the principal parts of the planes, is liable to considerable fluctuation in different years. An inspection of the tonnage table hereto annexed, will show an increase of trade during the last three years, sufficient to account for the increase in this item of repairs.

In the original construction of the stone aqueduct over Passaic river, at Little Falls, no provision was made for conducting away the small quantity of water which almost inevitably finds its way, where the work is used as a conduit, into the interstices, which are always found, even in the best executed masonry. In consequence of this omission, the masonry of the arch has been injured by the freezing of the water, which had found its way into the mortar joints, and the seams in such stones as were not perfectly sound when placed in the arch. This operation having been repeated from year to year, and the cavities being each time enlarged, the injury thereby has been increased to such an extent as to seriously endanger the stability of the structure. To prevent further injury from this cause, the water-way of the aqueduct has been lined since the close of navigation with pine plank, and made perfectly water-tight by the use of concrete and grout between the lining and the masonry, and by caulking and paying the joints of the planking.

The principal expenditures at Jersey City have been for adding to the height of the crib-work which encloses the southern canal basin, for erecting and extending piers and bulkheads for handling and storing coal, iron and lumber—and for excavating a suitable channel or entrance from the deep water of the Hudson River to the said basin, and other excavations to facilitate the movement of vessels in the basins and around the new piers.

A new pier or bulkhead, on the east side of south canal basin, 300 feet long by 120 feet wide, will be completed in time to be used the ensuing season.

A coffer-dam, with a suitable gate, has been constructed around so much of the tracks at the foot of Plane No. 1 West, as are covered by the waters of Stanhope Reservoir. This will allow the sheaves, groove-wheels, and tracks, under water at the foot of the plane, to be examined, repaired, or replaced, if need be, during the season of navigation.

The lift-lock at the outlet of Stanhope Reservoir, in the village of Stanhope, was originally constructed in the winter of 1845–6, entirely of wood. This lock had become so much dilapidated as to be considered unsafe for such a location, and the head of it is now being rebuilt of stone, and the chamber of the lock lengthened, in conformity with the general plan of the lengthened locks.

In addition to the foregoing expenditure for permanent improvements, there has been charged to capital account the sum of $18,507 50 discount upon mortgage bonds sold, and $111 64 for land damages—making a total of $61,296 64; from which should be deducted the sum of $424 09 (a credit to capital account), leaving the net sum of $60,872 55.

At the commencement of the past fiscal year, the floating debt of the company was $81,549 56, and the bonded debt $535,250; and at its close the floating debt was $27,992 03, and the bonded debt $655,250—the increase of the bonded debt having been used in payment of the improvements made to the canal and its works, and other expenditures made in largely reducing the floating debt.

The improvements to the canal, and the locks, which have been made during the last two years, and the additional facilities for piling and shipping coal at Jersey City, have made the Morris Canal a desirable avenue for that trade. And it is confidently expected, that its present excellent condition will continue to it, its full share of the transportation of coal from the Lehigh and Scranton regions.

The unsettled and disturbed state of the country, and the interruption of trade consequent therefrom, renders it impracticable to judge, with any degree of accuracy, the amount of business to be done over the canal the ensuing year; but the rather unexpected activity in the coal trade, and the revival in the production of iron, give promise of an active season upon the canal, and the usual or increased revenue to the company.

GENERAL STATEMENT.

Cost of Canal and appurtenances		$2,895,962 79
Assets:—		
Cash	$11,728 75	
Bills receivable	25,157 50	
Individual accounts	39,295 10	
Materials	23,377 21	
		99,558 56
		$2,995,521 35
Capital stock:—		
Consolidated		$1,025,000 00
Preferred		1,175,000 00
		$2,200,000 00
Mortgage bonds		655,250 00
		$2,855,250 00
Liabilities:—		
Bills payable	$117,594 75	
Individual accounts	6,238 06	
Dividends unclaimed	3,447 78	
Coupons	270 00	
		127,550 59
Profit and loss—surplus		12,720 76
		$2,995,521 35

The Morris Canal is 102 miles in length, extending from the Delaware opposite Easton, Penn., to Jersey City. Its entire tonnage last year was 619,369 tons. The officers of the company are:

President—Ephraim Marsh.
Engineer and Sup't—Wm. H. Talcott.
Secretary—Lewis N. Condit.

Corporations, and the Usury Laws.

THE STATUTE OF 1850 PROHIBITING CORPORATIONS FROM INTERPOSING THE DEFENCE OF USURY; MONEY PAID BY THEM IN EXCESS OF LEGAL INTEREST CANNOT BE RECOVERED BACK.

Previous to the act of 1850, corporations, in reference to the provisions of the statute of usury in the State of New York, stood in the same position as individuals. They could and did avail themselves of the provision of the statute, to be released from their contracts affected with the taint of usury. The celebrated case of *The Dry Dock Bank* vs. *The American Life & Trust Company*, is an instance of a corporation availing itself of the statutes to prohibit usury, for the purpose of relieving itself from its contracts. It had committed usury, and had derived a benefit therefrom, and then came into a court of equity to punish its *confrere* in guilt by repossessing itself of the property parted with, whilst retaining for its own benefit what it had received from the opposite party. The court, in obedience to the positive mandate of the statute, had to lend its aid to the perpetration of this injustice; but the statute was stigmatized, by one of the learned and eminent judges of the Court of Appeals, as "severely penal in its provisions;" that "in fact, it was a barbarous act, and unworthy of the age, and country where it was found." This case was decided in 1849, and gave rise to the act passed at the ensuing session of the Legislature, of April 6, 1850. This act was intended to prevent a repetition of similar transactions, and is entitled "an act to prohibit corporations from interposing the defence of usury;" and the first section declares that "no corporation shall hereafter interpose the defence of usury in any action."

The case of Butterworth, Receiver of the Island City Bank *vs.* O'Brien arose since the passage of this act; and it has now been decided in this case by the New York Court of Appeals, that this statute (ch. 172 of 1850) prohibits corporations from interposing the defence of usury, and deprives them of the right to recover back money paid by them in excess of legal interest. The complaint set forth the appointment of the plaintiff as Receiver of the Island City Bank, and averred that the bank, within a year preceeding the commencement of the action, had paid, and the defendant had received, on the loan or forbearance of sundry sums of money, upon a corrupt or usurious agreement, the sum of at least $10,000; for the repayment of which the Receiver prayed judgment. The defendant demurred, upon the ground that the complaint did not state a cause of action. The defendant had judgment on the demurrer, which having been affirmed at general term in the first district, the defendant appealed to the Court of Appeals.

There were two opinions delivered at the decision of the case. Justice Davis, in his opinion, says, "When we bear in mind the circumstances under which this act was passed, we cannot be at a loss for the meaning of the words used by the

legislature. A corporation had set up, as a defence to a contract, or, in other words, the grounds upon which it was illegal, the privileges secured to them by the statute of usury. But they had interposed the defence of usury to a claim against them, and on that ground had sought affirmative relief. It was the intent of the legislature to prohibit such an interposition, or taking advantage or benefit from the defence of usury. It is quite immaterial, when we look at the objects of the legislature, whether this claim by a corporation to avail itself of the statute be set up affirmatively or be interposed as a shield, when attacked by the other party to the usurious contract. It was obviously the meaning and intent of the legislature to take away from corporations, altogether, all benefit or advantage resulting from the statute of usury. As to them, it was as though it never had existence as a law. It was not thereafter to be used or taken advantage of by them, either as a weapon of attack or as a shield for defence." The following opinion was also rendered:

JAMES, J.—The rate of interest in this State is fixed by statute at seven per cent. By section second, all persons and corporations are forbidden either directly or indirectly to take or receive more than that rate; and section three declares that "every person who, for any loan or forbearance of money, shall pay or deliver any greater sum or value than is allowed by law, and his personal representatives, may recover in an action against the person who shall have taken or received the same, and his personal representatives, the amount of the money so paid or value delivered above such rate, if such action be brought within one year after such payment or delivery.

This action is brought under that section of the statute, and the defendants insist that it cannot be maintained because corporations are not included within the language of that section, and are not authorized by it to bring an action like this; that a right of action to recover back usury actually paid is only given to natural persons.

It is important to note that while the second section, which prohibits the taking of usury, names both "persons and corporations" as within the prohibition, the third section only names the persons as authorized to recover back any excess of interest paid. Using the term corporation in one section, and omitting it in the next, indicated that the omission was intentional on the part of the legislature, and that it did not intend to confer upon corporations the right given by that section to individuals.

The legislature has in two instances in the statute, and in only two, seen fit to define the word "person," and to declare that, when used in the sections or chapters therein designated, it should be construed to mean "corporations," &c., viz: that which relates to "crimes and their punishments," and that which relates to "promissory notes and bills of exchange." The implication from this fact, in the absence of any general statute on the subject, is, that the term "person" is used in other parts of the statute, its meaning is not to be extended beyond its common and ordinary signification. That being so, the right to bring an action for the recovery of the excess paid upon a usurious transaction is not given to corporations, and this would accord with the more recent statute which prohibits a corporation from interposing the defence of usury.

It was enacted in 1850 that no corporation should thereafter interpose the defence of usury in any action. The plaintiff insists that this statute was intended only to deprive corporations of the right to avail themselves of a forfeiture of the contract given by the statute of usury as a defence, and not to interfere with any rights of action given by any other statute to recover back any excess of interest actually paid beyond the legal rate. Such, however, is not its fair construction. Its legitimate effect was to repeal the existing usury laws of this State, as to corporations.

It is certain, therefore, that this action could not be maintained by the corporation itself. The receiver stands in no better position. He is the representative of the corporation, having its title to the assets, and subject to its disabilities in relation to all its affairs. He can assert no claim which it could not, and the corporation having no right of action for this matter, he had none.—Judgment affirmed.

Canada Banks.

Annexed are the leading items of the statements of the Canada Banks made March 31:

	Capital.	Circulation.	Deposits.	Do. on interest.	Specie.
Montreal.....	$6,000,000	$3,039,886	$2,328,674	$2,214,803	$2,058,425
Quebec.....	1,260,570	598,022	295,700	270,926	168,477
Upper Canada	3,169,100	1,031,155	2,047,001	2,613,163	734,846
Commercial..	4,000,000	1,978,224	1,417,610	1,156,639	853,269
City.....	1,200,000	453,006	827,961	330,612	310,080
Gore.....	800,000	800,206	828,508	237,180	240,201
Bk of B.N.Am.	4,866,666	1,100,093	739,672	1,066,739	1,250,184
Bk du Peuple.	1,472,920	225,377	888,319	200,502	262,664
Niagara Dist't.	265,281	206,144	80,759	50,031	55,442
Molson's.....	1,000,000	206,067	366,117	347,557	209,929
Toronto.....	791,250	586,091	118,848	341,544	195,598
Ontario.....	1,185,887	789,555	368,696	252,165	445,816
East T'wnship	223,055	118,319	49,026	44,226	82,005
Brantford....	100,000	18,820	7,428	.....	8,323
Nationale....	690,162	253,571	171,868	92,648	174,787
Total...$27,624,831		$12,048,586	$9,016,853	$9,225,231	$6,986,760

Street Railways in London.

Mr. George Train and his foreman have been tried and convicted by an English Lord Chief Justice and a special jury, for laying down an iron tramway for street railroads from Westminster Bridge to Kensington Park, London, which were alleged to be dangerous to the public, and a nuisance. Mr. Train's case was clearly prejudged, as the jury intimated that it was useless to call witnesses for the defence, though forty were present, and the Chief Justice sanctioned the proceeding by accepting the verdict. Some points of law were raised for subsequent decision, but it is probable that Mr. Train will have to take up the tramways. Since they were laid down, in August last, no less than 600,000 persons have traveled on only four cars, thus proving that street railroads are popular with the lower classes in England.

The National Finances.

The events of the past week have, in a striking manner confirmed the view we have for some time past taken of the financial position of government—that this is simply a result or consequence of its political position. As the latter is strengthened so is the former. The capture of New Orleans, consequently, has been followed by an important advance in the market value of its securities. Though only a step in the necessary course of events, the capture of that city will be received throughout the world as the most important blow yet dealt to the rebellion, and as full evidence of its speedy reduction. England will probably attach an extravagant importance to the success, from the recollection of a reverse suffered in a similar attempt, and from the fact that New Orleans is the grand mart of American cotton. There will be no more attempts to depreciate the military power of our government, or the efficiency of the blockade, while the cotton question will be regarded as practically solved. In fact, the fall of New Orleans, following fast upon the capture of Fort Pulaski, will restore the *entente cordiale* between the two countries upon the permanent basis of mutual interest, and respect for power, if nothing else. England will henceforth regard the United States as a nation firmly united, not hopelessly divided, as the newpapers and creators of public opinion in that country have so stubbornly asserted, and perhaps believed.

Important as have been the military events, commercial ones still more important must follow. The cotton crop of the past year will gradually come forward. Some small parcels may be destroyed, but the bulk of the crop will be carefully saved, and will be offered for sale as soon as protection is afforded against the petty tyrants that fomented the rebellion, and by the fear they created, succeeded in giving an appearance of unity to it. The crop will come forward so slowly that high prices will for some time be maintained, so that if it is somewhat less in bulk, than that for previous years, it will realize a larger sum in the aggregate. But in whatever condition its exports may place the commercial relations between the two countries, its movement will create an intense feeling of relief in England, in view of the apprehended consequences resulting from the stopping of mills, an unemployed population, and the vast reduction in the volume of the foreign trade of that country.

Under the influences of the various causes referred to, Englishmen will naturally turn heir attention to our public securities. All things considered, this country and people stand as well with them as they ever did. But whatever may have been alleged against us, no stain has ever rested upon the credit of our government. The contest has served to demonstrate both a political and commercial strength never before credited to it. It was natural that the rebellion should cause a heavy decline in its securities, as the event was unprecedented, and the result, like all that rests in the future, uncertain. But with the steadily increasing confidence in our military success, the advance has already equalled 15 per cent. from the lowest point touched. Notwithstanding the enormous calls of government upon the capital of the country, the tendency is still upward, and must continue till prices reach those so long maintained when much higher rates ruled for money. It is not to be expected, nor is it desirable, that the advance should be a rapid one, although, with the capture of Yorktown or Richmond, the 20 year 6 per cents. will undoubtedly sell at par. The advance from that point is likely to be steady, as such a success

must attract a very large amount of foreign capital. Money is only about 2 per cent. in London, and not much higher at several of the Continental Centres. It will speedily take a direction where thrice these rates can be had, upon what experience has shown to be the most perfect of all securities—government obligations, which are treated purely as commercial ones, and which will return, at no distant day, the full principal to the purchaser.

But independent of all foreign demand, with the low price of money at home, and the full confidence now existing, not only in the government, but in the restoration of internal order, the public securities must continue to steadily advance. The combination of monied interest in their favor is irresistible. As the banks hold very large quantities of them, they have a decided preference in loans. There is, in fact, a decided disposition to treat them as the equivalents of money. This must speedily be the case. In fact a six per cent. bond should command a much higher price than a non-interest paying security, which is at present very nearly at par in reference to gold, from the convenient use it serves as currency.

The appreciation of Government Securities is an index of a corresponding movement in the whole list of Securities dealt in at the Stock Exchange. First class Railroad Bonds are still far below the rates prevailing a few years ago, when their real value was much less than it is now. In a great many instances all doubt as to the prompt payment of interest has been removed, and the roads, by their largely increased earnings placed on a much firmer basis. The public is also getting a much more accurate view as to the value of Railway Shares. Those of roads that have shown an ability to pay dividends are steadily advancing to the highest prices they ever commanded.—*Hallett's Financial Circular.*

Pennsylvania Railroad.

Improvements have contributed to the increase of business in the southern section of our city. A large number of cars daily passing over the new bridge of the Pennsylvania Railroad, which crosses the Schuylkill. The iron superstructure of this bridge consists of three spans of one hundred and ninety-two feet, or one hundred and eighty feet in clear between supports. There is another iron bridge of seventy-two feet span which passes over Sutherland avenue, and the abutments of the two bridges are connected by a series of stone arches, four in number, each of thirty feet span. A temporary trestle work, seventeen hundred feet in length, connects the west end of the Schuylkill bridges with the West Chester and Philadelphia Railroad, in front of the almshouse.—*Phila. Inq.*

Milwaukee and Prairie du Chien Railway.

The following is the late law of the State of Wisconsin concerning the Milwaukee and Prairie du Chien Railway:—

Published April 16, 1862. *Chapter* 86, *Private and Local.*

An act to amend chapter 308 of the general laws of 1860, entitled "An act to facilitate and authenticate the formation of a corporation, by the purchase of the Milwaukee and Mississippi Railroad Company."

The people of the State of Wisconsin, represented in Senate and Assembly, do enact as follows:

Section 1. Section seven of chapter 308 of the general and local laws of 1860, entitled "An act to falicitate and authenticate the formation of a corporation, by the purchase of the Milwaukee and Mississippi Railroad Company," is hereby repealed.

Sec. 2. This act shall not be construed as in any manner imparing or invalidating the articles of association of the purchasers of the Milwaukee and Mississippi Railroad Company, executed by L. H. Meyer, John Catlin, Allan Campbell, W. Schall and Louis A. Von Hoffmann, on the 21st day of January, 1861, and filed in the office of the Secretary of State, and the said articles of association of the Milwaukee and Prairie du Chien Railway Company are hereby ratified and confirmed.

Sec. 3. This act shall take effect and be in force from and after its passage and publication.

Approved April 5, 1862.

Jeffersonville Railroad.

The earnings of this road for the year ending December 31, 1861, were:

From passengers		$150,211 11
" freight		129,574 08
" mails		11,850 00
" express		6,353 73
		$297,988 92

And the expenses were:

Repairs of road	$51,175 71	
" cars	8,864 55	
" machinery	8,421 33	
Running trains	29,770 56	
Station expenses	20,518 85	
Fuel	21,704 20	
Oil and waste	1,929 70	
Rents	4,083 27	
Salaries	6,000 00	
Stock killed	3,423 36	
All other expenses	7,436 78	
		163,328 31
Excess of earnings		$134,660 61
Add balance from previous year		129,918 34
Sale of old iron, etc.		2,692 15
Telegraph receipts		286 18
		$267,557 28

Disbursed as follows, viz:

Interest on bonds	$51,553 80	
Taxes	2,737 56	
New freight cars	11,696 24	
City of Louisville, for interest paid by her on 199 bonds	35,820 00	
Overcharges refunded, real estate, fencing, etc.	1,788 88	
Disputed balances	3,636 90	
		107,233 38
Balance to profit and loss		$160,323 90

The gross revenue from all sources during the year amounted to the sum of $300,967 25; and the disbursements, (exclusive of $30,300 paid over to the sinking fund for the redemption of 1st mortgage bonds,) to $231,104 79—leaving a surplus of earnings of $69,862 46; or, including the surplus from previous years, of $199,780 80. Deducting therefrom $35,820 for three years' interest paid by the city of Louisville on 199 bonds, and $3,636 90 for bad, doubtful and disputed balances, now charged off, the sum remaining to credit of profit and loss January 1, 1862, was $160,323 90. Of this sum $52,840 84 has been applied to the liquidation of the floating debt of the company standing against it at the opening of the road, leaving a balance of 107,483 06; deducting from this the cash liabilities at the close of the year, $75,545 52, there remains a balance of $31,937 54 surplus means. The Treasurer says:

There has been paid over to the United States Trust Company, New York, during the year, the sum of $30,300, as a sinking fund for the purchase of first mortgage bonds, as provided in an agreement between this Company and the holders of said bonds, bearing date April 14, 1859. From the deposit of $15,000, made under this contract in June last, the said Trust Company purchased seventeen bonds, and held a surplus of $677 50; and from the deposit made in December of $15,300, and balance from June deposit of $677 50, making $15,977 50, the Trust Company, in their report of January, 1862, inform me of the purchase of eighteen bonds, leaving a surplus in the sinking fund of $197 50, after paying them their commissions on the thirty-five bonds purchased by them. The result, therefore, of the deposit of $30,300 to the sinking fund, during the year 1861, is the purchase of thirty-five first mortgage bonds of the par value of $1,000 each, and a surplus carried forward of $197 50. At a meeting of the Board in January last, these thirty-five bonds, with the coupons attached, were destroyed in the presence of the board by burning.

By the provisions of the contract made with the holders of the second mortgage bonds, bearing date April 14, 1859, it is stipulated, and by the authorities thereof agreed to, that the city of Louisville pay the interest for five years on the bonds issued to and sold by this Company. At a late meeting of the Board of Directors, it was ordered that the sum of $35,820 be placed to the credit of said city, and that this amount be charged to profit and loss, said sum being the amount paid by her up to the 1st day of November last.

The following is a comparative statement of earnings from 1854 to 1861 inclusive:

1854	$206,544 15	1858	$229,982 85
1855	218,388 08	1859	242,095 28
1856	270,827 34	1860	302,006 41
1857	222,484 08	1861	297,988 92

It will be seen that, with the exception of 1860, the earnings of the past are largely in excess of those of any previous year. The operating expenses show a decrease of $25,880 38; and the earnings less expenses, an increase of $21,862 89. The president says:

In furnishing you with the usual annual statement of the affairs of this road for the fiscal year ending with December, 1861, it affords me great pleasure to be able to present you a much more favorable condition of the finances of the road than I could promise a prospect for at the beginning of the year, as the Southern trade had comprised a large proportion of our total earnings, which was entirely suspended for eight months of the year, as I anticipated in my last report. I am more than gratified, as you must be, that our business has been so well maintained, without any part of this business.

But, in lieu of this loss of Southern freight and passengers, we have had a liberal share of business to do for the Government, without which our business would have been comparatively small. Our usual stock business for November and December, 1861, was almost entirely lost to us, as we had no prospect for a market for the product of the hogs, which to us in all former years, had been a source of considerable revenue in those months.

The success of our armies in the South for the past forty days begin to promise an ultimate, if not a speedy restoration of former commercial relations with the South. We are already receiving some benefit from that source, in the way of freights and passengers, and its final restoration will give us a larger business than we have ever yet had; but we cannot hope to realize a large benefit from that source within the present fiscal year. Still, we believe our business from all sources will be as profitable the present as it has been for the past two years.

Allow me to call your attention to the Report of the Superintendent, which follows this, giving a general as well as detailed statement of the condition of the road and its equipments. We have, during the past year, done a large amount of work on the road, having put in a large number of cross-ties, built two new bridges and two spans on one of the largest bridges on the road. We have also added largely to our rolling stock; and the end of the fiscal year found our road and equipments in as good, if not better, condition than they have ever been. Our bridges are now better than they ever were—much stronger and more

durable, having been built of heavier and better material. You will see from the Superintendent's Report, that we will have to build two bridges the present year, one of them the largest on the road, the other a small bridge; and when these are done, all of our bridges, with little exception, will be new, and will last twice the length of time the old ones stood. After the present year the cost of maintaining our track will be materially lessened, as we have within the past two years, and will within the present, have placed permanent work of stone and dirt at all practicable points, instead of wood which we have taken up, and which had been very expensive to maintain.

You will also find annexed the Report of the Secretary and Treasurer, giving a statement of the condition of the financial department of the road, from which you will readily perceive our ability to meet all of our engagements with creditors. We retired during last year thirty-five of our first mortgage bonds, still leaving a balance of means on hand to be applied to same purpose. We feel entire confidence in our ability in future to meet all liabilities as they may mature. If our bonded debt of first issue had been made payable in twenty instead of ten years, we might now be paying stockholders a reasonable dividend. But as this debt is now due, and we have arranged with them to make annual payments until all is paid, we cannot, with any certainty, promise stockholders any dividends for some time to come.

The company have 15 engines. The number of miles run during the year has been 303,161, at a cost for repairs of $8,641 39, or 2.85 cents per mile run; using 1,184 gallons of oil, costing $732.69, or 0.24 cents per mile run. Number of miles run to a pint of oil 32. Cost per mile for waste, 0.10 cents. Cords of wood used, 10,880. Average miles run per cord 27.68.

The company will require during the current year from 40,000 to 45,000 ties; also 200 tons of new and re-rolled iron.

CONDENSED BALANCE SHEET.

Capital stock		$1,015,907 27
Road bonds—1st issue		272,000 00
" " 2d "		892,000 00
Interest bonds		42,000 00
Earnings, as above		300,967 25
Profit and loss		90,461 44
Pay rolls for December		7,595 27
City of Louisville		35,820 00
Individual accounts		11,024 41
Foreign roads		21,105 84
		$2,188,881 48
Construction	$1,553,508 83	
Stock in Shelbyville lateral branch road	171,500 00	
New track do.	106,834 05	
Bills receivable	5,909 57	
Louisville City bond	1,000 00	
Jeffersonville Railroad tax	1,473 25	
Interest on bonds	51,553 80	
Taxes	2,737 56	
Contingent fund	26,575 02	
Sinking fund	15,977 50	
New cars	11,696 24	
United States	35,227 96	
Transportation expenses	163,328 31	
Individual accounts	4,015 20	
Foreign roads	16,461 17	
Miscellaneous	14,652 05	
Cash	6,530 97	
		$2,188,881 48

President—D. RICKETTS.

Directors—D. Ricketts, W. Mabury, S. H. Patterson, W. D. Beach, J. G. Read, James Guthrie, J. Barbee, R. Atkinson, M. G. Bright, N. Kyle, M. Fitzgibbon, S. S. Bowman.

Superintendent—A. S. CROTHERS.

Sec'y and Treas.—J. H. MCCAMPBELL.

Railroad Earnings—Weekly.

The receipts of the Grand Trunk Railway of Canada for the week ending April 12, 1862, were:

16,247 passengers	$25,120 74
Mails and sundries	2,882 38
13,790 tons of freight and live stock	58,517 29
Total	$86,520 41
Corresponding week, 1861	88,103 18
Decrease	$1,582 77

The earnings of the Galena and Chicago Railroad the 3d week in April, 1862, were $19,501 11
Do., 1861 22,602 91
Decrease $3,001 80

The earnings of the Cleveland and Toledo Railroad for the 3d week in April, 1862, were $19 149
Do., 1861 19,205
Decrease $56

The earnings of the St. Louis, Alton and Chicago Railroad for the 2d week in April, were:

1862	$15,226 40
1861	14,750 55
Increase	475 85

The earnings of the St. Louis, Alton and Chicago Railroad for the 3d week in April were:

1862	$15,597 85
1861	17,128 84
Decrease	$1,530 99

The earnings of the Toledo and Wabash Railroad for 3d week of April, 1862, were $18,993 14
Do., 1861 18,592 76
Increase $400 38

The Chicago and Rock Island Railroad earned the 3d week in April, 1862 $19,027
Do., 1861 19,480
Increase $453

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 2d week of April, 1862, were $18,256 52
Corresponding week, 1861 10,766 43
Increase $2,490 09

The Buffalo, New York and Erie Railroad Company earned for 15 days of April, 1862. $39,175 30
Do., 1861 29,890 64
Increase $9,284 66

The receipts of the Grand Trunk Railway of Canada for the week ending April 19th, 1862, were:

14,882 passengers	$21,034 72
Mails and sundries	2,837 68
13,587 freight and live stock	42,963 29
Total	$66,835 69
Corresponding week, 1861	78,412 76
Decrease	$11,577 07

The traffic of the Great Western Railway of Canada for the week ending April 25, 1862, was as follows:

Passenger	$16,236 74
Freight and live stock	30,268 22
Mails and sundries	1,365 76
Total	$47,870 72
Corresponding week of last year	45,856 69
Increase	$2,014 02

The Michigan Central Railroad earned in the 3d week in April, 1862. $40,351 45
Do., 1861 40,528 06
Decrease $176 61

Temperature at which Coal Oil will take Fire.

The Cincinnati *Price Current* gives a table showing the character of various specimens of coal oil. The tests were made by a competent chemist, at the instance of the authorities of Cincinnati, for the purpose of ascertaining at what temperature these oils would explode, or take fire, with the following results:

Name of Oil.	Temperature it emitted a flashing vapor.	Temperature it took fire.
Lucesco, Pittsburg	90	125
Union Coal Oil Co., Maysville	145	167
New York Companies, Cannelton Coal Oil, Kanawha	165	194
Lyons, Pittsburg	70	25
Newport, Pittsburg	82	102
——, Pittsburgh	73	101
Miami, Cincinnati	95	115
Natrona	108	136
Juniata	34	102

The oils to be tested were placed in an open vessel and heated by a water bath to the temperature indicated.

New York State Banks.

Annexed is a summary of the quarterly statement of the banks of this State, as made to the Superintendent of the Department, showing their condition on the morning of the 15th of March:

RESOURCES.

Loans and discounts		$162,017,978
Overdrafts	$1,404 and	381,606
Due from banks		17,849,320
Due from directors	7,012,606	
Due from brokers	3,355,375	
Real estate	10,500 and	9,476,483
Specie		34,301,092
Cash items		21,720,544
St'ks and promissory notes		63,866,702
Bonds and mortgages	82,000 and	6,888,941
Bills of solvent banks		3,436,080
Bills of suspended banks	$53 and	648
Loss and expenses account		1,008,538
Add for cents		987
		$320,948,369

LIABILITIES.

Capital	$108,665,619
Circulation	28,330,973
Profits	12,112,183
Due to banks	38,181,599
Due to individuals and corporations other than banks, etc	1,757,045
Due to Treasurer of the State of N. Y.	3,597,799
Due depositors on demand	124,988,259
Amount due, not included in the above heads	3,214,900
Add for cents	492
	$320,948,869

Two hundred and ninety-nine banks were doing business on the day above noted, all of which reported. The Clinton Bank of Buffalo is winding up, consequently made no report.

Since the last report, the Lincoln Bank, Clinton, Oneida County; Palisade Bank, Yonkers, Westchester County, and T. O. Grennis & Co.'s Bank, Utica, have "filed their papers," and will commence business immediately.

NEW YORK CITY BANKS.

	Dec. 28, '61.	Mar. 15, '62.
Loans and discount	$127,087,003	$98,586,943
Specie	26,182,210	31,087,652
Circulation	8,276,710	5,870,385
Deposits	91,474,817	89,769,110

ALL THE OTHER BANKS.

Loans and discounts	$63,996,138	$63,411,085
Specie	2,920,505	3,213,440
Circulation	22,270,310	22,460,588
Deposits	33,704,117	35,199,149

Using the above returns as a basis, we have compiled the following table, showing the relative position of the New York city and other banks of the State:

	N. Y. City.	Country.	Total.
Capital....	$69,051,605	$39,614,014	$108,665,619
Net profits.	6,878,694	4,224,951	11,103,645
Circulation.	5,964,828	22,366,145	28,330,973
Due banks.	30,430,166	7,751,443	38,181,599
Deposits ..	89,789,141	35,199,118	124,988,259
Due others.	3,785,701	4,884,535	8,670,236
Total	$205,900,125	114,040,206	$319,909,331
Loans.....	$98,453,569	$63,584,409	$162,017,978
Stocks	44,881,583	18,985,119	63,866,702
Bds &mort.	611,904	6 277,037	6,888,941
Real estate.	6,748,481	2,728,002	9,476,483
Due by b'ks	2,400,418	15,448,902	17,849,320
Cash items.	21,653,911	3,504,298	25,158,209
Specie	31,087,680	3,213,412	34,301,002
Overdrafts.	62,579	319,027	381,606
Total	$205,900,125	114,040,206	$319,940,331

Boston and Western Trade.

Last week we noticed the fact, that there had been an equalization of freights from and on all the Western Railroads leading to Boston and New York, so as to place the former on a par with the latter in the competition for Western business. This is one step in the right direction, and an important one.—but not the most important. New York has now the advantage over Boston in the receipt of Western produce, solely on account of her superior facilities of transportation and the cheapness of carriage by rail and water; though, perhaps, mainly so.

All the wheat, flour and grain that is transported by canal and river to New York, can be carried directly alongside the ship without any charge for truckage or wharfage. Let any one at all acquainted with the details of shipping examine for a moment the expense of these two items, to say nothing of the waste which is unavoidable in so many times handling, and he will see what an advantage New York has over Boston in this respect. If a Boston shipping agent sends to Chicago and requests the grain broker or shipper in that city to send his shipments to Liverpool *via* Boston, he is met with the reply that the detail expenses in Boston are greater than in New York; and where the margin is small, and the shipper is shipping to make a market, these detail expenses are of great importance. All the grain, flour, etc., that can come from the West to Boston now must be landed at the terminus of the Worcester Road, or South Cove, or at points on Charles River, above bridges in either case, involving a very large expense for handling, trucking, wharfage, etc. But in New York, as we have before remarked, all these are avoided. It may be said in reply, that this advantage in New York is only applicable as long as the canals and rivers are open; but it must be remembered that the Long Dock Company have perfected their arrangements, so that the cars on the Erie R.R. can deliver Western freight alongside ships drawing the greatest amount of water; and that, in Brooklyn, large elevators have been completed within the year.

These are considerations which we deem of the highest importance, but which we fear do not enter into the considerations of our merchants and shippers as much as they ought. If it were impossible for Boston to have these water communications by rail connections, it would be useless to say anything about the matter. Nor is the idea by any means a new one. It was practically developed by S. S. Lewis, Esq., in the Grand Junction scheme, which was to unite the whole chain of railroads from the Old Colony to the Eastern, and virtually place their termini at deep water in East Boston. Mr. Degrand, the great advocate of railroads, and Mr. Nathan Hale, the first President of the Worcester R. R., used to speak of the completion of the Western road and its approach to Boston Harbor, as affording a "long dock" for the West to ship their immense produce to Europe; later still was the scheme of the late Addison Gilmore, to extend the Worcester road over to South Boston and combine deep water privileges with extensive warehouses and depot grounds. This latter is, perhaps, or will be, if ever completed, the best scheme of the two,—that is, better than that of Mr. Lewis; but for this we have got to wait, while, for a small outlay, the Grand Junction can be renovated and put in running order; and at is terminus in East Boston there are already shipping facilities and wharf accommodations, taking them in all respects, unrivalled in any other city. There is an effort on foot at the present time to bring this about, and we trust that those who have labored so earnestly to bring down the rate of freight from the West, will give it their earnest consideration and hearty support. Once develop the usefulness of capacious docks at East Boston, and South Boston will compel the city and State to yield to the demands of progress.—*Boston Commercial Bulletin.*

COMMERCE OF THE PORT OF NEW YORK.

Entries at New York from foreign ports for the first three months of 1862:

	No. of vessels.	Tonnage.
American vessels	673	425,336
Foreign vessels	723	289,8624
Total entered	1,396	715,198½
Do. same time 1861	965	458,802½
Do. do. 1860	808	418,998½
Do. do. 1859	730	360,033½
Do. do. 1858	577	317,538
Do. do. 1857	837	442,545½
Do. do. 1856	631	332,125½
Do. do. 1855	638	298,971½
Do. do. 1854	696	324,025½

By far the largest part of the grain is in foreign vessels, the arrivals of which have more than doubled during the quarter, as compared with the same period of last year. The following will show the comparative clearances for the same period.

Cleared at New York for Foreign Ports for the first three months of 1862:

	No. of vessels.	Tonnage.
American vessels	648	414,645½
Foreign vessels	693	282,327½
Total cleared	1,341	696,972½
Do. same time 1861	966	481,563
Do. same time 1860	709	356,398
Do. same time 1859	653	292,306½
Do. same time 1858	580	286,863½
Do. same time 1857	746	370,861
Do. same time 1856	633	331,134½
Do. same time 1855	683	683,791½
Do. same time 1854	723	331,991½

Imports at New York first three months of the year:

Year.	In American Vessels.	In Foreign Vessels.	Year.	In American Vessels.	In Foreign Vessels.
1859....	$30,302,790	$28,495,393	1861....	$27,321,701	$33,810,451
1860....	30,177,533	34,427,401	1862....	8,732,226	18,771,561

Exports to Foreign Ports for three months:

Year.	In American Vessels.	In Foreign Vessels.	Year.	In American Vessels.	In Foreign Vessels.
1859....	$12,172,916	$8,581,918	1861....	$26,087,198	$3,841,591
1860....	15,184,905	9,866,351	1862....	25,633,759	17,274,547

Hoosac Tunnel Bill.

The Hoosac Tunnel bill was defeated in the Massachusetts Senate on the 21st, by the adoption of a substitute providing for the appointment of commissioners to report to the Legislature the most economical method and expense of completing the tunnel, with its probable value and income. The governor is authorized to take possession of the railroad under the mortgages, to put in running order so much as is completed, and the company to have the right of redemption for ten years.

Chicago, Burlington and Quincy Railroad.

In regard to the project for extending the Burlington and Quincy railroad into Chicago from Aurora, it appears from the statement prepared by the Directors that the extension will make a saving of $30,000 per annum, and that the issue of bonds to build the extension was provided for in the Trust Mortgage made Jan. 1, 1858, made to secure a sum not exceeding $5,000,000. That mortgage says:

It is expressly agreed "that the bonds to the amount of $1,000,000 shall be applied solely and only to the construction of the road from Aurora to Chicago and its appurtenances, and that none of said bonds shall be issued or sold until it shall be deemed expedient to undertake said construction, and then specially for that purpose." "And it is further expressly agreed that no part of said bonds for one million of dollars shall be issued, or countersigned by the trustees, without the consent of a majority of the stockholders in interest at any annual meeting, or at any called meeting of the stockholders for the purpose, of which meeting at least six weeks notice has been given, or the consent in writing of a majority of the stockholders in interest, after a circular has been sent to the stockholders stating the necessity for, and asking liberty to make such issue."

Great Land Sales in Michigan.

The Detroit *Advertiser* says the St. Mary's Falls Ship Canal Company propose to sell at auction, on the 17th of June next, at East Saginaw, a large and valuable tract of land, embracing nearly 100,000 acres, mostly pine land, and also, on the 1st of July, at Muskegon, on Lake Michigan, about 24,000 acres of pine lands on the waters of the Muskegon. These lands were granted to the Canal Company by the State as a consideration for building the ship canal around the Falls of St. Mary.

Wissahickon, Roxborough and Plymouth Railroad.

The charter of this railroad company provides for the construction of a line from some point on the Norristown railroad (between School House lane and Manayunk) to Plymouth, in Montgomery county. The route will probably be up Ridge avenue, or as near this thoroughfare as it is possible to grade a road for the use of locomotives. Among the corporators are Charles Thompson Jones and Henry K. Smith. The charter is null unless work is commenced within three years.

Toledo and Wabash Railway.

The earnings of this road during the fiscal year ending August 31, 1861, were $993,005 18, against $848,981 40 for the year ending August 31, 1860—showing an increase in the past over the preceding year of $144,023 78. During the seven months which have elapsed of the present fiscal year, the earnings have been $720,438 30, against $525,119 75 for the corresponding period of the previous year—showing an increase in earnings of $195,318 55.

Lachine Canal Improvements.

We are informed that the inlet at Lachine is widened about 18 feet; the supply of water will therefore be greatly increased. At Cote St. Paul, the old locks, which have latterly been serving as a waste wear, are now taken out; and eight new gates have been substituted, each 4 feet by 6 feet, which will henceforth allow any quantity of water to pass which may be required on the levels below. The water is expected to be let in about the 1st of May.—*Montreal Gazette.*

☞ Railroad Companies will oblige us by sending us copies of their Reports as soon as they are issued.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers, (†) that the company is in default in its interest, S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	----	----
Mortgage	109,500	7	----	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'65-'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'65-'66	----
Atlantic and Great Western:				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence:				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	86
" "	700,000	6	1880	84
" "	1,128,500	6	1875	89
" "	1,000,000	6	1867	91
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	----	----
4th Mortgage Coupons	200,000	7	----	----
Sinking Fund	200,000	6	----	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie:				
1st Mortgage coupon	2,000,000	7	1877	84½
2d Mortgage coupon	380,000	7	----	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	----	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	----	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	97
Mort. (chgd from Sterl'g)	888,000	5	1864	97
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	105
2d Mortgage	600,000	7	1875	100
Central Ohio:				
1st Mortgage W Div.	450,000	7	1861	62½
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	62
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	----	----
2d Mortgage	1,000,000	7	----	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	99½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	99½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	592,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	----	----
2d Mortgage	----------	†	----	----
3d Mortgage	----------	†	----	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	183,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	100
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	----	87
1st Mortgage	3,600,000	7	----	47
2d Mortgage	2,000,000	7	----	17
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	90
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	----	----
3d Mortgage	158,000	7	----	----
Income	250,500	7	----	----
Tunnel Right	1,000,000	7	----	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	----	80
2d Mortgage	469,000	7	----	----
3d Mortgage	344,100	8	----	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,164,000	7	----	43
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	285,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296 000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	89
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	----	----
Cumberland Valley:				
1st Mortgage	161,800	8	----	----
2d Mortgage	109,500	8	----	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	----	----
2d Mortgage	2,212,000	8	----	----
Dayton and Western:				
1st Mortgage	300,000	7	----	50
2d Mortgage	----------	7	----	40
Delaware:				
1st Mortgage	500,000	---	----	80
Guaranteed	65,000	---	----	----
State Loan	170,000	---	----	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	99½
1st Mortgage (E. Extension)	1,499,000	---	1875	99½
2d Mortgage	2,516,500	---	1881	93
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----
Dubuque and Pacific:				
New Construction	800,000		----	----
Dubuque Western:				
1st Mortgage	344,000	†	----	----
Eastern (Mass.):				
Income (due $75,000 annually)	275,000	6	var.	100½
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	450,000	6	1874	100½
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	----	----
Endorsed by State of Tennessee	150,000	---	----	----
Mortgage (ordinary)	790,688	---	----	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	----	----
Endorsed by State of Tennes.	200,000	---	----	----
1st Mortgage (after State)	100,000	---	----	----
Redeemable in Stock	66,950	---	----	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	----	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	----	----
2d Mortgage	180,000	---	----	----
Galena and Chicago Union:				
1st Mortgage Coupon	1,971,000	7	'62-'63	100
1st Mortgage (Extended)	22,000	7	1882	----
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	100
***Great Western, Ill:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	----	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	----	----
Old Sang. and Morg. Railroad	41,000	---	----	----
2d Mortgage	323,000	---	----	----
Chattel (Equipment) Mortgage	374,426	---	----	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	----	40½
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	----	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	106
2d Mortgage	2,000,000	7	1860	83
3d Mortgage	1,840,000	7	1875	85
Convertible	1,002,000	7	1867	76
Illinois Central:				
Optional Right bonds	38,000	7	1868	64
Construction	10,796,500	7	1875	89
Construction	4,115,000	6	1875	89
Eight per cent. bonds	326,000	8	1865	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	----	87
Income	281,500	10	----	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	----	85
Real Estate Mortgage	200,000	7	1868	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	----	----
Jeffersonville:				
1st Mortage	272,000	7	1861	75
2d Mortgage	292,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	----	----
1st Mortgage	260,000	7	----	----
2d Mortgage (convertible)	1,000,000	7	----	----
3d Mortgage	600,000	7	----	----
Guaranteed by Covington	200,000	6	----	----
Cincinnati (exchanged)	100,000	6	----	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	----	----
City of Keokuk, (special tax)	150,000	10†	----	----
Lee County, 20 years	150,000	8	----	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	----	----
City of Keokuk	200,000	8	----	----
Henry and Louisa Company's	50,000	8	----	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	----	89½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	----	80
2d Mortgage (Eastern Div.)	1,000,000	†	----	----
1st Land Grant (Western Div.)	4,000,000	†	----	55
2d Land Grant (Western Div.)	353,600	†	----	55
3d Mortgage (whole road)	1,700,000	†	----	----
Farm Mortgage	1,087,700	†	----	----
Unsecured Bonds	1,785,000	†	----	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	----	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	89
Long Island:				
1st Mortgage	500,000	6	1870	85
Extension Bonds	175,000	7	1890	82½
Louisville and Frankfort:				
Louisville Loan	176,000	---	----	----
1st Mortgage	248,000	---	----	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	----	----
1st Mortgage	2,000,000	7	----	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	----	----
Mortgage	24,000	7	----	----
Mortgage	10,000	6	----	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
Marietta and Cincinnati:				
Mortgage Bond	235,789	7	1891	90
Memphis and Charleston:				
State Tenn.] Loan	1,100,000	6	1890	----
1st Mortgage	1,600,000	7	----	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	----	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,439	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	101½
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	101½
2d Mortgage (S. F.), convertible	4,153,000	8	1882	99
Mich. Southern and N'n Indiana:				
* Michigan Southern, 1st	991,000	7	1860	95
Northern Indiana, 1st	985,000	7	1861	94
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	90½
Detroit and Toledo	611,000	7	1876	76
1st General Mortgage (S. F.)	2,850,000	7	1885	93½
2d General Mortgage	2,465,000	7	1877	75
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	90
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1835	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	----
Preferred Stock	1,175,000	10	------	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
2d Mortgage	------	----	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4 '8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	97½
Funding (S. F.) Bonds	1,553,000	7	1876	103½
Stock Exchange (S. F.) Bonds	680,000	6	1883	97½
Real Estate (S. F.) Bonds	166,000	6	1883	97
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	103½
Convertible Bonds	970,000	7	1876	103½
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	97
New York and Erie:				
1st Mortgage	3,000,000	7	1867	107½
2d Mortgage	4,000,000	7	1864	100½
3d Mortgage	6,000,000	7	1883	95½
4th Mortgage	4,900,000	7	1880	86
5th Mortgage	1,792,500	7	1883	87
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	102
2d Mortgage	1,000,000	7	1864	92½
3d Mortgage	862,300	7	1867	76
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	85,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	72
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	66½
2d Mortgage	3,077,000	7†	1861	4½
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	70
Chattel Mortgage	350,000	10	1853	90
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1863	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100½
2d Mortgage	2,319,000	6	1875	92½
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	83½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	95
Mortgage (S. F.)	2,672,300	6	1880	95
Mortgage	3,103,600	6	1870	88
Mortgage (convertible)	3,586,500	6	1886	77½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	77½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Allegheny Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and I.)	1,000,000	7	1872	----
2d Mortgage (O. and I.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	30
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	[997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,200,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	800,000	7	1860	----
2d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1868	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie:				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	83
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	94
2d Mortgage (convertible)	$2,000,000	7†	'68-'70	52
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible)	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	81½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	81½
2d M. (Toledo and Wabash)	1,000,000	7	1869	56
2d M. (Wabash and Western)	1,500,000	7	1899	56
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	65
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'63-'71	----
Dollar Bonds	802,000	6	1875	----
Albany City Bonds	1,000,000	6	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	74
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Com pa ny's, endorsed by State	150,000	6	1875	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,963	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	39 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	—	—	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,147	149,477	—	....
31 Aug. '61	61.4	1.6	64.6	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	136½
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,513	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	—	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,188	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	1,717,523	117.4	579,659	926,075	325,573	—	....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	286,512	106,626	—	37½
								DELAWARE.													
31 Oct. '60	34.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	34.3	136,631	138,970	41,466	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	—	6	....
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	632,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	36.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	36.7	.....	418,086	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	96,612	—	....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404.618	212,676	10	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,531	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	6	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	15	....
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10.000,000	220.0	.....	1,098,495	452,698	4	....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,495,998	2,726,930	4,689,340	3,814,516	.....	10,195,257	168.0	.....	1,514,478	242,564	—	62
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
30 Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	.....	7,473,049	228.4	.....	1,093,934	309,567	3½	56½
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,389	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,000	.....	10,469,355	261.3	792,029	1,462,752	652,260	—	68
31 May, '61	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	2,391,000	.....	.....	175.0	.....	*485,943	181,529	—	....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,023	2,965,758	1,150,903	—	61½
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — —	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,463	.....	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper.	by Chic.	& R. Is.	125,000	—	....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
— — —	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,423	*	—	1,106,879	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	364,122	400,397	133,009	—	58
31 Dec. '58	89.8	29.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,868	230,834	9	20
31 Dec. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37,219	2,031,942	84.0	.....	277,952	119,745	—	....
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
— — '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
1Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,080	—	....
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	....
— — '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '61	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,549	1,381,450	230,000	4,690	1,975,801	73.0	325,707	377,692	216,164	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,034	.....	86.0	7 mo's.	85,239	46,771	—	....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	.....	287,143	2,870,015	111.0	107,646	200,160	81,779	—	....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	249,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
— — '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	....
— — '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	— }	13	10	230	{ Lexington and Frankfort	591,121	52,300	—	514,433	130,000	.....	735,312	29.0	.....	108,944	43,267	—	....
30 Jun. '61	65.1	—	....	— }				{ Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	.....	1,649,551	65.1	244,773	245,911	98,679	4	80
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,903	716,478	371,122	—	66
— — '59	13.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	13.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
— — —	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	130,204	481,922	228,649	—	....
1 Mar. '61	206.0	—	....	205.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,666,000	1,150,717	.....	206.0	.....	1,232,624	555 424	—	....
31 Aug. '60	58.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,989	108,484	1,710,819	58.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429.791	545,741	150,226	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,728	*		135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,237,779	1,280,000	271,143	2,990,998	109.5	139,953	172,118	91,487	—	—
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412			180,497	300,000	75,000	.....					—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,988	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	101
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	95
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,849	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	21½
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	28.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*		1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	92
31 May, '61	74.3	8.8	49.7	—	32	54	606	Boston and Maine	4,300,849	*	465,758	4,076,974	—	86,655	.....	118.3	.....	776,065	315,071	6½	107
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	122,720	—	.....	61.8	.....	588,871	272,429	8	119½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	111
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	300,000	—	.....	52.3	.....	250,836	122,956	6	85½
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	56½
30 Nov. '61	19.9	1.3	3.8	—	...	...	.....	Essex	742,592	4,416		299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149		3,540,000	—	—	.....	71.6	.....	543,158	217,054	6	96½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226		217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	...	...	.....	Hampshire and Hampden	596,651			292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	—
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000	—	—	698,563	27.7	.....	204,374	48,542	8	110
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*		500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	73½
30 Nov. '61	27.0	—	2.4	—	...	...	.....	Newburyport	597,386			220,340	234,900	140,902	.....	.....	.....	.....	.....	—	—
30 Nov. '61	21.5	—	0.3	11.5	...	...	.....	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	105
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000	—	—	.....	.....	.....	36,538	19,060	6	—
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308,228	139,447	8	110
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543		243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	—
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	...	...	.....	Stockbridge and Pittsfield	448,700			448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	...	...	.....	Troy and Greenfield	.....	.....	.....	.....	.....	.....	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*		2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	11½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*		5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	117½
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*		1,141,000	150,000	812	.....	45.7	*	195,669	83,188	5.3	54
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '59	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Sep. '60	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	.....	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	—
— — —	—	—	—	—	...	...	.....	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — —	—	—	—	183.0	...	...	.....	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 May, '61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	8	56½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	23½
— — —	—	—	—	89.8	...	...	.....	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MINNESOTA.													
— — '59	—	—	—	620.0	...	...	.....	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
— — '59	—	—	—	175.0	...	...	.....	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
— — '59	—	—	—	112.5	...	...	.....	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	—
— — '59	—	—	—	200.0	...	...	.....	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
— — '59	—	—	—	60.0	...	...	.....	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	...	...	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	—
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	42½
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,850,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	—
— — —	—	—	—	.....	...	...	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,900	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	...	...	.....	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114.0	311,685	67,866	1,516	—	—
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	—
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	166,883	3,015,880	93.5	353,000	227,720	86,338	—	9
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	—
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	53½
30 Sep. '59	46.8	—	.....	—	...	...	.....	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	...	...	.....	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	—
30 Nov. '59	16.5	—	.....	—	...	...	.....	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mass.	.....	—	60
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,980	24,027	12,450	—	—
31 Mar. '59	26.8	—	.....	—	...	...	.....	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	68,577	8	100
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	—
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	137,136	4	60½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	—
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '60	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,840,305	*	6,000,000	3,798,400	8,880,000	.....	12,678,400	124.2	.....	1,997,065	733,950	12	124½
31 Dec. '60	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	43.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	122
1 Jan. '61	2.9	—	2.9	—	...	...	.....	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	—
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	...	...	.....	New Jersey	3,609,089	400,378	1,249,621	4,397,820	688,000	—	5,628,931	33.8	.....	992,767	579,961	10	130
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	.....	.....	.....	.....	.....	—	—
31 Dec. '60	13.5	—	.....	—	...	...	.....	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—
31 Dec. '60	15.0	—	.....	—	...	...	.....	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	—
31 Dec. '60	18.7	—	.....	—	...	...	.....	Warren	1,740,713	*	—	1,140,600	600,000	713	1,740,715	18.7	6 mo.	235,553	112,441	6½	70
31 Dec. '60	13 0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	215,794	—	65,582	—	—	—	15,344	8,268	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
30 Sep. '60	—	—	—	140.0	—	—	—	NEW YORK. Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,028	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,857	520,855	110,896	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	593 845	187,704	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	122½
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Er	ie.	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Er	ie.	30,000	5	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	152,106	—	150.0	967,065	2,047,145	778,121	—	36½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	13
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,267,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	—	7,309,042	2,601,063	6	84½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	37½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	12½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	4,880	36,352	26,346	—	—
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60,000	6	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	895,12	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottedam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,486	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	131,525	8	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by B.,	N. Y. &	E. 22,047	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	490,684	—	—	300,000	83,000	—	—	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	305,911	806,500	247,155	—	112.0	280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,855	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
1 Jan. '62	10½	—	½	30.0	—	—	—	Warwick Valley	185,000	—	—	100,000	85,000	—	185,000	10½	oper. by	Erie R.	W. Co.	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,460	66,112	—	96.7	212,225	351,167	178,067	10	35
31 May, '60	94.9	—	6.4	—	—	—	—	NORTH CAROLINA. Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '55	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,218	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
-- -- '58	—	—	—	—	—	—	—	OHIO. Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	—	314,091	102,765	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	699,716	230,551	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,156,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	88
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	112
31 Dec. '60	67.0	—	—	16.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,353,000	—	—	96.6	—	1,120,370	662,948	14	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	18½
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,350,570	196,413	7,612,406	188.6	—	919,971	493,956	—	44
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	3	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	—	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	—	36.6	—	62,025	8,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	102,180	52,408	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	—	69,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	39	32	602	Little Miami	4,004,4 3	*	—	2,981,270	1,407,000	—	—	138.0	—	1,330,051	529,981	8	98
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	—	434,290	99,554	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,000	219,854	2,697,000	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	—	285,934	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	855,502	1,012,236	400,559	—	9½
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	PENNSYLVANIA. Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	54½
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	219,548	22,490	—	2
30 Sep. '61	52.5	—	3,2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	161,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	422,200	5,293,552	4,915,500	744,579	11,780,945	202.0	—	2,169,946	1,339,680	—	84
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	61
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	52½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	—	753,318	670,227	6	51
30 Nov. '59	24.5	74.8	15.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	47
30 Jun. '61	51.6	10.1	9.7	—	17	20	504	North Pennsylvania	5,458,892	396,927	—	3,155,875	2,940,473	774,323	6,471 462	65.7	5 mos.	176,047	91,399	—	7
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,085,289	3,474,545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	—	46½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,556	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	167,194	—	45½
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150	—	24,353,896	151.4	—	3,312,546	1,625,986	—	23
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.0	6.0	—	—	30	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,300,000	—	—	200.5	48,677	1,286,597	471,712	6½	53

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '61	49.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803		1,756,436	1,500,000	86,312	3,426,836	22.0	11,408	78,228	21,217		
30 Jun. '61	467.5	—	63.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791,166	18,487,835	467.5	1,948,501	2,325,353	761,554	—	4
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----------	----------	----	----	----------	----------	—	----
30 Sep. '59	54.5	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----------	1,355,700	54.0	----	----------	----------	—	----
30 Sep. '59	9.2	15.3	14.9	—	----	----	----	Schuylkill Valley	573,616	*	—	573,616	----------	----------	573,616	24.5	----	54,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	383,004	864,450	789,970	60,821	1,724,227	----	----	96,227	54,582	—	----
31 Dec. '59	148.0	—	20.0	140.0	----	----	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	----	114,126	61,848	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----------	----------	29.6	----	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	----	125,597	4,502	—	8
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	----------	78.0	129,878	238,420	860,339	—	----
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,300	----------	----------	62.0	240,442	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	4 ,7,917	8,500	----------	----------	13.6	----	26,454	6,914	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,589	----------	----------	1,916,515	217,577	----------	2,134,092	13.2	----	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----	283,263	151,536	6	----
— — '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,220	*	—	200,000	----------	----------	200,000	22.5	----	----------	----------	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----	----	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----	318,718	187,468	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	160,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----	----	----------	----------	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----	----	----------	----------	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----	734,118	337,384	6	----
1859	----	—	----	—	----	----	----	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----	----	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----	----------	----------	—	----
— — '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	—	275-000	240,000	171,583	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----	----------	----------	—	----
— — '59	28.0	—	----	766.0	----	----	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----	----------	----------	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	----------	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----------	----------	----------	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	895	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	----	----	----	Vermont and Canada	1,350,695	----------	—	1,350,000	----------	----------	1,380,695	ope	r. by Vt.	Central	----------	—	112
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----------	----------	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	----	----	----	Western Vermont	1,083,500	*	—	332,000	700,000	----------	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	----	----	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----	----	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	151	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	198	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,020	1,639,648	80.0	----	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	—	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	----	----	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	62,182	—	----
— — '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,842,600	2,526,000	58,549	8,030,604	234.4	----	1,108,354	436,039	—	27
— — '57	50.0	—	----	—	85.0	—	----	Milw., Watertown & Baraboo	614,236	----------	—	345,861	132,000	----------	----------	50.0	----	121,401	----------	—	----
10 May, '61	104.0	—	----	—	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	229,850	68,438	—	----
— — '58	10.0	—	----	—	55.0	—	—	Wisconsin Central	600,000	----------	—	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 July '61	161.0	—	----	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	----
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----------	----------	----------	----------	----------	----------	----------	81.0	166,245	----------	----------	—	11
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----	----------	----------	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	----------	----------	357.0	1,360,900	----------	----------	3	----
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	37,081	----------	----------	—	----
— — '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	254,530	----------	----------	—	----
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	89,222	----------	----------	—	----
— — '59	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	----------	----------	----------	25.0	----	----------	----------	—	----
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	—	14	18	225	European & North American	4,548,564	*	—	4,637,852	—	—	4,637,852	108 0	----	130,678	36,432	—	—
1 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,383	—	1,380,000	13,100	136,000	1,709,232	60.0	----	132,555	36,670	—	----
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	----	60.1	----	----	----	Nova Scotia	4,268,717	*	—	----------	----------	----------	----------	61.5	----	120,918	26,803	—	----
								NEW GRANADA.													
31 Dec. '60	48.7	—	----	—	----	----	----	Panama	8,000,000	*	620,804	5,000,000	2,400,000	—	9,608,530	48.7	----	1,589,859	1,110,652	12	125½

New York Stock Exchange.

Highest Sale Prices for the week ending April 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30.
Federal Stocks:—						
U. S. 5s, 1871	....	....	....	....	....	....
U. S. 5s, 1874	87¼	87¼	....	87¼	89¼	89¼
U. S. 5s, 1865	92¼	....	....	....	....	....
U. S. 6s, 1881, reg.	94¼	....	94¼	94¼	96¾	97¼
U. S. 6s, 1881, cou.	94¼	93¼	94¼	95¼	97¼	98
U. S. 6s, 1862	....	....	....	....	....	....
U. S. 6s, 1867	94¼	....	....	....	....	97
U. S. 6s, 1868	....	....	....	....	....	....
Tressury 7 3-10 Notes	100¼	100¼	100¼	100¼	101½	102¼
State Stocks:—						
California 7s	86¼	86	86¼	....	87¼	89
Georgia 6s	....	....	....	....	....	....
Illinois Coupon bonds	....	....	90	90	91¼	91
" Canal bonds	88	88	....	....	....	....
Illinois War Loan	....	....	89	....	....	90¾
Indiana 5s	....	78¼	....	....	....	79
Indiana War Loan	....	....	....	....	91	....
Kentucky 6s	86	....	....	....	....	....
Louisiana 6s	....	....	....	....	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	....	....	....
Minnesota 8s	....	....	89¼	....	....	90
Missouri 6s	49¾	49¾	49¼	49½	50	50¾
Do. iss. to H.& St.J.R.	....	....	60¼	....	....	....
New York 5s, 1868	100	....	....	....	....	....
North Carolina 6s	63¼	64¼	....	....	....	....
South Carolina 6s	....	....	....	....	....	....
Ohio 6s	99¾	100	100	99¼	100	....
Tennessee 6s, 1890	56	55¾	55½	56¼	57¼	57¼
Virginia 6s	53	56¼	....	....	....	....
Railroad Shares:—						
Buffalo & State Line	....	....	....	....	....	....
Chicago, Burl. and Q.	61¾	62	61¾	62	....	....
Chicago and Rock Isl.	54	54	54	54¼	55	56¼
Clev., Col. and Cin.	112¼	112¼	112	....	....	....
Clev. and Pittsburg	17¼	....	17¼	....	....	18¼
Clev. and Toledo	40¼	40¾	41¼	42	42¾	44
Del., Lack. and West.	....	....	82	....	84	....
Galena and Chicago	66¾	....	67	67¼	67¾	68
Hudson River	35¾	....	35¼	....	....	36¼
Illinois Central (scrip)	58	57¾	58¼	59¾	59¾	61¼
Michigan Central	54¼	54	53¾	54¼	....	56½
M. S. and N. I. guar'd,	45	....	44¼	44¼	45¼	47¼
M. S. and N. I.	22¼	....	....	22	22¾	23¼
Mil. and P. du Chien	25¼	....	....	....	....	27
M. and P. du C. 1st pref.	....	....	79½	....	....	79½
M. and P. du C. 2d pref.	56¼	....	....	....	....	58
New Jersey	....	....	....	....	....	130
New Jersey Central	....	....	....	....	....	....
New York Central	83¼	83¾	83	8 ¼	83¾	84¼
Erie	37	36¾	36¾	36¾	37¼	37¼
Erie pref.	61¼	61¼	61¼	61¼	61¼	62¾
N. York and Harlem	12¼	12¼	12¼	....	....	....
N. Y. and H. "pref."	....	....	....	30¼	31¼	32¼
Panama	123¼	123¼	123¼	124	124¼	125¼
Phila. and Reading	43¼	....	....	....	44¼	45¾
Railroad Bonds:—						
Buff., N.Y. & Erie 1 M.	82¼	....	....	83¼	....	84¼ 84¾
Chic. and N. W. 1st M.	....	....	....	....	....	47
" " 2d M.	....	....	....	....	17	....
" " S. F.	....	....	....	....	....	....
Cl. & Tol. S.F. 7 p.c.	....	....	86¾	87	88	89
Chi., Bur. and Q. 8 p.c.	....	....	99	....	99	99¼
Chi. and R.I. 1st M. '70	97¼	....	....	....	....	....
D.L.& W. 1 M. 8 p.c. '71-5	....	....	....	....	....	....
" 2 M. 8 p.c. '81	....	....	....	....	....	....
Gal. & Ch. 1 M. 7 p.c. '63-100	....	....	100	....	....	....
" 2 M. 7 p.c. '75	....	....	....	....	....	....
Hann. & St. J. 1 M. 8s	....	....	....	....	....	....
Hudson R. 1 M. 7 p.c. '69	....	105¼	....	....	....	106
" 2 M. 7 p.c. '60	....	....	....	....	....	....
" 3 M. 7 p.c. '75	....	....	....	....	....	85
" sink. fund	....	....	....	....	....	....
Illinois Centr. 7 p.c. '75	86¼	....	....	87¼	....	89
" " 6 p.c. '75	86¼	....	....	87¼	....	89
La Crosse & Mil. L. G.	....	....	....	....	....	....
Mil. and P. du C. 1st M.	89¼	....	....	....	90	....
Mich. Cen. S.F. 8 p.c. '82	....	....	98¼	....	99	....
" " conv. 8 p.c. '69	99¼	100	....	....	101	101¼
Mich. Southern 1st M.	95	95	....	....	95	....
" " 2d M. Ass.	....	....	....	....	....	....
" " 2d M.	74¼	....	....	74¼	....	75
" " S. F.	92	....	91¼	92¼	....	93¼
M.S.& N.I. 1 M. S.F.	....	....	....	....	....	....
" 2 M. 8 p.c. '77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	....	....	91	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
N.Y.C. 6 p.c. certif. '88	....	....	....	....	....	97¼
" 1 M. 7 p.c. '64	....	....	103	103	....	103¼
" bonds 1876	....	103¼	103¼	....	....	....
N.Y.& E. 1 M. 7 p.c. '67	107¼	....	....	....	....	107¼
" 2 M. 7 p.c. '64	....	....	....	....	....	....
" 3 M. 7 p.c. '83	93	93¼	93¼	94	....	95½
" 4 M. 7 p.c. '80	....	....	....	86	....	....
" 5 M. 7 p.c. '83	....	83	84	....	85¼	87
N.Y. & H. 1 M. 7 p.c. '73	....	....	....	....	....	102
" 2 M. 7 p.c. '64	....	....	....	....	....	....
" 3 M. 7 p.c. '67	....	....	....	....	....	....
Toledo & Wab. 1 M.	80	80	80	80¼	80¼	81¼
" " 2 M.	50	50	50¼	52	53¼	56
Miscellaneous:—						
American Gold	101¼	101¼	101¼	101¼	101¾	102
Del. and Hud. Canal	....	92¼	....	....	92¼	....
Penn'a Coal Co.	80	....	....	....	80	....
Pacific Mail S. S. Co.	104¾	105	105	106¼	109	111

The following are the closing prices in the London Market on the 16th April:

United States 5s, 1874	75	to	77
Maryland	80	"	82
Virginia 6s	50	"	53
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	67	"	68
Erie shares, ex assessment scrip	31¼	"	32⅛
Erie shares, 7 per cent. preference	53	"	55
Erie shares, assessment scrip	1¾	"	2¼
Illinois Central 6s, 1875	73	"	75
Illinois Central 7s, 1875 x.c.	77	"	79
Illinois Central $100 shares, $90 paid, dis.	47	"	46
Illinois Central, all paid	50	"	52
Michigan Central 8s, Convertible, 1869	84	"	86
Michigan Central Sinking Fund 8s, 1882	87	"	89
Michigan South. and North. Indiana 7s, 1885	73	"	78
Do. do. do. $100 shares	19	"	21
New York Central 6s, 1883	84	"	86
New York Central 7s, 1864	88	"	92
New York Central 7s, 1876	88	"	92
New York Central 7s, 1876	88	"	92
New York Central $100 shares	72	"	74
New York and Erie 7s, 1867	92	"	94
New York and Erie, 2d mort., 1859 x.c.	85	"	90
New York and Erie, 3d mort., '83, assented	80	"	81
New York and Erie, 4th mort.	70	"	72
New York and Erie, 5th mort.	70	"	72
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	100	"	103
Panama, 2d mortgage 7s, 1872 x.c.	99	"	101
Pennsylvania Central 6s	86	"	88
Pennsylvania Central 2d mortgage	84	"	86
Pennsylvania Central $50 shares	41	"	43
Philadelphia and Reading $50 shares	18	"	22

American Railroad Journal.

Saturday, May 3, 1862.

Financial Revulsions—How They are Brought About.

In the *Princeton Review* for April we find an elaborate article on "the nature of money, and of credit as its substitute," to some of the points presented in which it may be well to refer at this moment. It is not necessary to define, for the ten thousandth time, what *is* money, or why the precious metals have been preferred to all other substances for that purpose. The general reader may be supposed to have mastered the alphabet of political science; and we think the *Review* might have dispensed with it altogether. But there is one topic in connections with financial inflations which may not be so commonly understood; and to this the article in question does ample justice. Many persons suppose that these are brought about by paper money exclusively, instead of its being a mere subordinate agent in producing them.

The first and simplest agency at work in giving rise to inflations is the simple form of *book credits*; and in proportion to the number and extent of these, will probably be the magnitude of the collapse likely to follow. It is undoubtedly true that credits of this description for short periods, when the transactions between man and man are numerous, possess many advantages. They diminish the number of payments which would take place, and enable a smaller sum of money to suffice for the wants of the day. On the other hand they offer dangerous temptations to extravagance, speculating and roguery. In times of revulsion the failure of a few to fulfill their engagements is apt to generate universal mistrust, to the great disadvantage of the honest and the solvent debtor. As the volume of these accounts far exceeds that of the bank paper in circulation, the relative share which each contributes to bring about inflation and subsequent depression, may be readily estimated.

A second form in which credit becomes a substitute for money is as *bills of exchange*, liquidating transactions of a commercial nature between cities and countries, without the trouble, risk or loss arising from the shipment hither and thither of specie. Between places where this business is considerable the work of effecting these exchanges becomes a regular department of banking. Bills of exchange on leading houses in this city or London pass current by endorsement from hand to hand, answering all the purposes of currency. They are even drawn with the design of raising money, instead of asking loans from the banks.

A third form is the use of *bank-checks*. This easy arrangement enables a man to discharge thousands of dollars of indebtedness in the course of a day, without burdening himself with the specie or bank bills. At the same time, the sums lying on deposit constitute the life-blood of banking institutions. The accounts which are daily settled in this city by currency bear an exceedingly small ratio to those discharged by checks. The power of money is thus economized, as some steam engines economize water by condensing the vapor every time it is formed. But for these little paper contrivances, the millions of "circulation" issued by our banks would have to be doubled, trebled, and perhaps, quadrupled in amount.

It will be seen that as bank paper is a substitute for real money, so all these forms of credit are substitutes for bank paper, answering the same purpose in a limited circle, as the bank note answers the purposes of the gold dollar in a limited circle of country. To calculate the extent of a financial inflation, then, it will by no means suffice to compare the bank issues of this week with those of the last, or even to add to them the large sums of government paper coming into the market as currency. These are only the crests of the wave. There is, besides, an immense swell, which may not be taken into account by the general public; but is apt to be guessed at with more or less accuracy by the intelligent banker.

It will be perceived, too, that while each of these forms of credit offers certain advantages on the score of facility, all are liable to the same abuse. The banker may discount too freely to accommodate mere speculators; the dry goods merchant may trust too readily the plausible buyer, as too easy credence may be given to bills of exchange drawn for "kiting" purposes. The temptation to expand in every direction is very great, through cupidity, rivalry, sometimes necessity, and a too common belief that "to-morrow will be as this day and more abundant," since this day may be more abundant than yesterday.

How far the evil may proceed, before leading to a collapse, must depend on circumstances. In this country the usual check on over expansion is a great increase in the imports, bringing about an exportation of the precious metals to discharge the value due other countries. The article in question seems to regard this as the *sole* agent in producing the revulsions; but if so, it is an obvious error, as such crises would occur, when the causes producing them existed, whether or not one nation traded with another. But the general rule is doubtless ease, expansion, speculation, a rise in prices, large importations of merchandise, with exportations of specie, bank contractions, followed by a general panic and revulsion.

We pass over that portion of the article describing the influences which brought on the various

crises that have happened in this country and England, to consider *the antidote* offered to the mischief from prostration of credit. "This evil and its consequence," observes the *Review*, "can be removed only by removing its cause. Its cause is the excessive and crushing contraction of credit. Let that undue contraction be removed. Let the bank and bankers also control the loan market * * boldly resolve and proclaim that those who deserve credit shall have credit, and that really solvent houses shall have their ordinary accommodations. * * This of itself will generally at once relieve, and soon totally remove the pressure. It will kill the rising panic. It will restore sound commercial transactions to their wonted channels." In support of this view it refers to the "Orders in Council" to the Bank of England, removing the prohibition to issue notes beyond a certain amount; also to the relief experienced by the suspension of 1857, when our banks at once felt themselves enabled to expand their loans sufficiently to meet the wants of the country.

There is some sound advice in this; but it fails to meet the issue. In the first place, it does not define correctly the true origin of panics. Their prime cause is not "the excessive and crushing *contraction* of credit;" but its excessive *expansion*. The latter leads as necessarily to the former as the inordinate cramming of food into the stomach does to loss of appetite, and the subsequent loss of flesh. How far wide of the mark would be that physician who should prescribe a full regular diet to his patient under circumstances of the sort; though it might be quite true that the want of it had occasioned his shrinkage in bodily tissue. Equally far short is he who has no antidote to offer against times of commercial revulsion other than, "Lend to solvent persons as usual, regardless of the consequences."

It is true the banks were not, as they ought not to have been, prosecuted for suspending either in 1857 or 1861; but are we to infer from this that they never will be in case their notes are dishonored? The writer seems to believe as much, in which, however, few will sustain him. The banks were saved on both occasions, because there was a general crisis, which they did their utmost to prevent, and only failed because it was impossible. But let their paper go to protest on ordinary occasions, and they will find public forbearance assume a very different phase from that of last year and 1857.

In the next place, the nature of an unhealthy expansion is such that it must go on increasing, as the utterance of one falsehood requires that of fresh falsehoods to support it. The foolish speculator who calls for large accommodations this year will require larger support next year, and so on. The list of applicants is always on the increase. The probability is that the longer this abnormal condition exists, the more pernicious will be its effects when the crisis comes. The men who create panics are not the "solvent" class of dealers; but such as have managed to float along on the rising wave of general prosperity. When the door is shut in their face, they get up the loudest alarm. Ordinary bill-holders are next seized with the panic; and from these it is communicated to the depositors, as in 1857. It is very good advice to bank managers at such a time to keep "steady;" but what will steadiness accomplish, when every man has grown fearful of his neighbor, through the secret conviction that everybody has been going too fast? Canute bidding the sea retire was not the only man of eminence guilty of a miscalculation of means to ends.

No. To reach this root of bitterness we must dig deeper. We must condemn not "crushing contractions" in the hour of alarm, but foolish *expansions* of credit in seasons of prosperity. Admitting that the former is an evil in itself, it is such only as a reaction growing out of the latter. Let the banker acquire all possible steadiness of nerve in moments of danger; but let him rather strive to avoid this by withholding facilities to long credits in trade, even with the prospect of greater profits; let him discourage all reckless speculation in stocks, etc., the mere rise or fall of which bring no direct benefit to the community, also all "kiting" and other schemes of the sort for raising means, when the parties resorting thereto should be driven to the wall. And at this moment, when the money market is likely to be deluged with Government paper, with the uncertainties and dislocations attending a probable termination of hostilities at an early day, these remarks will not, we trust, pass unheaded.

New York Insurance Companies.

The third annual report of the state superintendent of the insurance department gives the following statistics respecting them: There are now ninety-five joint stock companies incorporated by this state. Their capital is $20,282,860; net assets, $23,568,054 76; premium income, $6,827,786 46, being $433,859 06, or 5.97 per cent. less than last year. The losses paid were $3,771,219 08, being $218,232 53, or 5.35 per cent less than in 1860. The dividends were $357,301 29 less. Of the companies, fourteen only received premiums amounting to over $100,000 each; four only over $200,000, and of one only over $300,000: As regards rates and reckless competition, the superintendent has the following just remarks:

Our companies must either gradually and carefully extend their line of business, and increase their capital and reserved funds, or allow the best portion of the insurance business of the country to pass into other and abler hands, more capable of understanding and serving the wants and necessities of the American people. * * * * The people are willing to pay fair and remunerative premiums, but they insist upon sound and reliable indemnity. The unfair and reckless competition of irresponsible and unsound companies has for several years tended to unsettle and disproportion rates; thus endangering alike the insurer and the insured. There is, however, now no good reason why our companies cannot become in fire—as they already are in marine and life insurance—among the best, if not the very best, in the world.

The premium income of the mass of our fire insurance companies is by far too small for their capitals and inadequate to the proper support of a separate and independent corporation. The experience of the Home, Security, Manhattan, Continental, Phenix, Lorillard, and other companies, has demonstrated that, with proper skill, tact, and sagacity, business can be increased and managed to an indefinite extent, with entire safety and even additional security to the company. We have now the machinery and organization in working order for nearly one hundred joint stock fire insurance companies. In the course of few years their business can be safely doubled and even quadrupled, without doubling or quadrupling the yearly expenses. Any considerable expansion of business must, of course, be mainly effected through the instrumentality of reliable, safe, and well-managed agencies.

Railroad Earnings for March.

Subjoined is a statement of earnings of Railroads for March. The result is fully as favorable, in the aggregate, as for February. The total increase is $333,209 83; the rate 13½ per cent. The few cases of decrease are owing entirely to local, or extraordinary causes. The earnings of Western roads would have been larger for the month, but for the large accumulations of produce at all the Lake Ports, which very materially checked operations. At several points, Milwaukee and Toledo for example, the warehouses were entirely filled up by the end of January. There were never before so large accumulations of grain at the depots in the interior. The amount in first hands is still very large, so that with a good demand, the railroads will have a lucrative spring and summer business. The pacification of the country will also have a favorable effect. If the rebellion as now seems probable should be suppressed within a few weeks, an impulse would be given to the internal commerce of the country which would add very largely to the earnings of our public works.

Roads.	1862.	1861.	Increase.
Chicago, Burl. and Quincy	$121,272 39	$158,007 33	†$36,734 94
Hudson River	308,963 46	167,559 96	141,403 50
Chicago and Rock Island	71,604 00	75,275 00	†3,671 00
Galena and Chicago	76,137 59	101,600 24	†25,462 65
Michigan Central	152,201 62	151,670 54	1,231 08
Cleveland and Toledo	99,359 00	85,873 00	13,486 00
Buffalo, New York and Erie	81,144 97	49,194 46	31,950 51
Illinois Central	161,801 95	226,966 76	†65,164 81
Toledo and Wabash	56,006 88	61,050 77	†5,044 89
Harlem	103,020 32	88,790 72	14,229 60
Milwaukee & Prairie du Chien	47,009 87	43,636 62	3,373 25
Cleve., Columbus & Cincinnati	112,606 00	67,610 00	44,996 00
Norwich and Worcester	24,250 24	21,454 36	2,795 88
Erie	636,615 27	458,560 09	178,055 19
Reading	191,266 25	244,422 65	†53,156 40
Cleveland and Pittsburg	90,300 00	83,408 00	6,892 00
Northern Central	161,927 95	77,796 44	84,031 51
	$2,496,086 76	$2,162,876 93	$333,209 83

† Decrease. Increase 13½ per cent.

Buffalo, New York and Erie Railroad.

The following is a comparative statement of the earnings and expenses of the Buffalo, New York and Erie Railroad Company for the six months ending April 1:—

Earnings.	1862.	1861.
Passengers	$69,965 95	$52,948 18
Freight	356,176 60	223,069 85
Other sources	21,807 62	14,638 13
Total	$438,950 18	$291,650 66
Expenses.		
Maintaining road	$71,662 93	$48,008 30
Repairing machinery	52,460 69	34,846 97
Operating road	112,101 26	91,932 95
Total	$236,224 88	$174,787 32
Net earnings	202,725 30	116,803 34

This makes the increase for the six months $85,861. The net earnings of the period, $202,000, are more than sufficient to pay the interest on the

funded debt of the company for the entire year. The company has no construction account. The earnings for the first fifteen days of April show an increase of $9,284 on the same time last year.

The Reciprocity Treaty.—Mr. Galt's Report.

Mr. Galt, the Canadian Minister of Finance, has submitted a lengthy report on the Reciprocity Treaty, in reply to that which was lately presented in the House of Representatives at Washington, an abstract of which we have already given. In several of the points of issue made by the committee he has fairly driven them to the wall. The principal charge made against Canada was that of a breach of *the spirit* of the treaty by increasing the duties on manufactured articles imported; but as the United States Government has seen fit to pursue a similar course, Mr. Galt thinks our people had no right to complain. "When the United States," he observes, "are prepared to place their tariff on Canadian goods as low as our tariff is on theirs, it will be in a more logical position to make complaint." Besides, could we expect, he asks, that America should be favored in the levying of duties, at the expense of the mother country, which affords Canada protection?

To the charge of discriminating by differential duties against American vessels on the Lakes, Mr. Galt replies that Canada admits the registration of foreign vessels without charge; the United States do not. Canada allows American craft to pass through her whole system of canals to the ocean, free of toll or charge of any description; but no Canadian boat, even on payment of toll, is allowed to enter an American canal. He considers it questionable whether the General Government ever fulfilled its obligations to urge upon the State governments to remove that prohibition; at all events, it has never been removed.

Below we give some tables of Canadian commerce embodied in Mr. Galt's report. They differ in part from those given by the Committee of the House, partly because the years do not begin and terminate simultaneously:

STATEMENT showing the total value of the undermentioned articles exported to all countries and to the United States, during the years 1859, 1860 and 1861:—

1859.	Total Amount.	United States.
	$	$
Wheat, flour and corn	4,342,291	3,584,031
Other agricultural products	2,997,607	2,694,320
Timber and lumber	8,556,691	8,301,819
Animals	2,014,833	2,014,208
All other articles	5,191,056	2,327,941
Totals	23,102,378	13,922,314
1860.		
Wheat, flour and corn	9,564,484	6,483,994
Other agricultural products	4,694,741	3,529,805
Timber and lumber	10,051,147	3,846,611
Animals	2,048,005	2,047,845
All other articles	6,003,083	2,519,813
Totals	32,361,460	18,427,968
1861.		
Wheat, flour and corn	14,560,111	6,566,582
Other agricultural products	3,684,520	2,137,554
Timber and lumber	8,694,638	2,065,870
Animals	1,397,034	1,396,994
All other articles	6,381,945	2,219,427
Totals	34,717,248	14,386,427

The annexed statement shows the imports into Canada from the United States from 1850 to 1861 inclusive, classed as dutiable and free:

	Total value of imports.	Value of duty paid goods.	Amount of duty paid.	Value of free goods.
	$	$	$	$
1850.	6,594,860	5,803,732	1,069,814	791,128
1851.	8,365,765	6,981,735	1,274,762	1,384,030
1852.	8,477,693	7,613,003	1,433,198	864,690
1853.	11,782,147	10,656,582	1,805,812	1,125,565
1854.	15,533,098	13,449,341	2,209,173	2,083,757
1855.	20,828,676	11,449,472	1,786,032	9,379,204
1856.	22,704,509	12,770,923	2,059,826	9,933,586
1857.	20,224,651	9,996,430	1,605,164	10,258,221
1858.	15,635,565	8,473,607	1,611,711	7,161,958
1859.	17,592,916	9,032,861	1,825,135	8,560,055
1860.	17,273,029	8,526,230	1,759,928	8,746,799
1861.	21,069,388	8,338,620	1,584,892	12,730,768

	Average per centage.	
	On goods paying duty.	On total value of goods imported.
1850	18.43	16.22
1851	18.26	15.24
1852	18.82	16.90
1853	16.94	15.32
1854	16.42	14.22
1855	15.60	8.57
1856	16.13	9.07
1857	16.10	7.94
1858	19.02	10.31
1859	20.20	10.37
1860	20.64	10.19
1861	19.00	7.52

The following statement shows the whole trade between Canada and the United States for eleven years, including 1861:—

Year.	Imports from U. S. into Canada.	Exports from Canada to U. S.	Amount of the whole trade.
1851	$8,365,764	$4,071,544	$12,437,308
1852	9,477,693	6,284,520	14,762,213
1853	11,782,144	8,936,380	20,718,524
1854*	15,533,096	8,649,000	24,182,096
1855	20,828,676	15,737,276	37,565,952
1856	22,704,508	17,979,752	40,684,260
1857	20,224,648	13,206,436	33,431,084
1858	15,635,565	11,930,094	27,565,659
1859	17,592,916	13,922,314	31,515,230
1860	17,273,029	18,427,968	35,700,997
1861	21,069,388	14,386,427	35,455,815

* Epoch of the Reciprocity Treaty.

The report concludes as follows:

The Minister of Finance therefore respectfully reports that he cannot recommend your Excellency to submit the project of a Zoll-Verein to the favorable notice of Her Majesty's Government. But he considers that there are many respects in which it would be found beneficial to extend the operation of the Reciprocity Treaty with the United States, and he recommends that the subject be brought before the Imperial Government, with a view to such action hereafter as may meet with Her Majesty's approval.

Revival of Business at Nashville.

There is great briskness in the cotton market at present at this point. Loads are constantly passing through the city on their way to the river. One boat day before yesterday left with some two hundred bales. Buyers are scouring the country in all directions as far as the protection of the Federal lines extend, and sometimes even further. The planters are acting like men of practical sense, and are quick to trade. Good middling readily brings 16 and 17 cents in specie or U. S. Treasury Notes, and 22 and 25 cents in current Tennessee paper. There is no holding back on the part of the planters. They all fully appreciated the immense benefits which reviving trade will scatter over an almost bankrupt country. One thing has forced itself upon the minds of those even who were unwilling at first to admit the fact—interference with private property which has not been included in the rebellion will not be made by Federal troops. All parties now feel secure in this respect. The Surveyor of this port has kindly consented to furnish us with the amount of bales shipped here. Our editorial friends abroad may hail this as a sign of reviving commerce in Nashville.—*Nashville Union.*

Interesting Statistics on Life Insurance.

The editors of the *Wall Street Underwriter* have compiled an elaborate statement of the business of the life insurance companies located or having agencies in the city of New York in 1861. It is issued in a tabular form, well adapted for preservation, and ready reference in the counting-house or private dwelling, and can be obtained from Messrs. Grierson & Ecclesine at their office, 44 Wall st. It gives at one plain view every essential information respecting life insurance, and the magnitude of this growing interest in our midst will be somewhat startling to the majority of people.

The amount of policies in force is the immense sum of $164,000,000, and the gross assets of the American companies $27,000,000.

The synopsis or tabular statement gives a very clear view of the immense progress made by life insurance within the last twenty years. It is compiled from the annual returns filed in the insurance department at Albany, and embraces the accounts of nineteen companies—eleven belonging to New York City, two to Connecticut, two to Massachusetts, one each to New Jersey and Vermont, and two English companies. Excepting the New York Life and Trust, chartered in 1830, and which appears to do but very little life business, the oldest American company in the list is the Mutual Life of New York, organized in 1842, just twenty years ago, and which now shows an accumulated fund of over eight million dollars. The general results for all our city companies may be summed up thus:

Assets of eleven New York companies	$15,546,481 93
Premium receipts in 1861	2,591,842 33
Total income in 1861	3,275,299 10
Total expenditure for death claims, surrenders, dividends and expenses	1,919,682 18
Number of new policies issued in 1861	6,528
Amount insured thereon	$17,082,144 00
Aggregate number of policies in force	25,572
Total amount insured	86,174,661 00

There have been five companies since 1853; of these the Equitable stands at the head, having in force 1,188 policies, insuring $3,684,000.

The remarkable feature of the exhibit is the large number of policies which have been either surrendered or lapsed in 1861, amounting to no less than 4,759, and representing over seventeen millions of insurance. This is one of the bitter fruits of the rebellion. Nearly all the policies held in the South have fallen through, and of course the depression of business in the North has compelled many men here to give up their policies. Taking the "present value" of all policies and obligations by a standard recognized among actuaries, the aggregate liabilities of our eleven New York offices are set down at $9,467,843 50, which, being deducted from the gross assets, shows a surplus of over six million dollars: but the policies of three of the younger companies have not been valued. Allowing a liberal margin, however, for that item, the condition of our local companies appears to be highly satisfactory.

Taking in all the other State companies, the synopsis shows aggregate assets .. $27,186,241 10
Income 6,235,286 49
Expenditure 3,628,707 88
Total new business of 1861, 10,456 policies, insuring 28,606,144 00
Aggregate number of policies in force 54,185
Aggregate am't insured thereon .. 164,368,646 00

The English companies named in the return are the Liverpool and London and the Royal, both represented in this city and both showing abundant capital and extensive business. The synopsis from which we extract these general results shows the amount of business transacted in New York State by other State and English companies, and supplies "Notes Explanatory of Dividend and Premium Systems" of all the companies.

The Union Bridge Across the Schuylkill River on the Delaware Extension of the Pennsylvania Railroad.

The Union Bridge over the Schuylkill river on the Delaware Extension of the Pennsylvania Railroad consists of two permanent spans and one pivot span, each of the following dimensions:

Length of span. ..... 191⅓ feet.
Width in clear ..... 12½ "
Width from centre to centre of trusses. 13½ "
Height from centre to centre of chord. 19 "

There are in each span 20 panels of 9 feet 5¾ inches each. The system adopted in the permanent spans consists of the following essential parts:

Upper chords of cast iron, to resist compression, octagon in form, and terminating in rectangular abutting surfaces at the junction over the posts.

Lower chords, consisting of a series of eye-bars, of hammered iron, to resist tensile strains and support the roadway. Posts formed of two rolled semi-octagon bars combined and terminating in cast iron bases and capitals.

Square suspension diagonals of wrought iron, inclined at an angle of 45°, provided with loop at lower end to receive the connecting pin, and an enlarged end with screw and nut at upper end for the purpose of adjustment.

The end of the rods being upset so as to give a full section exclusive of the thread of the screw. Lateral struts and truss braces of cast iron; and wrought iron horizontal diagonal rods, for lateral adjustment.

The pivot span is of the same general dimensions and appearance as the permanent spans; but to render it self-sustaining when swung clear of the end supports, some peculiarities in design were rendered essential. The upper and lower chords are each composed of rolled iron beams of I section, connected at the joints by wrought iron splices accurately fitted and securely riveted. They are thus adapted to resist tension or compression. This structure is supported over the centre pier by a cylinder 24 feet in diameter, 4 feet 2 inches high, composed principally of boiler iron. The cylinder is connected by 28 diagonal rods with a central cylinder resting upon anti-friction rollers and a large cast iron cone placed upon the masonry. The small wheels running between the circular track on the masonry and the lower chord of the large cylinder prevent oscillation in the bridge while it is being turned on the pivot. The operation of turning is effected by means of a simple lever rack and pinion.

A uniform load of 2,400 pounds per lineal foot, exclusive of the weight of the structure will only produce effects equal to one-sixth of the breaking weight.

The materials in the three spans, exclusive of the cylinder, pivot and gearing, will average:

565 lbs. wrought iron per foot.; 835 lbs. cast iron per foot—total 1,400 lbs. per foot.

The bridge over Sutherland Avenue is also of iron—a single span 80 feet 2 inches in length—divided into 14 panels. Width 13 feet 6 inches; height 7 feet 9 inches.

Materials—266 lbs. wrought iron per foot.; 492 lbs. cast iron per foot—total 758 lbs. per foot.—*U. S. R. R. and Mining Register.*

The Rosendale Cement.

Readers of the Railroad Journal will have perused the advertisement of the Rosendale Cement Co., whose works are at High Falls, Ulster County, in this state. In the building of permanent edifices, such as bridges, depots and the like, it is all important that the best kind of cement be employed. Unfortunately while most men are able to form an intelligent opinion on the subject of stone, brick or wood, very few can test the relative merits of common lime mortar and that made from cement. Only when walls, arches or piers give way can the defects of the substance made use of for this purpose be discovered. But this is too late to rectify the mistake made.

Among the many testimonials on behalf of the Rosendale Cement we would refer to one from an engineer, now a distinguished commander in the United States army. We are not yet permitted to give his name, as the officer himself may see fit to publish the result of several years' observations on this and kindred topics. He says: "Cement is superior to lime for all building purposes, where strength, handsomeness and adhesiveness are required, in the ratio of three to one when the mortars are more than one year old; when under one year *they are more than four to one.*"

Among the numerous public works of the United States in which this cement has been used in large quantities we might instance the Treasury Extension, the Post Office, the Patent Office and the Capitol Extension, at Washington; also Forts Taylor, Jefferson, Schuyler, Hamilton, Richmond, Tompkins, and the one in course of erection at Sandy Hook. The most permanent works on our leading lines of railroad and canal have made use of it for building purposes.

The Rosendale Cement is *light colored*, by which it can be readily distinguished from all others. The beds from which it is taken are found in Ulster County, extending from the Hudson river along the valley of Rondout creek for several miles. The quality made at these works has no superior, either in this country or Europe. Messrs. Delafield & Baxter are the agents. Their office is at 102 Wall street in this city. See the advertisement.

New York and Harlem Railroad.

The receipts of the Harlem railroad for the first three months of this and last year were as follows:—

	1861.	1862.
January	$103,494 63	$100,922 75
February	88,201 46	96,939 38
March	88,790 72	103,020 32
Total	$280,486 81	$300,882 45
		280,486 81
Total inc. for three months of 1862..		$20,395 64

The Harlem Company did not run any express trains to Albany this year, resulting in a great saving of expenses. The way travel and freight has largely increased, and to this cause alone is to be attributed the increase of freight. The bill for opening Madison avenue, passed by the Legislature on 15th April, will enable the Harlem Company to lay down their track for their Fourth avenue cars to Seventy-ninth street, on the Madison avenue, and when finished will greatly augment their income. This is a very important city improvement, and will prove a very great accommodation to the public visiting Central Park, and is much needed. The Harlem Company have the right to run their cars on this avenue for thirty years, under the act of the Legislature passed April 16, 1859.

Interest and Dividends.

Six months' interest on the First Mortgage Bonds of the Madison and Indianapolis Railroad Company will be paid on presentation of the certificates issued therefor, at the office of John and Samuel Ferguson, No. 35 Pine st.

The interest due May 1, on the Mortgage Bonds of the Cleveland and Pittsburg Railroad Company will be paid at No. 25 William st., by H. C. Kingsley.

The coupons of the First Mortgage Bonds, and bonds of 1867, of the Harlem Railroad, will be paid at the office corner of Twenty-sixth street.

The interest on the Sinking Fund Bonds and Second Mortgage Bonds of the Michigan Southern Railroad Company will be paid at the Bank of North America. The interest on the First Mortgage Bonds will be paid at the office of the Company.

The May coupon on the Second Mortgage of the Toledo and Wabash road will be paid at the Bank of the Republic.

The coupons of the Evansville and Crawfordsville Railroad Company, due on the 1st of May next, will be paid at the office of the Farmers' Loan and Trust Co., 56 Wall st.

The coupons on the 7 per cent. mortgage bonds of the Long Island Railroad Company will be paid at the Bank of the State of New York.

The interest coupons due May 1, 1862, on the Second Mortgage Bonds of the Buffalo, New York and Erie Railroad Company will be paid on presentation at the Bank of Commerce.

Railroad Earnings—Monthly.

The earnings of the Northern Central railway for March, 1862, were as follows:

From freight	$102,175 66
" passengers	33,319 93
" mail	2,175 00
" express	3,259 17
" U. S. and State of Pennsylvania	17,767 27
" miscellaneous	3,130 92
	$161,827 95
Expenses	72,728 13
	$89,099 82

The gross revenue in March, 1861, was $77,796 44; and the expenses $53,775 88—showing an increase in the former of $84,031 51, and in the latter of $18,952 25. The company has added to its rolling stock during the month, three new first class locomotives, and twenty-three new coal cars.

North Pennsylvania Railroad Depot.

The workmen are still busily employed in preparing the ground for the erection of the new passenger depot for the North Pennsylvania Railroad. The lot on which the depot is to be erected extends from Germantown avenue back to Cadwalader street, and between Thompson and Master streets. The depot will be a short distance from the point at which the cars are attached to the locomotive, and may be reached by means of the Second and Third Streets Passenger Railway cars, which will pass the west front; and also by the Fifth and Sixth street cars.—*Phila. News.*

The Suez Canal.

The number of laborers now employed on the Suez Canal is 22,000; but a letter from Alexandria states that if this force can be increased to 40,000 during the months of May and June, the waters of the Mediterranean can be let into the works as far as Timsah by the middle of July. As the waters of the Nile have already been brought to that point, the canal might then be regarded as complete. The introduction of fresh water into that saline region has been quite successful, and promises to be productive of many advantages other than the supply to the canal. There seems no reason to doubt that this vast enterprise will be completed before the close of the present year, adding another to the many revolutions in Eastern commerce.

Allegheny City Bonds.

We understand that the Bond Committee of Allegheny City, acting in connection with the Finance Committee of Councils, have succeeded in effecting an arrangement of her railroad bond indebtedness. To that arrangement, creditors representing nearly all of the debt, have acceded. The whole railroad indebtedness of that city amounts to $400,000 principal, and about $100,000 back interest. Under the new arrangement the city will issue new bonds, dollar for dollar, at 4 per cent. interest, which are irredeemable, except through the operations of a sinking fund, provided for in the act. The coupons for back interest, up to Jan. 1, 1862, will be purchased with Pittsburg, Fort Wayne and Chicago Railroad stock, at par.

Michigan Southern and Northern Indiana Railroad.

At the election for directors of the Michigan Southern and Northern Indiana Railroad, held in Toledo on the 23d ult., the gentlemen comprising the old board were re-elected, as follows:

E. M. Gilbert, Utica, N. Y.; Henry Keep, New York; Allan Campbell, New York; Albert Havemeyer, New York; Milton Courtright, New York; Ramilton White, Syracuse, N. Y.; Nelson Beardsley, Auburn, N. Y.; Wm. Williams, Buffalo, N. Y.; Stillman Witt, Cleveland, Ohio; John S. Barry, Constantine, Michigan; Philo Morehous, Elkhart, Indiana; M. L. Sykes, Chicago, Illinois.

☞ The Halifax *Sun* says that from 1,045 lbs. of quarrtz taken from the mines at Sherbrooke, Nova Scotia, there were obtained 7¾ ounces of pure gold.

REFRIGERATOR CAR FOR SALE.

A WELL BUILT CAR SUITED FOR PRESERVing freight in both hot and severely cold weather or for ordinary freight purposes, for sale low. Apply at 64 Wall st., basement. 1t*18

REMOVAL.
P. W. GALLAUDET,
NOTE BROKER,
HAS REMOVED FROM 11 PINE ST., TO
No. 1 WALL ST., corner Broadway.

WANTED, a situation as Foreman Blacksmith by a man who has had 17 years experience in railroading, is a sober man and can give unexceptional reference; has had a very large experience in Frogs, Switches and Rail mending and welding. Address BLACKSMITH, at the office of this paper.

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THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS,** etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.
Address HENRY RUTTAN,
Coburg, Canada.

REMOVAL AND CHANGE OF NAME.

THE business heretofore conducted by A. BRIDGES & Co., at 64 Courtlandt st., will be continued by the same parties hereafter under the firm of—

BRIDGES & LANE,
at 50 Courtlandt, corner of Greenwich st.
New York, March 31, 1862.
See Advertisement. { ALBERT BRIDGES. JOEL C. LANE.

HARDWARE AND IRON.

HARDWARE and IRON and other business notes negotiated at lowest rates. GOVERNMENT SECURITIES of all kinds bought and sold by
P. W. GALLAUDET,
1y **11 Pine st.**

HENRY H. BOODY,
STOCK BROKER,
12 WALL STREET, NEW YORK,

BUYS AND SELLS STOCKS, BONDS AND Public Securities of every kind, on Commission.
Refer, by special permission, to
WM. A. BOOTH, Esq., 93 Front st., New York.
GEO. A. COE, Esq., President of the American Exchange Bank, New York.
ROBERT BAYARD, Esq., 12 Wall st., New York.
S. J. TILDEN, Esq., 12 Wall st., New York.

P. W. HOLMES,
STOCK AND BOND COMMISSION BROKER,
No. 51 EXCHANGE PLACE,
NEW YORK.
REFERENCES. { DUNCAN, SHERMAN & Co., New York. I. SEYMOUR, Pres't Bank North America. AMERICAN EXPRESS Co., New York. Hon. ERASTUS CORNING, Albany, N. Y. Hon. C. VIBBARD, Albany, N. Y. INTERNATIONAL BANK, Buffalo, N. Y.

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BANKERS and BROKERS,
No. 44 EXCHANGE PLACE,
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BOUGHT AND SOLD ON COMMISSION.
A. W. GREENLEAF. E. B. GREENLEAF.

H. MEIGS, Jr. & SMITH,
BANKERS and BROKERS,
39 WILLIAM STREET,
(FIRST BUILDING BELOW WALL STREET.)
STOCKS and BONDS Bought and Sold on Commission
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
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ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

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QUARTERMASTERS' AND ORDNANCE VOUCHERS,
SPECIE, LAND WARRANTS, AND
DOMESTIC EXCHANGE,
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INTEREST ALLOWED ON DEPOSITS.

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BANKERS AND BROKERS,
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STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

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BANKERS,
58 BEAVER STREET,
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DEALERS IN
Foreign and Domestic Exchange,
AND NEGOTIATORS OF
STATE AND RAILROAD BONDS.

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REGULAR AUCTION SALES
AT 36 PINE ST., EVERY DAY.
STOCKS and BONDS bought and sold at private sale
Sale every day at 1 o'clock. See Catalogue.

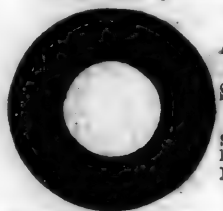
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THE UNDERSIGNED are prepared to contract for the sale of
RAILROAD IRON
on advantageous terms, delivered at ports of England, Wales, or the United States.
MEAD & BELL,
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CHARLES E. SMITH & CO.,

FAIRMOUNT IRON WORKS,

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MANUFACTURERS OF
ALL SIZES OF RAILS.
OLD RAILS RE-ROLLED.
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SMALL RAILROAD IRON
Suitable for Turnouts, Warehouses, Coal Yards, etc. Also
Marble and Stone Saws,
T and L IRON,
Railroad Chair Iron and Bands, and Bars,
OF EXTRA WIDTH, LENGTH, OR GAUGE.
PUNCHED WASHERS.

ROLLED CHAIRS

WITH SINGLE OR DOUBLE CONTINUOUS LIPS;
Rail Joints, Shoes, Splices and Fishing Pieces,
OF EVERY DESCRIPTION.

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ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

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CONTRACTS for **RAILS**, at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned.

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500 tons **T Rails** on hand, 54 to 57 lbs. per lineal yard.

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THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States

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3,400 TONS BEST QUALITY WELSH RAILS—T pattern—53 lbs. per lineal yard, for sale by

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Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

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SUCCESSORS TO
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Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.

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OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

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HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS, from 10 to 140 inches, PLUSHES, BURLAPS, CAR HEAD LININGS, and all kinds of RAILROAD SUPPLIES.
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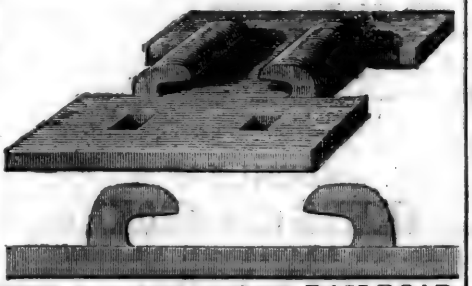
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THIS Company also manufacture **RAILROAD, SHIP AND BOAT SPIKES** of a superior quality, which they are prepared to supply at the **shortest notice.**

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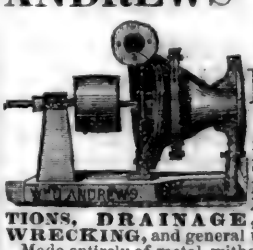
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With continuous lips, made to fit exactly the flanges of the rails.

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THE JERSEY CITY LOCOMOTIVE WORKS have on hand and offer for sale at low prices and on reasonable terms, **TWO FIRST CLASS NEW LOCOMOTIVES,** as follows:

One Wood-Burner, Cylinders 15 by 22 inches, 5 feet Driving Wheels, Fire-Box 57 by 43 inches and 57 inches deep; 131 Flues, copper, 11 feet long; Gauge, 4 feet 8½ inches; weight, 24 tons, without tank. Price, $8,500 on six months approved notes. Ready for delivery.

One Coal-Burner, Cylinders 12 by 22; 5 feet Driving Wheels; Fire-Box 60 by 42½, and 50 inches deep; with Combustion Chamber 30 inches long; Flues of iron, 6 feet 6 inches in length. Weight, 20 tons. Gauge can be made to suit the purchaser. Can be ready for use within one month.

The above Engines have been constructed with the **latest improvements** and of the **best material and workmanship.**

The JERSEY CITY LOCOMOTIVE WORKS are also furnishing **LOW MOOR TIRES,** which they *warrant* to fit Centers without boring or turning. All sizes, and from 5½ to 6½ inches in width, and from 2 to 3 inches in thickness.

Also, **Portable** and **Stationary Steam Engines** of all sizes, with **DAVIS'S PATENT BALANCE PISTON-VALVE,** constantly on hand or made to order on the shortest notice.

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THE JERSEY CITY LOCOMOTIVE WORKS have on hand and for sale Six Five-Horse Portable Steam Engines, and Two Ten-Horse Steam Engines and Boilers, all in complete order and ready for use.

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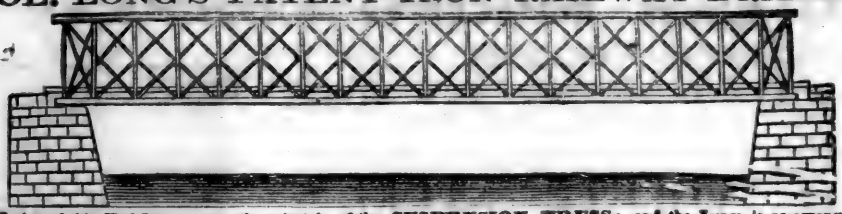
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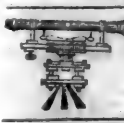
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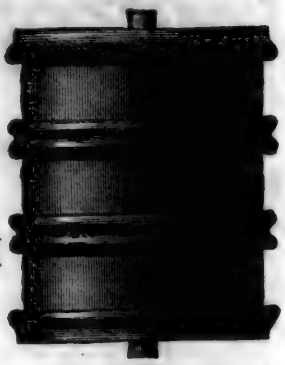
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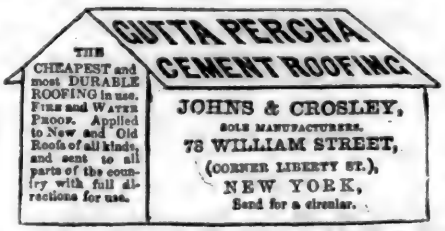
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4.	" 14 "	1½ to 1	16.	" 24 "	1½ to 1
5.	" 15 "	¾ to 1	17.	" 25 "	1½ to 1
6.	" 15 "	1 to 1	18.	" 26 "	1½ to 1
7.	" 15 "	1½ to 1	19.	" 28 "	¾ to 1
8.	" 16 "	¾ to 1	20.	" 30 "	1 to 1
9	" 16 "	1 to 1	21.	" 30 "	1½ to 1
10.	" 18 "	¾ to 1	22.	" 30 "	1¼ to 1
11.	" 18 "	¾ to 1	23.	" 32 "	1 to 1
12.	" 18 "	1 to 1	24.	" 32 "	1½ to 1

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, May 10, 1862.

North Pennsylvania Railroad.

The earnings of this road for the fiscal year ending November 30, 1861, were:

From passengers	$138,096 49
" coal	101,375 62
" pig iron	7,855 93
" Cattawissa lumber	4,057 20
" miscellaneous freight—local	79,373 47
" " " —through.	25,571 89
" mails	2,756 00
" rents, etc	5,138 86
	$364,225 46

And the expenses were:

Maintenance of way	$24,520 56	
Motive power	57,245 54	
Maintenance of cars	13,540 61	
Conducting transportation.	50,276 64	
General expenses	16,518 28	
		162,101 63
Net earnings—55½ per cent		$202,123 83

The decrease in gross earnings has been $25,-896 77; in expenses, $14,566 68; and in net earnings, $10,830 09. The interest chargeable to the business of the year is $200,962 55. The construction account has been increased $4,456 33, for filling up temporary bridge near Gwynedd; and the equipment account $12,210, by the addition to the rolling stock of one first class locomotive and one passenger car. The real estate account has been decreased by the sale of property at Sellersville, Pa., and Waverly, N. Y., neither of which were required for the business of the company. The property at Waverly was purchased for depot purposes, and has been re-conveyed to the former owner for the price that was paid for it, viz: $1,000 in cash and 40 shares of the capital stock of the company. The stock having been returned and cancelled, the capital stock account stands $1,870 less than at the date of the last annual report, $130 having having been received from instalment account. The right of way account has been increased $6,387 39 by the settlement of land damage claims to that amount. The funded debt has been increased $10,000 by the issue of that amount of chattle mortgage bonds, in payment of rolling stock. The interest account for the current fiscal year will be about $188,410.

CONDENSED BALANCE SHEET.

Capital stock		$3,147,130 00
Instalment account		6,775 00
Six per cent. bonds		2,500,000 00
Ten " "		360,000 00
Bills payable		22,820 00
Ground rents and mortgages		90,534 37
Coupons unpaid up to Jan. 1, 1861.		1,052 50
Coupons due Jan. 1, 1861		62,032 50
Unpaid occounts		14,722 94
		$6,205,067 31
Construction	$4,796,156 97	
Equipment	406,186 88	
Engine house and machine shops	69,737 88	
Right of way	210,601 42	
Real estate	380,935 49	
Telegraph	4,967 89	
Trustees	9,641 01	
North Pennsylvania R. R. stock	25,767 11	
Sundry accounts	21,928 43	
Stores on hand	20,714 89	
Profit and loss	237,634 22	
Cash on hand	20,795 62	
		$6,205,067 31

The company have 18 engines, all of which are in good running order. The number of miles run with passenger trains during the year was 166,-359, by freight trains, 80,703—total, 247,062; at a cost for repairs of $10,818 45; for fuel, $19,-973 25; for stores, $1,684 59. The quantity of milk received at Philadelphia was, 1,126,114 gallons, producing $19,773 91. The number of passengers carried was 308,329; number carried one mile, 5,294,850—equal to 96,271 through passengers. Tons of freight moved one mile, 7,766,905:

President—FRANKLIN A. COMLY.

Directors—John Brock, John Jordan, Jr., Algernon S. Roberts, I. Gillingham Fell, S. Morris Waln, W. C. Ludwig, Ellwood Shannon, E. C. Knight, W. L. Hirst, Alfred Hunt.

Treasurer—WM. WISTER.

Secretary—EDWARD ARMSTRONG.

Engineer and Sup't—SOLOMON W. ROBERTS.

Chief Clerk—CHARLES WILLING HARE.

The Pacific Railroad Bill.

The bill which on Tuesday passed the House of Representatives by a vote of 79 against 49, constitutes the following persons corporators, viz:

Isaac Sherman, Dean Richmond, Royal Phelps, William H. Ferrey, Henry A. Paddock, Lewis J. Stancliff, Charles A. Secor, Azariah Boody, of New York; John Edgar Thomson, Benjamin Haywood, Joseph H. Scranton, George W. Cass, of Pennsylvania; Noah L. Wilson, Amasa Stone, S. S. L'Hommedieu, of Ohio; Oliver D. Filley, R. W. Wells, Willard P. Hall, Armstrong Beatty, of Missouri; S. J. Hensley, Peter Donahue, C. P. Huntington, T. D. Judah, James J. Regan, James Beatty, of California; John D. Campbell, R. N. Rice, of Michigan; William F. Coolbaugh, Lucius H. Langworthy, Hugh S. Reed, Hoyt Sherman, of Iowa; William B. Ogden, Charles G. Hammond, Henry Farnum, John Evans, of Illinois; William H. Swift, Samuel T. Dana, John A. Bertram, of Massachusetts; Franklin Gorin, of Kentucky; James Dunning, of Maine; William S. Ladd, A. M. Berry, of Oregon; William Bunn, Jr., Levi Sterling, of Wisconsin; Charles Paine, Thomas A. Morris, Jesse L. Williams, of Indiana; Thomas Swan, Chauncey Brooks, Edward Wilkins, of Maryland; Henry T. Welles, David Blakely, of Minnesota; W. H. Grimes, J. C. Stone, Chester Thomas, of Kansas; Charles A. Trowbridge and Ransom Gardner, of Michigan.

With these are associated some other persons, making 75 in all, to whom will be joined five Commissioners, to be appointed by the Secretary of the Interior, who shall have the usual corporate rights and privileges, and be known as "The Union Pacific Railroad Company." They are authorized to lay out, construct and operate a continuous railroad from points on the 102d meri-

dian of west longitude to the Eastern boundary of Nevada territory. It will be seen that both Kansas (or Nebraska) on the East and California on the West are left out of the programme altogether, the right across their territory being left to the local authorities. It is probably also taken for granted that the people of those States will be able to raise funds sufficient to construct the road within their respective limits, independent of all aid from the public treasury.

The capital stock of the company will consist of one hundred thousand shares of $1,000 each, making $100,000,000 in all. The right of way is conceded for 200 feet on each side of the line. The rails and all other iron used must be of American manufacture. Work must begin within two years from date. There is no particular route designated, beyond that which is the most direct, central and practicable. The Eastern division is to connect with the Leavenworth, Pawnee and Western Railroad and Telegraph, and the Western to connect with the Central Pacific Railroad of California.

The company are thus left free to pass the Rocky Mountains by the South Pass, and thence proceed by Salt Lake City, or to run their road through the Pike's Peak gold region, where it is claimed that a practicable passage can be obtained without much difficulty. It is understood that in the event of a disagreement about the point of crossing, the Secretary of the Interior shall have the right to settle the matter.

The aid extended to this work by the General Government is $16,000 per mile, if we are to believe the telegraph; but we suspect there is an error in the sum mentioned. This is made payable in bonds of $1,000 each, running thirty years, and bearing six per cent. interest, which shall be delivered to the company as soon as each section of forty miles is completed and accepted. To secure their payment the company is required to give a lien upon the road. The government shall have the preference at all times in the transportation of mails, troops, munitions, &c., at fair and reasonable rates of compensation, not to exceed those paid by private parties, such compensation being applied to the payment of bonds and interest until the whole shall be discharged. In doing so, it may use at par the bonds, notes and other evidences of debt issued by the government. Provision is also made for the application of five per cent. of the net earnings, after the completion of the road, to liquidate this debt.

Stretching across eighteen degrees of longitude, the length of this line would be probably 1,200 miles. If the general government be disposed to aid it at all, we think $60,000 per mile would be an offer much nearer the mark than $16,000. Considering the national objects sought after through the construction of a railroad to the Pacific, we hold that when the country stretches forth its hand, it should do so in no such paltry manner as has been announced. The United States have vast interests at stake in the matter, requiring them probably to undertake the work themselves, if individual capitalists cannot be found to do so. For Congress to pass a bill, appropriating less than one-sixth part of the estimated cost of construction, and this secured by liens and services, is in effect to say that we shall have no overland way for ten years to come. If Congress be in earnest in the matter, it must act with a little more liberality than that. We shall print the bill in full, should it become law.

Finances of New York City and County.

The following is a synopsis of the report of the Comptroller submitted at a meeting of the Board of Supervisors on the 29th ult.:

Amount in hands of country treasury Dec. 31, 1860		$642,678 79
Receipts from all sources during the year	$11,898,084 74	
Less amount transferred to city treasury for the corporation's proportion of collection from taxes, and interest thereon	5,894,239 90	
		$6,503,844 84
Total		$7,146,523 63
Amount of warrants on the treasury paid and returned to the comptroller		6,847,947 83
Balance in treasury Dec. 31, 1861		$298,575 80
The receipts from taxes were	$10,063,803 68	
Less transferred to city treasury	5,871,118 56	
		$4,192,685 12
Receipts from interest on taxes, fees of public officers, and fines and penalties		65,599 72
Receipts from excise license fees		21,960 00
Receipts from loans		2,223,600 00
Total		$6,503,844 84
The expenses for support of county government were		$697,715 54
For erection of public buildings		281,497 33
Support of Metropolitan police		1,674,290 00
Quota of State taxes		2,129,494 57
Interest on loans		71,584 29
Redemption of county revenue bonds of 1860 and 1861		2,048,500 00
Amount paid to city corporation		59,925 00
Paid to New York State Inebriate Asylum		255 00
Total		$6,963,261 73

According to the annual return of the Comptroller of Taxes and Assessments, the valuation of property subject to taxation within the City and County of New York, for the year 1861, was as follows:

Real estate		$406,955,665
Personal estates belonging to residents	$160,816,530	
Personal estates belonging to non-residents	13,807,776	174,624,306
Total		$581,579,971

As corrected and adopted by the Committee on annual taxes the amount is as follows:

Real estate	$406,882,790
Personal estate, as above	174,624,306
Total	$581,507,096

—showing a decrease of $72,875 in the valuation of real estate as corrected by the Committee on Annual Taxes.

Taxes due from incorporated companies, revisions and corrections of taxes, discount on taxes, apportionments of taxes on real estate, taxes on personal estate, valuation of property by the State Board of Equalizations, and other matters, are considered at length by the Controller. In conclusion the Controller says:

The extraordinary burdens to which our citizens are to be subjected for a time, by reason of the Southern rebellion, and their impaired ability to bear them, consequent upon the derangement of the business of the country, make it the duty of those who have the power, to reduce the public expenses to the lowest amount, consistent with an efficient administration of the Government. The Controller will at all times take pleasure in aiding to the extent of his ability, to carry into practical effect all measures which may be adopted by the Board of Supervisors, to accomplish that object.

Fitchburg Railroad.

The income and expenses of this road for the fisaal years ending November 30, 1860 and 1861, were as follows:

Income:	1860.	1861.
From passengers	$239,978 26	$214,517 82
" freight	382,992 70	307,134 38
" mails	9,900 00	9,941 67
" rents	8,644 75	8,788 67
" interest	9,928 06	7,781 44
" miscellaneous	16,583 01	.....
	$663,021 78	$543,158 98

Expenses:	1860	1861.
Repairs of road	$87,167 00	$83,219 46
" locomotives	40,700 27	32,635 61
" buildings, etc.	26,782 94	18,072 75
" bridges	23,544 10	7,153 72
" cars	24,240 72	24,555 57
Fuel	36,693 74	39,208 65
Freight expenses	55,599 63	52,076 68
Passenger expenses	26,665 80	27,264 04
Switchmen, watchmen, etc.	9,551 69	10.277 93
Oil and waste	6,854 21	6,619 80
Removing snow and ice	1,350 42	4,504 82
Taxes and insurance	5,495 27	6,982 51
Gratuities and damages	1,757 85	3,075 78
Salaries, office and law expenses	12,596 78	10,457 50
	$359.010 42	$326,104 32
Net income	$304,011 36	$217,054 66
Dividend 6 per cent	212,400 00	212,400 00
Surplus	$91,611 36	$4,654 66
Surplus last year	247,307 03	204,644 37
Total surplus	$338,918 39	$209,299 03

At the commencement of 1861, the directors report that the company stood pecuniarily free from debt, having paid during the year 1860, $132,663 41 for the purchase of the Peterboro' and Shirley Railroad, and also its $100,000 note, which fell due in June of that year. There remained in the treasury subsequent to these payments the wherewith to meet the January dividend of 1861, the amount due connecting roads, and the unclaimed dividends, leaving a surplus of $42,702 86 on hand to begin the year with. The company likewise possessed assets not required for railroad purposes, worth $25,285 04, and a further sum of $30,456 47 invested in fuel, iron, lumber, etc., the value of which is not included as surplus or assets.

At the close of the year, the corporation had $205,603 99 of cash and cash funds on hand, to meet the liabilities of the company, consisting of dues to connecting roads, and unclaimed dividends, together with the January dividend of 1862, the aggregate of which sum was $160,801 92, leaving, after the payment of these, a surplus in the treasury of $44,802 07. The company have also assets not needed for railroad purposes, worth at least $20,618 42, and fuel, iron, lumber, etc, valued at $37,678 54.

This corporation, in common with others, has

suffered in its business the past year, as the gross receipts prove—being $119,862 80 less than those of the previous year. The expenses, however, are $32,906 10 less—making the diminution in net earnings only $86,956 70.

The following statement will show the financial condition of the company November 30—

	1860.	1861.
Construction	$3,540,000.00	$3,540,000.90
Cash and cash funds	137,419.60	176,878.28
Notes receivable	27,182.88	24,559.04
Locomotives loaned Trustees of R. & B. R. R. Co	17,200.00	12,900.00
Fuel	20,599.25	27,362.75
Materials	9,857.22	10,315.79
Real estate	8,085.04	7,718.42
Freight uncollected	4,061.46	
U. S. Mails	2,980.46	4,166.67
	$3,767,385.91	$3,803,900.95
Capital stock	$3,540,000.00	$3,540,000.00
Profit and loss	203,644.37	209,299.03
Unclaimed dividends	3,618.00	3,645.00
Connecting roads	19,123.54	50,956.92
	$3,767,385.91	$3,803,900.95

The main line, extending from Boston to Fitchburg, is 50.98 miles in length, with double track the entire distance. Length of branches owned by the company 30.93 miles. Aggregate length of sidings and other tracks, excepting main line and branches, 22.63 miles. Cost of road, $3,189,850 68. Cost of equipment, $350,149 32.

The equipment consists of 29 engines, 28 passenger cars, 10 baggage cars, 356 eight-wheel and 298 four-wheel merchandise cars, and 40 gravel cars.

The number of miles run by engines with passenger trains was 189,790; with freight trains, 152,806, with other trains, 7,188—total miles run, 349,284.

Number of passengers carried in the cars, 688,157; number carried one mile, 10,420,495. Tons of merchandise carried in the cars, 325,500; do., carried one mile, 7,789,515.

The following statement will show the earnings, expenses, etc., from 1844 to 1861 inclusive:

	Gross earnings.	Operating expenses.	Net earnings.	—Divid'd— Am't.	p. ct.
1844	$42,759	$15,924	$26,835	*nil*	*nil*
1845	203,996	78,333	125,662	$46,000	4
1846	286,645	117,447	169,198	154,295	10
1847	390,737	161,433	229,303	176,340	10
1848	486,265	286,046	200,219	200,996	9¼
1849	492,061	255,160	236,900	212,000	8
1850	551,067	257,083	294,524	276,800	8
1851	516,012	305,108	210,904	140,000	4
1852	574,568	335,587	238,987	212,400	6
1853	626,559	408,115	218,544	212,400	6
1854	704,638	424,442	280,196	212,400	6
1855	681,162	457,091	224,071	*nil*	*nil*
1856	568,974	414,527	254,447	125,900	3½
1857	625,831	369,150	256,681	212,400	6
1858	572,967	294,112	278,855	212,400	6
1859	659,485	392,035	267,450	212,400	6
1860	668,021	359,010	304,011	212,400	6
1861	543,159	326,104	217,055	212,400	6
Tot.	$9,290,546	5,256,707	4,033,839	3,031,531	105
Av'e.	516,141	292,049	244,102	168,418	6

At the annual meeting of the stockholders held in Boston on the 28th of January, the old board of directors were re-elected, viz:

President—JOHN J. SWIFT.

Directors—John J. Swift, A. Crocker, W. E. Faulkner. P. B. Brigham, and Wm. A. Brigham.

Treasurer—M. D. BENSON.

Superintendent—W. B. STEARNS.

Toledo and Wabash Railway.

We gave in a recent number an abstract of the report of this Company for the fiscal year ending August 31, 1861, in which the earnings of the road from passengers, freight, mails, express, rents, etc., were stated at $993,005 18 against $848,981 40 for the preceding year—an increase of $144,023 78. Attached to the report is an Appendix, in which the earnings for the five succeeding months, viz: from September to January inclusive, are stated at $617,290 50 against $415,560 44 for the corresponding period of the previous year, showing an increase of $201,730 06. The report says:

The most conspicuous and flattering feature of our business during this period and the one which must communicate to all parties in interest, the highest degree of encouragement and satisfaction, is the extraordinary and unprecedented increase of the freight traffic, both local and through. The tonnage transported and the revenues resulting therefrom have been altogether the largest yet known in the history of the road, and the fact that this great increase has been principally obtained from the transportation of grain, which is a business possessing the characteristics of stability and permanence, is certainly encouraging and should be regarded as the earnest of a future of prosperity and success.

The grain traffic of the road, during the period under review, has been unprecedently large, and now constitutes the most important and staple commodity of transportation. This branch of business has increased and developed with a rapidity far surpassing all previous calculations, and it promises to continue to increase for years to come, to an extent which when fully developed, it is impossible to foresee or estimate, since it will be only limited by the productive capacity of those fertile regions, the annual improvement of which surpasses belief.

The following statement indicates the comparative increase of the grain traffic for the periods named:

	1859 and 1860.	1861 and 1862.
September	461,102 Bushels.	895,514 Bushels.
October	534,074 "	941,952 "
November	198,567 "	677,225 "
December	23,706 "	238,944 "
January	123,377 "	125,450 "
	1,335,826 "	2,879,085 "
		1,335,826 "
Total increase for 5 months		1,543,259 "

For this large and gratifying increase of our grain traffic, we are mainly indebted to our connections with the Great Western Railroad and the Toledo, Logansport an Burlington Railroad. The value and importance of these great auxiliary lines as feeders to our road, cannot be overestimated, and it must be peculiarly gratifying to those who at an early day foresaw the imperative necessity and incalculable advantages to be derived from these alliances, to be assured that their warmest and most ardent predictions are more than realized. The revenues of our road, during the month of August, derived from the business received from these two thoroughfares, was over sixty thousand dollars, and yet large as this sum may seem, it is no indication or test as to what it might have been, had we possessed facilities to move all the freight that was pressed upon us. For the first few years after the opening of our road, it was found somewhat difficult to attract or draw the produce and trade of this great centre of industrial power, eatward, over our route, as it involved the dissolution and severance of old and established business connections, and the formation of new ones. But, for the past two years, the immeasurable superiority of Toledo as a market or as a point of transhipment upon the lake, together with the advantages of less distance, and hence greater despatch, has had its natural and legitimate effect upon all the important shippers upon both of these connecting roads, and, accordingly, nearly all of their freight now tends towards Toledo, its natural channel and outlet, and from which it cannot hereafter be easily diverted.

The trade both in grain and rolling freight from these connecting roads is by no means as large as it would have been had we possessed the requisite equipment for moving it. Although the local traffic of our line was somewhat crippled, during the autumn, to afford cars to Illinois shippers, yet more than a million of bushels of grain, awaiting shipment, was left over at the various warehouses, and could not be brought forward before the closing of lake navigation. The loss of our road, from this cause alone, could not have been less than one hundred thousand dollars, during the three months preceding December 1st, rendering it fully apparent that the facilities of our road, for transporting and handling freight, is meagre and limited, and that a revenue exceeding that of the past year can only be earned by a judicious and timely investment in extending those facilities.

In view of this urgent and pressing demand for further equipment, a contract for four passenger engines, to weigh about twenty tons each, has been made, at a cost of $8,500 each, also, a switching engine, at a cost of $4,500. These engines will immediately relieve heavy engines, weighing from twenty-five to thirty tons, and suitable for freight business, while they will be abundantly able to perform the service required of them. A contract has been made for the purchase of fifty first-class box freight cars, to be delivered in April; and materials have been procured for building one hundred more at the shops of the company, at Fort Wayne, where, it is believed, all cars needed in future can be built more economically and of better workmanship than those obtained elsewhere.

In order that our large freight business should be economically and successfully transacted, it is indispensable that the track should be maintained in a thorough and efficient condition, which must necessarily involve some considerable outlay. To meet this requirement, 700 tons of new and heavy rails have been laid down since September first, and 1,000 tons more purchased to be delivered early the coming Spring. Several temporary shops have been provided where the process of mending defective and worn rails will be carried on with all practicable energy until the whole track is thoroughly restored.

That portion of the track between Defiance and Fort Wayne, originally laid upon a soft and treacherous soil, and without any ballast, has, despite much labor and care, continued in such a rough condition as to occasion serious detention to trains, especially during the wet portion of the seasons. For the purpose of removing this inconvenience, a gravel pit has recently been secured at an accessible point, and containing an abundance of material, and as soon as the frost leaves the ground, work will be commenced in the pit and prosecuted effectively during the Spring and Summer months.

The important increase of the business of the road, during the past few months, has furnished sufficient means to enable the company to discharge all interest obligations upon its funded debt, excepting such as is fundable or otherwise provided for.

The installment of coupons of the Sinking Fund Bonds, maturing on the 1st day of November, were promptly paid on presentation, and the second installment of principal on the Funded Coupon Notes, together with the accrued interest thereon, and falling due at the same time, were likewise paid at maturity. The entire amount of money required to pay off the coupons of the first mortgage bonds, maturing Februry 1st, 1862, was placed on deposit in the city of New York, in anticipation of their maturity, which completes the adjustment of all coupon indebtedness of every character. thus placing the company in a financial position not hitherto occupied for many years.

The recent success of the road has had the favorable effect of inducing the holders of outstanding coupons which are fundable, to present them for cancellation and exchange, into securities pro-

vided for their redemption. Of coupon, numbers 8 and 9, originally attached to the first mortgage bonds, and amounting to $238,000, there remains outstanding, with accrued interest added, only $5,423 95, and of coupons, numbers 2, 3, and 4, of the second mortgage bonds, and which are convertible into sinking fund bonds all have been presented for redemption excepting $37,537 50, showing that within the past four months, about $32,000 of these coupons have been redeemed.

During the late fiscal year, a large portion of the earnings having been employed in the purchase of equipment, a concession was asked of the holders of the second mortgage bonds, to the extent of converting their coupons, maturing on the 1st days of May and November, 1861, into like bonds of which the company held nearly a sufficient amount to satisfy both installments. The process of converting these coupons into second mortgage bonds, commenced early in the autumn, and before the close of the year, over three-fourths of the gross amount had been presented and cancelled, affording grounds of hope that the residue will be presented at an early day, and the liability be thus finally extinguished.

Trade and Commerce of Toledo.

We have received a copy of the Annual Statement of the Trade and Commerce of Toledo for the year 1861, from which we learn that the Erie Railroad Company own six lake propellers, which form a daily line between Toledo and Dunkirk. In 1861 these propellers made 204 trips, and carried from Toledo 87,466 tons freight. The New York Central R. R. Co. own thirteen lake propellers, which ply between Toledo and Buffalo, and which, in 1861, made 248 trips, carrying from Toledo 128,407 tons of freight. The Northern Transportation Company own fifteen lake propellers, eight of which are engaged in the Upper Lake trade, seven being employed between ports on Lake Erie and ports on Lake Ontario. In 1861 three of this Company's boats were detailed for the line from Toledo, which three boats made 56 trips from that port, during the season of navigation. These boats carried from Ogdensburg and Oswego to Toledo 1,233 tons of merchandise in 1861. The report says:—

The location of Toledo is, fortunately, highly favorable in many respects for the growth of a large city. It embraces both sides of a fine harbor, averaging one-third of a mile in width and several miles in length. Indeed, the whole length of the bay and estuary, from the lake to the foot of the rapids, eighteen miles, may be set down as harbor room for Toledo, when its growth shall require it. The banks of this harbor rise directly from the water to an elevation of fifteen feet, in the bay, rising to sixty-two feet, at the foot of the rapids at Maumee City, with a gradual rise towards the interior about in the same proportion. The harbor affords good facilities for navigation. It is easy of entrance; has a depth of water ranging from twelve to thirty feet; is well protected from high winds; is little affected by the river floods, which rarely rise more than five or six feet above ordinary lake level; and never suffers injury to its shipping from the breaking up of ice on the river. This exemption it owes to the distance (9 miles) from the foot of the lower rapids of the Maumee, and to the great width of the river which admits lake tide to the rapids.

A short account of the canals and railways which have their lake terminus in Toledo, will give many readers, hitherto uninformed respecting them some idea of the advantages which these artificial channels have added to its commercial power, present and prospective.

Practically considered, these canals are two, connecting the Ohio river, at Cincinnati and Evansville, with Lake Erie at Toledo. They unite seventy miles above Toledo, whence the main trunk, six feet deep and sixty feet wide, becomes common to both, down to its entrance into the harbor, near the centre of the city. 1. The *Wabash and Erie Canal* was first constructed. It passes along the valleys of the Maumee and Wabash rivers, in a southwerly course, from Toledo to Terre Haute, and thence south across the country to Evansville. It is four hundred and sixty (460) miles long, being the longest unbroken line of canal in the world. Its course is near the middle line of country, of which Toledo is the lake port; and so in the natural line of its main traffic. 2. The *Miami and Erie Canal* unites with the Wabash and Erie seventy miles above Toledo, and, by a line nearly south, traverses the rich Miami valley and joins the Ohio river at Cincinnati, making a nearly direct water channel between that city and Toledo, 247 miles in extent.

The water-ways of Toledo, by lake and canal, facilitate navigation in several directions, and to a large extent.

	Miles.
By lake, west to Chicago	800
" northwest to Superior City	850
" northeast and east to Ogdensburg and Oswego	500–2,150
By canal, southwest to Evansville	460
" south to Cincinnati	247– 707

The railroads, of which there are six important lines centering in Toledo, radiate more completely, and therefore, have commercial command of a greater extent of country than the water-ways.

The direct destinations of trains, leaving the city, are as follows:

	Miles.		Miles
Cleveland	112	Chi'go by Mich. Sou.	243
Detroit	65	St. Louis	459
Cincinnati	202	Elkart by Air Line	124

The distance from Toledo to Chicago by the Northern Indiana, known as the "Air Line" Railroad, is 232 miles. This is the shortest practicable route across the peninsula of Michigan, and between the cities of Chicago and Toledo.

The population of Toledo, though still remarkably small compared with its commercial facilities and business, increased, from 1850 to 1860, in a larger proportion than any other lake city, except Chicago, as the following figures, derived from the United States census returns of the two periods, will show:

Population.	1850.	1860.	Increase per ct.
Chicago	29,963	109,430	265
Toledo	3,829	13,784	260
Milwaukee	20,061	45,325	124
Detroit	21,019	46,834	122
Cleveland	21,400	43,550	105
Buffalo	42,261	81,541	93
Erie	5,850	11,113	90

The same proportionate increase, continued to 1870, will give Toledo a population of 50,000.

Michigan Southern Railroad—The main division of this road is the Main Line passing through Southern Michigan and Northern Indiana, 243 miles, to Chicago, having a well cultivated and productive country, furnished with abundant water-power for mills, to furnish its local traffic. Our best wheat, and a large portion of our flour, are received from this road. The Air-Line road was constructed with a view of shortening the distance to Chicago, which by it is reduced to 231 miles. It runs through a comparatively new country 127 miles, to its intersection with the main line, at Elkhart. Much of the distance is on an air line, and the gradients of this route are wonderfully easy, so much so, that the equated distance from Chicago to Detroit is less, by this route, via Toledo and the Detroit and Toledo road, than by the Michigan Central.

The Jackson Branch, or Jackson and Toledo Railroad, connects us with Jackson, Mich. by a line of 63 miles, giving us communication with Central Michigan, and access to the rich coal fields of that region.

Toledo and Wabash Railway.—This road, extending from Toledo to the Illinois State Line, was first opened for business, its entire length, in November, 1856, and each succeeding year has demonstrated its importance to the rich country through which it passes, as also to this city, in bringing us into direct connection with the richest grain regions of the West. Notwithstanding the many difficulties with which the Company have had to contend in opening and maintaining the line, its present prospects are very flattering and lead to the conclusion that at no distant day it will occupy a place among the best paying roads in the country.

At the State Line, connection is made with the Great Western Railroad, which gives us direct communication with St. Louis making a continuous line 459 miles in length. Another important connection of this main line is the Logansport, Peoria and Burlington Railroad extending from Logansport, 166 miles from Toledo, to Burlington to the Mississippi, a distance of 431 miles from Toledo. The facilities of this last mentioned road have been altogether inadequate, the past year, for transporting the freight offered along the line; but arrangements are being made to remedy this difficulty, and it is believed that the business of both roads for the coming year will be much greater than in the past.

Dayton and Michigan Railroad.—The line of railroad owned by this Company extends from this city to Dayton, Ohio, and, by arrangement with the Cincinnati, Hamilton and Dayton Railroad, connects, directly, Toledo with Cincinnati by the shortest line of railroad between the latter city and Lake Erie, total distance being 202 miles. This route passes through the richest valleys in the State, the Great Miami Valley of Ohio and a portion of the Valley of Miami of the Lakes. Forests of the finest timber stand all along its northern extremity, and mills are being erected at eligible locations throughout the road, which will turn out for shipment vast quantities of lumber and timber to swell our immense shipments of those articles.

Cleveland and Toledo Railroad.—This road is our principal eastern shipping line during the months when the Lake is closed. The receipts of produce by this road during the year have not been sufficiently large to make it an object to compile them into a table. The receipts of merchandise and shipments of produce have been very large—the total tonnage of receipts at this point by this avenue of trade being, 67,739 tons; and the shipments amounting to 147,878 tons.

Canals.—Abstract of the property received at and cleared from the Canal Collector's Office in this city, during the year ending Nov. 30th, 1861. The aggregate tonnage of imports and exports is equivalent to two thousand six hundred and thirty-seven cargoes of sixty tons each. This shows an increase of tonnage over the preceding year of about nine thousand nine hundred tons, or equal to one hundred and sixty-five cargoes.

Bank of England.

The net profits of the Bank of England for the half year ending February last were £609,818, making the amount of the "Rest" on that day £3,633,827 18s. The dividend proposed by the Directors was at the the rate of 4½ per cent. for the half year. Mr. Latham, the Governor, remarked that this was an unusual dividend, as the Directors were not in the habit of splitting the ½ per cent. This was done, however, seventy or eighty years ago, when the dividend was 2¾ per cent., and from the year 1767 to 1781 it was 2½. The reason for dividing so closely now consists in an alteration in the law, whereby trustees are authorized to invest in Bank stock. If a dividend so small as 4 per cent. were declared, and a large sum carried over, there might be some disturbance of the proper relations between the owner of the interest for life and the owner of the remainder. It was thought best, therefore, to divide more closely than usual, leaving the "Rest" at £3,015,825 8s. The dividend as proposed was unanimously adopted. The diminution in the

profits of the Bank is attributable to the reduction recently made in amount allowed for the management of the National Debt, the establishment having received £25,000 less under this head during the half year than hitherto, and also to the low value in money. Mr. Alderman Salamons, M. P., referred in thankful terms to the late measure respecting the transfer books, the practical effect of which is to keep them open altogether.

The condition of the Bank on the 23d of April, was as follows:

Rest.....	£3,088,559	Gov. secur's	£11,210,755
Pub. deposits.	5,534,976	Other "	17,714,378
Other "	15,015,247	Notes unemployed ...	9,930,850

The amount of notes in circulation was £21,024,360, and the stock of bullion in both departments £17,172,204.

Railroad Earnings--Monthly.

The Chicago and Rock Island Railroad earned

in April, 1862.....	$71,076
Do., 1861.....	75,233
Decrease.....	$4,157

The earnings of the Michigan Central Railroad

for April, 1862, were	$175,695 80
Do., 1861.....	172,613 62
Increase.....	$3,082 18

The earnings of the Toledo and Wabash Railroad for April, 1862, were..... $83,582 40

Do., 1861	75,273 76
Increase.....	$8,308 64

The earnings of the Hudson River Railroad for

April, 1862, were.....	$202,346 11
Do., 1861.....	139,750 84
Increase.....	$62,595 27

The earnings of the Galena and Chicago Railroad for April, 1862, were..... $86,653 74

Do., 1861.....	103,794 27
Decrease	$17,140 53
Collected earnings for previous month	74,346 16

Insurance Stock Notes—Levies on Insured Property.

INSURANCE COMPANIES: STOCK NOTES—LIABILITY OF STOCKHOLDERS.

The case of Franklin Fell, et al. *vs.* McHenry, Assignees of the Western Insurance Company, has been determined by the Supreme Court of Pennsylvania. The point involved was as to the liability of the stockholders of the Company upon their stock notes, for losses occurring during the period for which such notes might have been given. By an act of the Pennsylvania Legislature passed the 9th day of April, 1849, the company was authorized to act as a Mutual Insurance company: they never exercised this power; but the act contained the following section, which was considered by the company a great privilege:—"The company, for the better security of its dealers, may receive notes for premiums in advance, of persons intending to receive its policies, and may negotiate such notes, for the purpose of paying claims or otherwise, in the course of its business; and on such portions of said notes as may exceed the amount of premiums paid by the respective signers thereof at the successive periods when the company shall make up its annual statements, and on new notes taken in advance thereafter, a compensation to the signers thereof at the rate to be determined by the directors, but not exceeding five per cent. per annum may be allowed, and paid from time to time."

Until this privilege was secured to them by this legislative alteration of their charter, extending their powers, the corporators did not attempt to act as a corporate body. A meeting, pursuant to notice, was held on the 14th July, 1852, and fifteen persons were, by resolution, associated with them, and a committee of seven was appointed to obtain subcriptions to the stock of the company, who were authorized, as soon as sufficient stock was subscribed, to appoint a time and place for the election of directors, and give due notice thereof by advertisement. The company was accordingly organized; and on the 8th of March, 1853 a resolution was passed by the board of directors in these words:

Resolved—"That for the better security of its dealers, this company will receive under the 2d section of the supplement to the charter, notes for premiums in advance to an amount not exceeding one hundred and fifty thousand dollars, payable twelve months after date, *which shall be liable only for losses during the period for which the notes are given*, and provided the other assets of the company shall not be equal thereto; and then be allowed and paid to the signees thereof as a full compensation, five per cent, under the provisions of the said section." The defendants in this suit had subscribed all the several agreements for each year, and their notes had been delivered up to them, and the guaranty commission of five per cent, paid on each note to them until we come to the note in suit of April, 1857. The agreements and subsciptions were all in one book, which contained in the front, a part of section 2d of the supplement to the charter, and the resolution of the board of directors. The agreement under which the note in suit was given read as follows: "We the undersigned agree to give our notes dated the first day of April, 1857, for the sums set opposite our names, under and subject to the terms, conditions and agreements contained in the supplement to the charter of the Western Insurance Company in the 2d section of the act of April 9th, 1849, and the resolution of the board of directors of said company.

On these facts the court now hold the defendants liable upon their note. The following embodies the decision of the court.

READ, J.—This note was liable for losses occurring during the period for which the note was given, to wit: for twelve months after date, the first of April, 1857; and the losses in that twelve months outstanding and undisputed, were between thirty and forty thousand dollars, and no assets were available for these losses except the guaranty notes.

Upon this state of facts can there be any doubt of the acutual acceptance of the supplement to the charter, independent of the reserved power of the legislature to make the alteration by the company, and that the repealed acts of the defendant put it out of his power to dispute it? The supplement was recognized by the company, who acted under it from the commencement, and accepted the benefits which he reaped from giving his notes under it. He was therefore liable to pay the balance of his note to assist in paying the losses which had occurred during the period for which it was given.

THE EFFECT OF LEVIES UPON INSURED PROPERTY: THE CLAUSE RELATIVE THERETO CONSTRUED AS MEANING RIGHTFUL LEVIES.

A clause in the policy of insurance provided that "the insurance should be void if the property was levied on or taken in custody by the law." The plaintiff W. T. Mills purchased the property upon which the insurance was effected from David W. Mills, against whom an execution was issued, and the property in question levied upon as belonging to him, subsequent to the insurance being placed upon it, and prior to its loss. The question was, whether this levy rendered the insurance void, whether the levy was such a one as was contemplated by theclause referred to, or properly came within its scope and meaning. The following is the opinion of the District Court of Philadelphia, in which tribunal the action was brought.

HARE, J.—If this condition is to be interpreted literally in the strict sense of the terms employed, the conditon is broken, and no recovery can be had in this action, because the property was in fact levied on before the loss, though under a writ issued against another man, from whom the plaintiff had bought, and therefore issued wrongfully, if the sale was valid. We are, however, of the opinion that the literal interpretation is not the correct one, and that the true meaning of the parties must be sought in this instance, as in many others, in the spirit, and not merely in the strict letter of their language. The condition is broad enough to include all levies, whether by right or wrong, under an execution against a stranger, or the party by which the insurance was effected, but the latter would naturally think, only of executions against himself, and might be ignorant that his property could be seized without his being in default, under a writ against another man. The plaintiff might well be asked, and as readily consent, to stipulate against his own acts, or the rightful and legitimate acts of the others; but no man should be presumed to have meant to make himself answerable for wrongs in which he was not an actor or participator, without the clearest evidence that such was his intention; because wrong is a departure from the right rules of action, which no man can foresee, or foreseeing, guard against. It has accordingly being settled, from a comparatively early period, that acovenant in a deed "that the grantee shall from time to time, and all times thereafter, peaceably and quietly have, hold and enjoy the land granted, without any let, suit, trouble, denial, eviction, interruption, claim or demand whatsoever, of, from or by him the said grantor or his heirs, or any other person or persons," will, notwithstanding the force and extent of the langnage employed, which might seem designed to cover every act of any nature that could in any way interfere with the grantee's enjoyment, be limited by construction to these acts and injuries which may be done or inflicted rightfully, by virtue of some paramount title, and will not be allowed to embrace others of a different description, although falling within its literal meaning. If this be a just rule in the case of covenants, it must apply *a fortiori* in that of conditions, which, unlike other stipulations, are always, if there be a fair choice of meanings, taken favorably for the party whose words they are, and least favorably for the party who seeks o enforce them. We, therefore, cannot well be wrong in bringing what the parties have said in this in-

stance down to the level of what they may fairly be presumed to have meant, by interpreting the language of the clause as meaning rightful levies, as distinguished from those made by wrong.

The National Finances.

The result of the past few days has fully confirmed the views and positions we have, since the first publication of our CIRCULAR, urged and maintained—that the rebellion weakened in no appreciable or important degree the financial strength of the people or government; that the political integrity of the country would speedily be restored, and that with this, the public securities would steadily advance toward the highest quotations ever reached; and that as a necessary sequence, those of States, municipal bodies, railroads and other companies, would experience a similar recovery. We have not only acted upon such premises, but we have constantly endeavored to maintain them by arguments drawn from the plainest economic rules, and by statements illustrating in a most conclusive manner the vast resources of the North in comparison with those of the South. Now that the demonstration has been had, every one can point to the cause, in the superior industry, economy, mechanical skill, business aptitudes and training; and in the vast investments of the North in manufactures, public works, and in the machinery of commerce and trade. But sanguine as we have been, the result has exceeded our expectations.

We have been engaged in a civil war, colossal in its proportions. This war instantly put an end to all communication between the two sections, blotting out debts to the amount of hundreds of millions owed to the North; and withdrawing from our foreign trade, staples equalling in value $225,000,000, or more than one-half the total value of exports for a long series of years. So rude a shock, it was supposed, and not unreasonably, by persons unacquainted with the resources of the Northern States, would cause universal bankruptcy—of the nation as well as individuals, from the losses necessarily sustained by the interruption of trade; by the universal repudiation of debts at the South; by the diminution of our exports; and more than all from the enormous sums required to enrol, arm, equip and maintain in the field 600,000 soldiers, and for the construction of a numerous and powerful navy. Yet within the first year after the rebellion broke out, we were enabled to reduce our exportations to such an extent, that we imported over $50,000,000, in gold, in addition to the product of our mines, increasing within the year the specie reserves of the country by at least $125,000,000. Within the year our exports far exceeded our imports without a bale of the crops of 1861. In default of this, we brought other resources into play, so that as far as the loss of the crop is concerned, the people of the United States have suffered less than the leading commercial nations of Europe. We have much less to fear from its total loss. With our crops of breadstuffs and provisions; with general merchandise, and with the precious metals, which, as a gold producing country, we can well spare to a very large amount, we need have no fear of a balance of trade against us. But the crowning test of the vast financial strength of the country has been the great degree of personal comfort that has prevailed. Food of all kinds was never so abundant, never cheaper, or more accessible by all classes. There has unquestionably been much individual distress suffered by parties engaged in the Southern trade, but as a rule, the great mass have never been better employed, fed or clothed. Money during the whole period of the rebellion, has been most abundant, notwithstanding the enormous calls of the Federal Government. As soon as this came to a full consciousness of the magnitude of the crisis, and of the steps necessary to be taken to meet it, its credit steadily improved. The advance in the market value of its securities since midsummer of 1861, to the present time, has been fully 20 per cent. Money is still proffered to it in abundance, at five per cent., and it will unquestionably soon be able to borrow, at *par*, on bonds bearing not over 4½ or 5 per cent., if not at lower rates. The financial as well as the political difficulties by which it has been surrounded have been so completely solved, and the great current of investment and speculation tends to its securities.

Such are the phenomena, or results, before us. The law, of course, must correspond to it. Certainly no nation has equal resources in agriculture, which forms the base of all other interests, and constitutes by far the greater portion of the wealth of all nations. The capital stored up in a virgin soil in the United States is far greater than the accumulated wealth of all other nations. This capital becomes instantly available to the pioneer, single handed and alone. A large portion of the country from which the city of Chicago draws its breadstuffs has been settled hardly ten years. The Illinois Central Railroad when built, traversed an unsettled country for nearly its whole length—a country which may now be regarded as the storehouse of the West. In the United States, nature enters into copartnership with industry and furnishes, most lavishly, the capital. Our system of public works fortunately was so complete before the outbreak, that every farmer in the interior had a market for his products at his own door. These works are on a scale so grand, that vast quantities of produce from districts more than two thousand miles inland, are laid with profit upon our docks, and sent thence thousands of miles, to consumers in the old world. Upon not one of our 23,000 miles of railroad, nor 5,000 miles of canal in the Northern States, has the free movement of produce been for a moment interrupted or its volume reduced from fear of such interruption. Industry has been everywhere equally free to pursue its objects. The consequence has been, that the people of the loyal States have hardly felt the burden imposed upon them. War has not shown its stern visage in their midst. Their fields have not been desolated, nor their industries disturbed. The war has, in effect, been waged upon a foreign soil, with as little loss or disturbance to the Northern States, as to the commercial nations of the whole world.

Such have been the methods, or causes, of the strength and prosperity of the North. We do not deny that the experience gained has been a costly one; but it has still been cheaply purchased. Our people will no longer, as formerly, stand in constant terror of threats of political violence or disturbance, or commercial disaster, in case they would not yield implicit obedience to that arrogant and imperious caste, which for so long a time wielded the government. Cotton is no longer a despot, to inspire terror either at the North or South. We shall hereafter measure the wealth and resources of the different sections by the degree of intelligence, integrity and industry they possess. No party of malcontents will ever again seek upon a frivolous pretext, to subvert the government, destroy our nationality, and substitute therefor petty states or tribes, which would soon exhaust their feeble means in attempts at mutual destruction. The terrible disaster which the rebels have brought upon their own heads, the end whereof is not yet seen, will forever be a beacon and warning against any similar attempt. The war has consolidated us into a nation—a nation whose material greatness must reflect that of the resources of the country it inhabits—a country in which is to be unfolded, on a grand scale, whatever is best in European nationalities or civilizations.—*Hallett's Financial Circular.*

Railroads in Missouri.

JOINT RESOLUTION IN RELATION TO CERTAIN RAILROADS IN THE STATE OF MISSOURI.

Whereas by the fourth section of the act of Congress entitled "An act granting the right of way to the State of Missouri, and a portion of the public lands to aid in the construction of certain railroads in said State," approved June the tenth, eighteen hundred and fifty-two, it is provided as follows: "That the said lands, hereby granted to the said State, shall be subject to the disposal of the Legislature thereof, for the purposes aforesaid and no other;" and the said railroads shall be and remain public highways for the use of the Government of the United States, free from toll or other charge upon the transportation of any property or troops of the United States; and whereas the said grant of lands has, by virtue of said act, and of an act of the Legislature of the State of Missouri, been applied in the construction of the Hannibal and Saint Joseph railroad, constructed and owned by the Hannibal and Saint Joseph Railroad Company, and the Pacific railroad by the Pacific Railroad Company, which last mentioned railroad is finished and running from St. Louis to Rolla; and whereas the ability of said railroad companies to transport the property and troops of the United States over their respective railroads has been greatly impaired by the destruction of bridges, depots, and other property of said companies, and the partial destruction of said roads, and in view of the pressing public necessities, the United States, not waiving the right to have their property and troops transported free from toll or other charge by said railroads, as contemplated by the reservation aforesaid, have resolved as follows; Therefore be it

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War is hereby authorized to make such an adjustment with the Hannibal and Saint Joseph Railroad Company and the Pacific Railroad Company, for the transportation, past and prospective, of the property and troops of the United States, over said railroad during the existence of this rebellion, as in view of the public exigency may be just and reasonable, and liquidate the same: *Provided, however*, That the sums paid to said companies shall be as near as may be the cost of transporting such property and troops, and not exceeding the prices fixed by the War Department on the twelfth day of July, eighteen hundred and sixty-one, for transportation by railroads, which adjustment and liquidation shall preclude any further claim on behalf of such companies against the government for compensation or damages previously accrued, or for the military occupation of the said roads by the United States Government up to the time of the passage of this act: *And provided further*, That the Secretary of War may, in his discretion, withhold from time to time such portion of the moneys which may be due to either of said railroad companies, to indemnify the Government against any failure of such company to promptly transport such troops and supplies; but nothing herein shall be so construed as to prevent the Secretary of War from taking possession of said railroads and their appurtenances, and applying the same to the exclusive use of the Government whenever, in his judgment, the public interest may require it, without, in such case, compensation to said companies.

Approved, March 6, 1862.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western:				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	983,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	6	1838	----
Mortgage Coupon	2,500,000	6	1885	86
" "	700,000	6	1880	84
" "	1,128,500	6	1875	89
" "	1,000,000	6	1867	91
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie:				
1st Mortgage coupon	2,000,000	7	1877	90½
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income ½ in '59, ½ in '62	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	100
Mort. (chgd from Sterl'g)	888,000	5	1864	100
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	105
2d Mortgage	600,000	7	1875	100
Central Ohio:				
1st Mortgage W Div.	450,000	7	1861	62½
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	62
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1863	102½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	102½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	138,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	100
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	92
1st Mortgage	3,600,000	7	------	55½
2d Mortgage	2,000,000	7	------	19½
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	90
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	80
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	43
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296 000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	92½
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '65)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	104
1st Mortgage (E. Extension)	1,499,000	---	1875	99½
2d Mortgage	2,516,500	---	1881	93
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	275,000	6	var.	100½
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	450,000	6	1874	100½
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage Coupon	1,971,000	7	'62-'63	101½
1st Mortgage (Extended)	22,000	7	1882	----
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	97
***Great Western, Ill.:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	328,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	45
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	106½
2d Mortgage	2,000,000	7	1860	83
3d Mortgage	1,840,000	7	1875	86
Convertible	1,002,000	7	1867	76
Illinois Central:				
Optional Right bonds	38,000	7	1863	64
Construction	10,798,500	7	1875	91
Construction	4,115,000	6	1875	91
Eight per cent. bonds	226,000	8	1865	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1865	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1868	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	98
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortgage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6½	1861	----
3d Mortgage	250,000	6½	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8½	------	----
City of Keokuk, (special tax)	150,000	10½	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	89½
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	20
2d Land Grant (Western Div.)	353,000	†	------	20
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	89
Long Island:				
1st Mortgage	500,000	6	1870	85
Extension Bonds	175,000	7	1890	82½
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
Marietta and Cincinnati:				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston:				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarksv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State (Tenn.) Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	105
2d Mortgage (S. F.), convertible	4,153,000	8	1882	100
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	92½
Northern Indiana, 1st	985,000	7	1861	99
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	90½
Detroit and Toledo	611,000	7	1876	76
1st General Mortgage (S. F.)	2,850,000	7	1885	92½
2d General Mortgage	2,465,000	7	1877	76
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	92
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	----
Preferred Stock	1,175,000	10	------	116
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
2d Mortgage	------	---	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'68 '78	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	95½
Funding (S. F.) Bonds	1,553,000	7	1876	103½
Stock Exchange (S. F.) Bonds	680,000	6	1883	95½
Real Estate (S. F.) Bonds	166,000	6	1883	95½
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	105
Convertible Bonds	970,000	7	1876	104
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	97
New York and Erie:				
1st Mortgage	2,000,000	7	1867	104
2d Mortgage	4,000,000	7	1884	100½
3d Mortgage	6,000,000	7	1883	97
4th Mortgage	4,900,000	7	1880	90
5th Mortgage	1,792,500	7	1883	87
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	101½
2d Mortgage	1,000,000	7	1864	92½
3d Mortgage	862,300	7	1867	76
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	72
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	66½
2d Mortgage	3,077,000	7†	1861	4½
North Missouri:				
State Loan (30 years)	4,850,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	74½
Chattel Mortgage	360,000	10	1883	93
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	102½
2d Mortgage	2,319,000	6	1875	96
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	83½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	300,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	98
Mortgage (S. F.)	2,672,300	6	1880	98
Mortgage	3,103,600	6	1870	93½
Mortgage (convertible)	3,586,500	6	1886	85½
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	85½
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and L.)	1,000,000	7	1872	----
2d Mortgage (O. and L.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1863	----
Potsdam and Watertown:				
1st Mortgage	300,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$330,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,000	6	1880	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	33
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	[997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1868	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	83
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	94
2d Mortgage (convertible)	2,000,000	7†	'68-'70	62
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	87½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	87½
2d M. (Toledo and Wabash)	1,000,000	7	1869	57½
2d M. (Wabash and Western)	1,500,000	7	1899	57½
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Balt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	563,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Dollar Bonds	802,000	6	1875	----
Albany City Bonds	1,000,000	6	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	80
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,087,996	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,772	21,006	—	....
1 Apr. '61	—	—	....	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	.....	.....	600,431	.....	.....	.....	.....	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	696,370	—	....
29 Feb. '60	88.5	23.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,605	116.9	.....	605,156	260,269	6	....
1 May, '61	—	—	....	209.5	...	...	.....	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	...	...	.....	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	....
								CONNECTICUT.													
31 July '60	23.8	—	....	2.8	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	358,147	149,477	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	136½
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,489,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	218,253	319,106	77,088	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	.....	—	....
31 Dec. '60	46.0	8.8	4.9	—	...	...	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	1,717,523	117.4	579,650	926,075	325,573	—	....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	106,626	—	87½
								DELAWARE.													
31 Oct. '60	84.3	—	19.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '59	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.0	.....	21,195	.....	6	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	128,000	—	1,597,385	86.7	.....	418,086	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	.....	8,500,000	4,500,000	.....	10,000,000	220.0	.....	1,098,465	452,693	4	....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	.....	10,195,257	168.0	.....	1,514,478	242,564	—	70
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	...	...	.....	Chicago and Northwestern	9,344,863	.....	.....	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
30 Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,235	5,608,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	62½
10 Nov. '58	33.2	—	....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '60	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,000	—	10,469,355	261.3	792,029	1,462,752	2,260	—	71½
31 May, '61	175.0	—	....	—	...	...	.....	Great Western	5,022,928	*	—	1,600,000	2,391,000	.....	.....	176.0	.....	485,943	1,529	—	....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,023	2,965,758	0,903	—	58
.. .. ..	—	—	—	81.5	...	...	.....	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	....	129.0	...	...	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	822,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,061	26,641	610,050	1,178,000	40,550	2,108,011	109.0	369,122	400,397	133,009	—	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	90
31 Dec. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37,219	2,031,942	84.0	.....	277,962	119,745	—	....
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
1Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '61	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,976,801	73 0	325,707	377,092	216,184	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,034	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,770	—	....
.. .. ..	—	—	....	438.0	...	...	.....	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Kook., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Kook., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	30.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,996	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	118.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13 0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	—	13	10	230	Lexington and Frankfort	891,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	....	—				Louisville and Frankfort	1,383,526	126,785	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,903	716,478	371,122	—	....
.. .. '59	18.8	—	....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
1 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug. '60	58.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,000	108,434	1,719,819	58.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Earnings. Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,728	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412			180,497	300,000	75,000						—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	169,475	245,348	115,732	6	102½
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*		169,200	556,600			37.0	.....	55,403	28,404	—	.....
31 May, '61	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,570,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	65
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,050,000	*		1,650,000			1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	21½
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000			601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*		1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	97½
31 May, '61	74.3	8.8	49.7	—	32	54	606	Boston and Maine	4,300,849	*	465,758	4,076,974		86,655	.....	118.3	.....	776,065	315,071	6½	108½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	132,720			61.8	.....	588,871	272,429	8	119½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000		126,104	.....	83.6	.....	928,932	408,594	8	111
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	*	681,689	163,400		.....	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	300,000		.....	52.3	.....	250,836	122,966	6	85½
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	69½
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416		299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	250,149		3,540,000			.....	71.6	.....	543,158	217,054	6	100
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226		217,525	55,450	5,900	333,884	26.4	.....	33,820	7,663	9	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651			292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	—
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	27.7	.....	204,374	48,542	8	110
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*		500,000	213,000	108,500		21.6	.....	123,015	24,907	2	73½
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386			220,340	234,900	140,902	.....	.....	.....	.....	.....	—	.....
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130			283,037	459,693	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	108
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			.....	.....	.....	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,800,000	147,000		.....	44.4	.....	308 228	139,447	8	110
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543		243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	—
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700			448,700			.....	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000			250,000			.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....			.....	.....	.....	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*		2,214,225	991,125	.....	.....	77.0	.....	200,648	95,739	—	12
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*		5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	120½
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*		1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	54
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada		.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596		2,950,000	4,250,000	.....	9,008,869	188.0	.....	365,038	144,270	—	.....
— — —	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — —	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '61	284.8	—	23.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	61
31 Mar. '61	246.0	298.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	—	25½
— — —	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
— — '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....		.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
— — '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....		.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
— — '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....		.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
— — '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....		.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
— — '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292		2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	—	51.0	—	—	—	*Cairo and Fulton*	.....	.....		.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	—	—	.....	*Hannibal and St. Joseph*	12,364,134	*		1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254		2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
— — —	—	—	—	—	—	—	—	*Platte County*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357		3,364,336	7,013,000	674,859	13,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216			68,413	3,860,000			114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267		2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*		389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*		1,500,000			1,564,506	61.3	334,582	459,659	128,366	8	53½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*		250,000			250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000			200,000			200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205			492,500		42,795	525,295	ope	r. by Eas	tern Mass.		—	60
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000			883,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	100
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715		595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,557	353,101	187,136	4	82
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	.....	Belvidere Delaware	3,128,267	*		997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	—	—	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	130
31 Dec. '60	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,829,473	*		976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500		3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	122
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554			600,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,708	263,496	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	—	—	.....	New Jersey	3,609,089	400,378	1,249,621	4,397 820	688,000		5,628,931	33.8	.....	992,767	579,981	10	130
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*		154,157								—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*		630,000			630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
31 Dec. '61	21.0	—	.....	—	—	—	—	Warren	1,876,713	*		1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	70
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278			216,794		56,582				15,344	3,268	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,567,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r. by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	78.6	4	6	39	Black River and Utica	1,156,289	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	5½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	336,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,387	520,855	110,896	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	893 845	187,704	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	122½
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Er	ie.	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Er	ie.	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'n)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	160.0	967,065	2,047,145	778,121	—	40½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	348,021	119,454	—	15½
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	—	7,309,042	2,601,063	6	85½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	39
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	14½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60,000	6	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,126	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	—	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,745	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	619,000	140,000	750,000	—	59.2	119,325	269,363	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by B.,	N. Y. &	E. 22,047	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren	a. & Sar.	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	a. River.	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
1 Jan. '62	10½	—	¾	20.0	—	—	—	Warwick Valley	185,000	—	—	100,000	85,000	—	185,000	10½	oper. by	Erie R.	W. Co.	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,204	—	1,499,000	772,400	66,112	—	96.7	212,236	351,167	178,067	10	35
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	128,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	28	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,000	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	618,231	—	—	886,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '60	118.2	—	—	—	17	12	206	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	—	314,091	102,765	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	699,716	230,551	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	88
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	654,162	1,085,799	580,621	10	114½
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,508	3,000,000	1,353,000	—	—	96.6	—	1,120,370	662,948	14	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	208.5	646,413	772,098	332,093	4	20½
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,496	188.6	—	919,971	493,956	—	46½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	—	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,345	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	102,189	62,408	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	—	69,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	39	32	602	Little Miami	4,004,4 3	*	—	2,981,270	1,407,000	—	—	138.0	—	1,330,051	529,981	8	100
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	—	434,290	99,554	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34,167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,976	*	—	408,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	—	—	85	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	855,502	1,012,236	400,559	—	12
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	58½
31 Dec. '61	63.5	—	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	219,548	22,490	—	2
30 Sep. '61	52.5	—	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	—	2,169,946	1,339,680	—	85½
30 Nov. '59	36.3	—	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—
30 Sep. '59	18.6	—	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	—	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	456,237	153,334	6	51
31 Aug. '59	32.3	—	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	—	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,560	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,803	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,089	6	52½
30 Nov. '59	28.0	5.0	—	13.8	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '60	20.0	—	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	—	753,318	670,227	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	—	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	47
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	—	North Pennsylvania	5,462,399	406,187	—	3,147,130	2,860,000	22,820	6,205,087	65.7	247 062	364,225	202,124	—	8½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	—	Pennsylvania	23,581,158	3,065,289	3,474,546	13,261,960	17,163,947	267,489	32,407,124	423.0	3,476,812	5,982,701	2,296,402	—	47½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	—	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	40,000	—	20.0	—	1,637	—	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,104	—	48½
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	—	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150	—	24,363,896	151.4	—	3,312,540	1,625,985	—	22½
3 Dec. '59	28.0	—	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.0	6.0	—	—	90	90	521	—	Phila., Wilmington and Balt.	7,900,000	*	—	5,000,000	2,300,000	—	—	200.5	45,677	1,226,597	471,712	6½	58½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '61	49.0	13.0	5.0	83.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1,756,436	1,590,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	—
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,286,367	10,192,155	1,791,166	18,487,865	467.5	1,948,501	2,335,353	761,564	—	4
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	—
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	5½	—
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	98,888	363,004	864,450	789,970	60,821	1,724,227	.....	.....	96,227	54,582	.....	—
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	114,126	61,848	—	—
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	—
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	—
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	.....	78.0	199,878	228,420	860,339	—	9
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	376,800	.....	.....	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	417,917	8,500	.....	.....	13.6	.....	26,454	6,914	.....	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	—
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	84,372	250,000	706,365	195,266	197,906	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	—
— — '58	40.3	—	.....	—	—	—	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	—
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,540	2,919,554	164.5	.....	341,190	125,871	.....	—
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	—
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	—
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	.....	—	62	50	790	South Carolina	.....	.....	.....	.....	2,643,333	.....	.....	.....	.....	1,499,636	701,943	7	—
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859.....	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	—
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	137,486	—	—
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	—
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,864	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859.....	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	51	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,055	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	—
1859.....	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860.....	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'rdo	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	275-000	240,000	171,560	.....	50.0	31,300	82,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
— — '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	—
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,580	879,119	6,385,045	119.6	349 440	334,368	113,318	—	—
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,688	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	—
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	—
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	112
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,960	45,930	8,522	—	—
31 Aug. '60	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	832,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	—
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,549	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345.427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,274	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,564	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	—
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,842,600	2,526,000	58,549	8,036,604	234.4	.....	1,108,354	436,089	—	29
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	—
10 May, '61	104.0	—	.....	33.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	—
— — '58	10.0	—	.....	55.0	.....	.....	.....	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	—
								CANADA.													
31 July '61	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,319,800	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	—
— — '59	51.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	51.0	166,245	.....	.....	—	11
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	—
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	—
— — '59	96.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,530	.....	.....	—	—
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	—
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	—	14	13	235	European & North American	4,548,564	*	—	4,637,852	—	—	4,637,852	108 0	.....	130,678	36,432	—	—
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,383	—	1,380,000	13,100	136,000	1,729,232	60.0	.....	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	—	60.1	.....	.....	.....	Nova Scotia	4,268,717	*	—	.....	.....	.....	.....	61.5	.....	120,918	26,803	—	—
								NEW GRANADA.													
31 Dec. '60	48.7	—	—	—	—	—	—	Panama	8,000,000	*	620,804	5,000,000	2,400,000	—	9,603,589	48.7	.....	1,529,359	1,110,652	12	130

New York Stock Exchange.

Highest Sale Prices for the week ending May 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
Federal Stocks:—						
U. S. 5s, 1871	....	....	....	....	95	93
U. S. 5s, 1874	89¼	89¼	93	95	94¼	93¼
U. S. 5s, 1865	93¼	....	....	....	....	97
U. S. 6s, 1881, reg.	97½	97½	99¼	101	96¼	101½
U. S. 6s, 1881, cou.	98¼	98½	100½	102¼	97½	102
U. S. 6s, 1862	....	....	....	....	....	....
U. S. 6s, 1867	....	....	....	100	100½	100½
U. S. 6s, 1868	97½	....	93	99½	100½	100½
Treasury 7 3-10 Notes	102½	102½	102½	103¼	103¼	103¼
State Stocks:—						
California 7s	89	89½	90	....	92	90½
Georgia 6s	....	....	....	75	....	....
Illinois Coupon bonds	91	94¼	96	96	....	....
" Canal bonds	90½	....	....	....	95	95
Illinois War Loan	91½	92½	95	96½	97¼	....
Indiana 5s	80	....	83	....	84½	....
Indiana War Loan	....	....	....	....	....	95
Kentucky 6s	87½	90	....	....	93	....
Louisiana 6s	....	....	....	....	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	94	....	....	....
Minnesota 8s	....	90	....	....	....	....
Missouri 6s	60½	51½	52½	54	53	53
Do. iss. to H. & St. J. R.	....	....	61½	63½	62½	....
New York 5s, 1868	....	....	....	....	....	....
North Carolina 6s	65½	....	67½	72½	72	71½
South Carolina 6s	....	....	....	....	....	....
Ohio 6s	....	....	101	....	102½	....
Tennessee 6s, 1890	57½	57½	59	61	61	59½
Virginia 6s	....	....	60	61½	60	59
Railroad Shares:—						
Buffalo & State Line	....	....	....	....	....	....
Chicago, Burl. and Q.	64½	65	65½	67½	68½	70
Chicago and Rock Isl.	56½	57½	58½	61½	62½	62½
Clev., Col. and Cin.	113	112½	114	....	114½	....
Clev. and Pittsburg	18½	19	19½	20	19½	20½
Clev. and Toledo	43½	43½	43½	45	45½	46½
Del., Lack. and West	85½	....	....	90	....	....
Galena and Chicago	....	....	69½	72½	72½	71½
Hudson River	36½	36½	37	40	40½	40½
Illinois Central (scrip)	60½	61	61½	63½	64½	63
Michigan Central	56½	57½	57½	59½	56½	61
M. S. and N. I. guar'd,	47½	47½	48½	50	50	49½
M. S. and N. I.	23½	23½	24	25	25½	25½
Mil. and P. du Chien	27½	28½	29½	30½	30	29
M. and P. du C. 1st pref.	79½	....	81	82½	85	....
M. and P. du C. 2d pref.	....	59	56½	....	....	63½
New Jersey	....	....	....	....	....	....
New Jersey Central	....	....	....	....	....	....
New York Central	85½	85½	86½	88½	88½	88½
Erie	37½	37½	38½	39½	39½	39
Erie pref.	62½	62½	63½	65½	66½	66½
N. York and Harlem	13	13½	13½	14½	14½	14½
N. Y. and H. "pref."	32½	34	34½	36½	37	36½
Panama	127	129½	129½	130	129½	130
Phila. and Reading	45½	45½	45½	....	48½	46½
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	....	....	88	90	90½	....
Chio. and N. W. 1st M. 49	52½	54	54	55½	....	....
" " 2d M.	....	....	18	18½	....	19½
" " S. F.	....	....	....	....	....	92
Cl. & Tol. S. F. 7 p.c.	89½	....	90	....	....	92½
Chi., Bur. and Q. 8 p.c.	100	....	103	103	103	102½
Chi. and R. I. 1st M. '70	....	....	....	....	....	....
D. L. & W. 1 M. 8 p.c. '71-5	....	....	....	....	....	104
" 2 M. 8 p.c. '81	....	....	....	....	....	....
Gal. & Ch. 1 M. 7 p.c. '63	....	....	101	....	....	101½
" 2 M. 7 p.c. '75	....	....	97	....	....	....
Hann. & St. J. 1 M. 8s	....	....	....	....	....	....
Hudson R. 1 M. 7 p.c. '60	106½	....	....	....	106½	....
" 2 M. 7 p.c. '60	....	....	....	....	....	....
" 3 M. 7 p.c. '75	....	....	....	87	86½	86
" sink. fund	102½	....	103½	....	....	....
Illinois Centr. 7 p.c. '75	90½	....	88½	91	91½	91
" " 6 p.c. '75	90½	....	88½	91	91½	91
La Crosse & Mil. L. G.	....	....	....	20	20	....
Mil. and P. du C. 1st M.	....	....	92	....	....	....
Mich. Cen. S. F. 8 p.c. '82	....	....	100	....	....	....
" conv. 8 p.c. '69	....	....	104	105	....	....
Mich. Southern 1st M. 92	92½	....	....	....	....	....
" " 2d M. Ass.	....	....	....	....	....	....
" " 2d M.	72	....	....	....	75	76
" " S. F.	90½	....	....	92	92½	92½
M. S. & N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M. 8 p.c. '77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	99	....	....	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
N. Y. C. 6 p.c. certif. '83	95½	....	....	....	....	....
" 1 M. 7 p.c. '64	103½	....	104	104½	....	105
" bonds 1876	104	....	....	....	....	....
N. Y. & E. 1 M. 7 p.c. '67	....	....	....	....	....	104
" 2 M. 7 p.c. '64	104	....	105	....	....	....
" 3 M. 7 p.c. '83	95½	96½	....	....	....	97
" 4 M. 7 p.c. '80	89½	90	89½	90	....	....
" 5 M. 7 p.c. '82	88	....	....	....	....	....
N. Y. & H. 1 M. 7 p.c. '73	....	99½	99½	....	101	101½
" 2 M. 7 p.c. '64	....	....	....	....	....	....
" 3 M. 7 p.c. '67	....	....	....	....	....	....
Toledo & Wab. 1 M.	....	....	85	86	....	87½
" " 2 M.	52½	55	56	58	....	57½
Miscellaneous:—						
American Gold	102½	102½	102½	103½	103½	102½
Del. and Hud. Canal.	93½	....	95	97	97	....
Penn'a Coal Co.	....	....	85	....	88	88
Pacific Mail S. S. Co.	111½	113½	118	119½	116½	118

The following are the closing prices in the London Market on the 26th April:

United States 5s, 1874	74	to	76
Maryland 5s	78	"	82
Virginia 6s	49	"	51
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	63	"	65
Erie shares, ex assessment scrip	31	"	32
Erie shares, 7 per cent. preference	52	"	54
Erie shares, assessment scrip	1½	"	2½
Illinois Central 6s, 1875	73	"	75
Illinois Central 7s, 1875 x. c.	76	"	77
Illinois Central $100 shares, $90 paid, dis.	48½	"	47½
Illinois Central, all paid	50	"	51
Michigan Central 8s, Convertible, 1869	84	"	86
Michigan Central Sinking Fund 8s, 1882	87	"	89
Michigan South. and North. Indiana 7s, 1885	70	"	75
Do. do. do. $100 shares	19	"	21
New York Central 6s, 1883	81	"	83
New York Central 7s, 1864	88	"	92
New York Central 7s, 1876	88	"	92
New York Central 7s, 1876	88	"	92
New York Central $100 shares	71	"	73
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 x. c.	85	"	90
New York and Erie, 3d mort., '83, assented	75½	"	79½
New York and Erie, 4th mort.	70	"	72
New York and Erie, 5th mort.	70	"	72
New York and Erie Bonds, 1862, '71, '75	..	"	..
New York and Erie shares, assented	..	"	..
Panama, 1st mortgage 7s, 1865	100	"	102
Panama, 2d mortgage 7s, 1872 x. c.	99	"	101
Pennsylvania Central 6s	86	"	88
Pennsylvania Central 2d mortgage	84	"	86
Pennsylvania Central $50 shares	41	"	43
Philadelphia and Reading $50 shares	18	"	22

American Railroad Journal.

Saturday, May 10, 1862.

Commutation on Railroads.

From being a special favor conferred on a few individuals, on account of the pecuniary or other interest which they might have had in certain railroads, commutation has become a recognized and considerable source of revenue on many of our lines. Large, however, as it now is, we believe it capable of almost indefinite extension, to the great benefit of both city and country. The rule on which managers usually act is to charge from daily travelers just enough to cover working expenses, leaving the profits to accrue from that increased travel of transient passengers which is certain to be developed. Most commuters are men with families, who will travel more or less frequently; each has also his circle of friends at a distance, who visit him occasionally. With passenger travel freight follows, and the single house in time grows into a village, with aspirations after a city charter.

In this manner, not only does the city of New York increase largely its dimensions every year, but it throws out its feelers for a distance of ten, twenty and even fifty miles into the interior. Commuters traverse the New Haven road daily back and forth for its entire length. On the Hudson River road they come in from Poughkeepsie; on the Harlem from Croton Falls; on the Erie from beyond Sufferns; on the New Jersey from New Brunswick; on the Morris and Essex from Morristown; and on the Long Island from equal distances. On the different lines of railroad converging at this city, we believe, nearly ten thousand persons make "their exits and their entrances" daily. They have carried the arts, refinement, intelligence and wealth of the metropolis far into the rural districts. They bring hither the robust health and buoyant spirits which are as much the product of the fields as grain and vegetables. They afford to the rising generation an excellent opportunity to avoid in a great measure those temptations that would beset them in large cities. They rub off by constant attrition that ancient repugnance which existed between the urban and rural populations. They are thus great civilizers, peace makers, moral and hygienic reformers, all combined.

The men who purchase commutation tickets are the moderately prosperous in trade, or those who fill public and private situations which do not demand their full time. As a rule, our very rich class prefer to reside in the city the greater part of the year; the very poor also do the same, for the all-sufficient reason that they cannot make their escape out of it. Since the reverse of 1857 it has been noticed that not a few, previously in affluent circumstances, have sought to improve their *health* by living permanently in the country villages, in which they confess the further incidental advantage of decreased outlays for family expenses.

On the Harlem and Hudson River roads the efflux of commuters has contributed materially to enhance the price of real estate. The same change has taken place along the line of the New Jersey road, and more recently along that of the Northern of New Jersey. The Western slope of the Palisades is, in fact, fast becoming one continuous village as far up as Piermont. The villages of Bloomfield, Orange, Belleville and several others in the neighborhood of Newark, have been built up and beautified within a few years; and still there is a demand for eligible sites, and pleasant residences. On the line of the Erie road considerable progress is now being made, though the movement was dilatory in commencing. After crossing the "Salt Meadows" the road passes for twenty miles through one of the most picturesque and healthy regions that could be desired. The water is excellent, and the scenery in many places enchanting; at others bold to sublimity. Good land can still be had for $150 per acre; and occasionally eligible sites for even less.

With these inducements we see no reason why the constant overplus of city population should not search an outlet in that direction, as it has already done toward other points. But there is still more to be done by way of commutation. Thousands of mechanics could just as well as not travel ten or fifteen miles night and morning by the cars. The cost of a ticket would not equal the difference in rent, added to which milk, vegetables and other farm products could be had at less cost and in more wholesome condition. Indeed, each might in time secure his acre or two of the soil, on which he could fall back in seasons when employment was scarce, without any sacrifice of time, money or independence. "Carlstadt" is the name of a village of this description in Northern New Jersey, built by a large number of thrifty Germans. There is no reason why multitudes of such communities would not spring up in every direction along our railroads, if the true method of encouraging settlements were only resorted to by the managers.

Detroit, Monroe and Toledo Railroad.

The annual meeting of the stockholders of the Detroit, Monroe and Toledo Railroad, was held at Detroit on the 24th ult. The following Directors were chosen for the ensuing year: E. M. Gilbert, Henry Keep, Albert Havemeyre, John S. Barry, M. L. Sykes, Jr., Philo Morehouse, Stillman Witt, Nelson Beardsley, William Williams, Ransom Gardner, and Zachariah Chandler.

The Directors at a subsequent meeting, elected the following officers: President—M. L. Sykes, Jr.

Gen. Superintendent—John D. Campbell. Secretary and Treasurer—Wm. F. Staunton.

Non-Incrustation of Steam Boilers.

A SOURCE OF ECONOMY.

We cannot too highly recommend any positive and non-injurious process to prevent incrustation in boilers. Any one knows how difficult it is to make steam in a scaly boiler, and the reason is obvious—because the scale is a non-conductor of heat, hence it requires a much larger amount of fuel to penetrate it and the iron, to reach the water—and this extra quantity is what destroys the vitality of the iron, (as the water cannot reach it to absorb the heat) and it is only a matter of *time when* it requires new flues, patching, or an explosion takes place. The recent explosion in the Alms House was caused by the accumulalation of scale in the boiler. The loss of fuel of course is great—from 10 to 50 per cent.

Mr. H. N. WINANS, of our city, has what we consider a positively reliable article for this purpose, and we cannot see why it is not universally adopted—and on all the engines on a road, as well as on a few. We know of its constant use for over 4 years in some engines, and the report of it is of the highest character; in fact the Dayton and Michigan Co., say "it is a fixed institution" with them—the late Mr. Congdon of the Bel. Del. R. R. (than whom a better man never had charge of a road) says, after 3 years' use, that it is perfectly harmless to the boilers, and makes a great difference in the fuel bill. A. S. Sweet, Jr., gives it a high character, as does Bement and Dougherty, Morris, Tasker & Co., and others of Philadelphia, also Mr. J. E. Wootten and Jas. Millholland of the Reading R. R. For further reference address Mr. WINANS, whose advertisement will be found in our columns.

To Consumers of Coal.

Attention is asked to the advertisement of Mr. GEO. W. PECK. The convenience of dealing through brokers has been tested in nearly every department of trade, and Mr. PECK is prepared to show that the same benefits may be obtained in the article of *coal*. In few cases can the purchaser be supposed to possess so thorough a knowledge of the different varities of this mineral as the experienced dealer, nor can the adaptation of each kind to particular purposes be readily ascertained. Mr. PECK having an intimate acquaintence with every description of coal, whether domestic or foreign, is prepared to give the benefit of his professional skill to the purchaser, as well as to supply the article in any quantity, on the shortest notice, and at the lowest market prices. As coal is daily coming into more general use on our railroads and steamboats, to say nothing of furnaces, repair shops, depots, &c., the managers of these public works would do well to give him a call. His office is at 110 Wall Street.

Camden and Amboy Railroad.

The annual meeting of the stockholders of the Camden and Amboy Railroad Company for 1862, took place at Bordentown, on the 20th ult., at 12 o'clock m. The following directors were elected for the ensuing year; Edwin A. Stevens, William Cook, John Swift Livingston, Benjamin Fish, John L. McKnight, Joseph P. Bradley, and Ashbel Welch.

The American War and English Railways.

While our railroads in the North are generally doing a profitable business, it is noticeable that the war in this country has caused a large falling-off of receipts on the leading English lines. The American trade being in a great measure paralyzed, freighting and even passenger traffic is seriously affected. The London journals publish the receipts for the week ending April 12th, on 10,145 miles of railroad. These amounted to £494,695, against £524,427 for the corresponding week last year, the aggregate length of lines being 9,911 miles. Fourteen of the principal show an increase in length of 160 miles, and a decrease in receipts of £27,571. That on the Caledonia Railway was £445; on the Eastern Counties, £1,857; on the Great Northern, £2,079; on the Great Western, £3,442; on the Lancashire and Yorkshire, £5,289; on the London and Northwestern, £3,068; on the London, Brighton and South Coast, £2,077; on the London and Southwestern, £900; on the Manchester, Sheffield and Lincolnshire, £2,029; on the Midland, £861; on the Northeastern, £2,808, and on the Southeastern, £2,759. In only a very few cases do we observe an advance made, and these lines are mostly small or newly completed works.

The shock does not appear to have affected the continental railroads so severely; yet we observe that some of those in France have sustained considerable loss from this cause. Among these are the Paris and Orleans, whose receipts for the same week fell off 100,000 francs, and the West and Northwestern, which fell off 44,000 francs.

The remark is trite that nations, like individuals, are bound up in each other; but if it needed confirmation, we would have it in the facts spread before us. It is not our business to inquire whether or not these drawbacks to prosperity abroad are due in part to the countenance lent to anarchy in this country; though the fact is here broadly asserted and generally believed.

Canadian Finances.

From the report of Mr. Galt, Financial Minister of Canada, we learn that the total receipts into the provincial treasury, for 1861, were as follows:

Ordinary revenue, including sums received on account of Municipal Loan Fund, and interest received from Railway Companies	$7,841,311 25
Investments realized and advances repaid	1,116,219 29
Receipts on acc't of special funds	934,048 36
Debentures issued	2,764,002 58
	$12,655,581 48

The expenditures for the same period were:

Ordinary expenditure		$9,318,180 02
Seignorial indemnity, which, till the close of the commission, is paid from the special fund		224,133 46
Permanent public works		906,213 88
Advances to be repaid		218,898 77
Repayment of sums, due by the Province, on open account		519,945 00
Payment of special funds		751,590 94
Redemption of public debt	$2,738,872 21	
Do. Lake St. Peter b'ds	65,000 00	
		2,808,872 21
		$14,742,834 28

The redemption of the Municipal Loan Fund Bonds has been proceeded with successfully. The amount outstanding at the end of last year was $399,030 67, against $2,936,536 01 at the close of 1861. A large portion of the balance has since then been redeemed. There has been no increase in the funded debt. There would appear to be a deficiency of revenue as compared with expenditure of $2,087,252 80; but of this $906,213 88 was disbursed on permanent public works, leaving the actual deficit, $1,181,038 92. The cause of this is attributed to the interruption of trade through the civil war in this country. The continuance of it, observes Mr. Galt, must seriously affect the revenue, and will render necessary the adoption of other means to meet the deficiency.

Of the revenue we find that $4,774,562 was derived from customs' duties, of which $2,393,486 was paid at Montreal and $494,103 at Quebec. Licenses for taverns, stills, breweries, etc., yielded $354,595; the post office, $688,321, or $20,000 beyond expenses; and public works, $324,619, or $45,612 beyond expenses. Of these the Welland canal alone yielded a profit, its gross receipts having been $241,775, while its expenses were $116,630, a little less than fifty per cent. The St. Lawrence canal produced $29,159 and cost $75,021. The Burlington Bay and the Carillon and Greenville produced nothing, and cost—the former $100, and the latter $7,295. The Chambly yielded $10,211 and cost $14,110. The Rideau canal yielded $543 and cost $21,318. The slides yielded $21,372 net.

The following statement shows the debt of the province at the end of 1860 and 1861:

	1860.	1861.
Imperial guarantied loan	$7,300,000 00	$7,300,000 00
5 per cent. bonds and stocks	27,264,011 77	30,020,317 38
Old provincial debentures payable in London	11,531,228 45	31,430,001 67
Do. do. Canada	1,783,120 28	1,691,655 19
R. R. guarantees	14,376,133 34	14,854,233 34
Municipal Loan F'd Upper Canada & Lower Canada	2,936,536 01	899,030 67
Other guarantied accounts	451,439 97	431,239 67
Total	$65,592,469 81	$65,626,478 82
Less-Imperial sinking fund	7,300,000 00	7,300,000 00
Net debt	$58,292,469 81	$58,326,478 82
Net interest payable thereon	$3,122,354 00	$3,118,488 00

The Report of the Commissioner of the Land Office.

From the Report of the Commissioner of the Land Department we learn that since June 30, 1860, there have been surveyed 8,892,125 acres of land to which may be added the number of acres which have been surveyed prior to that date, and which remain still offered for pre emption, making an aggregate of 55,555,593 acres. These lands are liable to proclamation and subject to pre-emption. If we add to this the number of surveyed lands heretofore liable to private sale and pre-emption, we find it leaves in the possession of the United States, on the 30th of September, 1861, a grand total of 134,218,330 acres surveyed, unsold offered and unoffered.

Mr. Edmunds says, in speaking of the bounty land system, that the operations of the land system, and the disposal of the public lands, have

been checked and suppressed by the political differences of the country, growing out of the hostile attitude assumed towards the United States by the authorities controlling the States in revolt against the Federal Government, and he adds the gratifying fact that, notwithstanding these causes, and the necessary withdrawal for military service of a large number of our citizens from agricultural employment, the general disturbance of trade, and the exciting causes affecting the social system, the energy of our people and the strength of our institutions manifest themselves in the fact that, unaided by public sales of fresh lands, actual settlements have increased to such an extent that he estimates that during the past year forty thousand new eighty-acre farms have been added to the wealth of the Republic.

The details of the surveys in the different Territories of the West are elaborated by Mr. Edmunds, but they are hardly of special interest to the country. They exhibit, however, a degree of energy in consolidating, improving, arranging and rendering useful these vast, uninhabited and almost unknown regions, which reflect the greatest credit upon the people and the authorities. Mr. Edmunds suggests that the public surveys in Utah be discontinued, until a policy may be devised by Congress which will induce others than Mormons to emigrate to that Territory. The influence of the Mormon church is paramount in Utah. It is virtually an isolated Territory of the Union, and it is thought advisable not to continue unnecessary and unremunerative labor. The surveying service continues in Minnesota, Illinois, Iowa and Kansas, but has been interrupted in Missouri, Indiana and Florida, by the political disturbances in those States, the archives of the surveyors of Louisiana and Florida having been surrendered to the Confederate authorities. Mr. Edmunds, in his report, submits reduced estimates for the surveying department, in consequence of the drain upon the treasury for war purposes, and diminished receipts for the sale of lands and the cessation of emigration to these wide fields of public domain. He thinks, in the present condition of public affairs, it would be prejudicial to great public or private interests to enlarge the surveying appropriations; and he very properly thinks that sound policy recommends that all surveys shall advance according to the requirements of actual settlements.

The pre-emption principle, according to the Commissioner, which was recognized in the early legislation of our country, has ripened into a permanent system. In the expansion of the system, however, and in its application to unsurveyed lands in new States and Territories, some irregularities have arisen demanding legislative intervention. In this connection he alludes to a new point of interest at the present time. His attention has been drawn to the condition of persons claiming pre-emptions, and wishing to enlist in the service of the Republic, who are desirous of ascertaining whether such pre-emptions will be protected during the absence of the claimants. Having no doubt of the justice of the principle which will protect the interests of claimants, under such circumstances, it has received the sanction of the Commissioner, with this qualification; that the pre-emptor is an actual resident upon and cultivator of the tract claimed, has filed his declaratory statement, and has fully observed the requirements of the pre-emption law, up to the period of his enlistment. In that case, he holds the time of actual military service will not be so considered as to result in forfeiture of his lands—provided that notice of his entrance into the army, and his discharge from service, is promptly filed with the register and receiver, and that such steps are taken as will show a *bona fide* intention to return to the tract, by leaving his family on the land, where he has one, and where no family, that the premises shall be placed in proper charge for the pre-emptor, so that residence and cultivation shall be continued when the military service is at an end.

During the year ending September 30, 1861, in virtue of the scrip laws of 1852, scrip has been issued as bounty land warrants for 80,628 acres, making with the quantity heretofore issued, a total sum of 938,054 acres. Before the Land Commissioners, claims are now pending equal to 153,358 acres. In the Virginia district there are 100,000 acres liable to commutation into scrip. The rebellion of Virginia will not prejudice the claims of loyal citizens, lawfully entitled to scrip in satisfaction of their warrants. The aggregate bounty land liabilities already ratified by the United States, from the commencement of operations to the 30th December, 1861, are as follows: For revolutionary services, in tracts and scrip, 8,200,612 acres; for services in 1812, 4,850,120; Canadian volunteers, 72,750. There are now actually located—under Mexican bounty land act of 1847, and the other acts of 1850, 1852, 1855—51,138,970 acres, making a total of 64,262,452 acres.

During the fiscal year ending June 30, 1861, there have been certified for railroad purposes, under the railroad grant acts of 1856 and 1857, as follows:

To Minnesota, acres.	308,871.90
To Michigan "	636,061.42
To Louisiana "	76,560.45
Making in the aggregate, acres	1,021,493.77

No approvals were made during the quarter ending 30th September, 1861.

The following is an exhibit of the States and the quantities of land under the several grants actually approved to each up to this date:

	Acres.
Iowa, same as last annual report	2,431,541.00
Wisconsin, do. do.	211,063.00
Minnesota (308,871.90 acres of this approved since last report)	890,775.90
Michigan (462,650 acres of this approved since last report)	1,593,727.42
Florida, same as last report	1,759,160.00
Alabama, do. do.	1,868,275.00
Mississippi, do. do.	171,550.00
Louisiana (76,560.45 acres of this approved since last report)	1,072,405.45
Making a total, which has been approved and certified, of.....	9,998,497 77

The Commissioner is very elaborate in his discussion of the question of minerals. No country on the globe can compare with this in the possession of mineral treasures everywhere developed as the administration of the land system advances over the broad surface of the public domain. Besides the precious metals, with quicksilver found in such abundance in California, which alone has yielded since the first gold discoveries over $600,000,000, we have regions rich in those metals in New Mexico, Nevada, Washington Territory and Colorado. Copper, tin, lead, and coal, are profusely distributed over the great valley of the Mississippi, and westward to the Pacific.

In regard to the precious metals in California, New Mexico, Nevada, Washington Territory, and Colorado, we have not such data as will enable this office to propose a properly guarded system by which the government understandingly can dispose of auriferous, or of quicksilver lands, in a manner that would be just to public and private interests. It is, therefore, not now proposed to withdraw them by legislation from the state of isolation from sale in which the law has placed them, or from being freely worked, as at present; yet in this trying conjuncture of public affairs, when multiplied demands upon the treasury weigh upon it with unprecedented pressure, it could not be deemed unreasonable, after the hundreds of millions of dollars allowed to be taken free of cost, if the government should hereafter subject the product of such mines to a moderate seigniorage, which it is believed would bear upon capital without prejudice to individual miner.

In reference to lands embracing copper, tin, lead, iron, and coal, it is suggested that where either mineral is the predominant element in the smallest legal subdivision, such tract shall be subjected to public sale, according to the principles laid down in the act of 1846 and 1847, with the qualification that the uniform minimum shall be $2.50 per acre at the public sale; that thereafter they shall be liable to private entry at same minimum, say for two years; after which they shall be liable to sale at the ordinary minimum, but not subject to the declining process of the graduation law. In the geological reconnoissance of the late Dr. Evans in Oregon and Washington, immense discoveries of coal fields in that region were made. This great industrial agent is also distributed by the liberal hand of nature throughout the gold region.

The recent discoveries of coal fields not far from San Francisco, and of that scarce and valuable metal—*tin*—but few mines of the latter having been discovered, although known in the early history of man, yet which is now found to exist in the southwestern part of California, within thirty miles of the sea—furnishing powerful incentives to capital, promising rich rewards to the enterprizing. Instructions, by further legal enactment, would enable the Department to deal with these large and delicate interests more satisfactorily than can be done under existing laws.

Customs Duties and Imports of Canada.

The total amount of duty collected in Canada in 1861, was $4,768,192. The total value of importations $43,054,836. The total value of free goods imported the same year, was in coin and bullion $3,304,675—other free goods—$14,655,413. Omitting coin and bullion from the deduction the total value of dutiable goods imported in 1861, was $28,399,423.

The duties and values of dutiable goods for the three years have run in this way:

	DUTIES.	VALUES.
1859....	$4,437,846	$33,555,161
1860....	4,758,465	34,447,985
1861....	4,768,192	28,399,488

Showing that the revenue from customs has been very nearly the same for the two past years, while there has been a considerable increase in the value of dutiable goods imported. The imports of free goods have run in this way for the three

years commencing with 1859—coin and bullion, $19,248; $35,504; $3,304,675;—other free goods, $10,244,833; $10,516,981; $14,655,413—showing progressive increase.

It may be generally stated that a main feature of the trade and navigation returns for 1861 shows a great increase of trade by the St. Lawrence, as compared with other channels, which is a satisfactory result. The Custom's revenue shows a slight improvement; but a considerable increase from some source will be necessary to meet the cost of the new militia organization, and probably to supply deficiencies.—*Montreal Gazette.*

Savings Banks in the United Kingdom, 1860.

(Abstract from the Official Reports.)

	Engl. & Wales.	Scotland.	Ireland.	Channel Islds.	Totals.
Number of Banks	520	51	52	2	625
Accounts remaining open, viz:—	1,292,264	132,597	65,535	16,380	1,506,776
Individual depositors	1,267,208	131,349	64,907	16,259	1,479,723
Charitable institutions	14,696	1,182	382	105	16,315
Friendly societies	10,360	116	246	16	10,788
Amount owing to depositors, viz:	£84,847,578	£2,210,710	£2,005,810	£491,778	£38,995,876
Individual depositors	31,918,468	2,150,427	1,971,360	422,195	36,462,440
Charitable institutions	737,615	39,468	19,645	5,613	802,341
Friendly societies	1,691,505	20,815	14,805	8,970	1,731,095
Rate of interest paid	£2 19s. 0d.	£2 18s. 2d.	£2 16s. 8d.	£3 0s. 0d.	£2 18s. 10d.
Depositors, 1860	1,469,007	240,328	98,576	9,142	1,815,053
Average amount deposited	£5 2s. 9d.	£3 7s. 9d.	£5 19s. 0d.	£7 2s. 9d.	£4 19s. 2d.
Withdrawals, 1860	575,324	142,568	65,560	4,945	778,877
Average amount withdrawn	£4 10s. 9d.	£7 19s. 3d.	£12 7s. 6d.		£9 7s. 11d.
Expenses of management	£7,185	£8,009	£1,219		£125,855
	£108,945				

Finances of Wisconsin.

The following is an abstract of the late message of the Governor:

The balance in the State Treasury to the credit of the general fund on December 31, 1861, was $16,568 53. He advises the prohibition of the circulation, sale or transfer of county town, city or school orders. He thinks the 1½ per cent. tax upon banking capital sufficient. The percentage on railroads is not sufficient.

The State University, as usual, appeals for help, being unable to meet current expenses. He recommends appropriating from the capital sufficient to pay the debts of the institution.

He encourages the idea of exempting, for a number of years, capital that may engage in manufacture here. He recommends that Wisconsin be represented in various ways by individuals, specimens of soil, ores, &c., at the World's Fair in London, and thinks it would help immigration to this State.

He recommends Milwaukee as the best location on the lakes for a United States Armory, Arsenal, and Naval Depot. He recommends an appropriation of $1,000 per annum to each College in the State owning an endowment of $50,000. He condemns the practice of selling public lands on credit for the purchase, and urges its discontinuance, unless in the case of actual farming lands, and then only in small quantities. Swamp lands he said should be reduced in price.

On the subject of taxation he gives the amount levied for State and county taxes in 47 of the 56 organized counties of the State, in 1857, '58 '59, and '60, and from this table shows the average of the State tax, for the four years named, to be $261,460 11, and of the county tax to be $572,460 05—while the average valuation for the four years, of all property as equalized by the State Board, is $158,679,879 66. A comparison of these averages shows that the county taxes in the 47 counties mentioned above, exceed the State taxes by the ratio of 2,189, and he estimates that the same ratio exists throughout all the counties. So the ratio of excess of town over State taxes is given.

An estimate of all the taxes annually levied upon the property of the State, which, according to the last assessment, as equalized by the State Board, amounts to $180,984,454 38, foots up to the rather startling amount of $3,116,510 08. And this, he says, gives no idea of the condition of affairs in some of the cities, and some of the newer counties. In the latter, particularly, the most reckless system of taxation, in some cases, has been carried on—particularly against non-residents, compelling them to forfeit their lands, which were sold on account of the trust funds of the State. This Policy he condemns. In some cases he shows the taxes due on forfeited lands to equal 80 per cent. of their appraised value; also where the taxes of a single year equal about 7 per cent. of the valuation of the land.

This course he pronounces to be unjust, and ruinous to the counties themselves, as the basis of taxation is reduced by it and immigration is discouraged. The scathing censure which he passes upon the practice, and upon the vagabond officials who thrive upon it in newly-settled counties, should engage the attention of the Legislature to the subject at the very outset of the session. He does not believe, he says, that by calling attention to these evils he is injuring the State, but, on the contrary, believes it will be a benefit, as the corrective must surely follow the exposure.

There need be no fears, he thinks, but that the people of the State will respond cheerfully in the matter of the Patriotic Tax—or the Real Estate and Income Tax—together amounting to possibly $700,000—called for from the State by the General Government. The present ratio of taxation upon all the real and personal property of the State which is included for assessment, he says, is *one and three fourths* per cent.

There are other points of importance taken up by him. Among these, he propose a reduction of the rate of interest, and thinks that the State has no right to assume the misfortunes of private individuals who have participated in railroad affairs, referring to farm mortgagors. The present liabilities of the State, he says, are $343,008 63, to which a further allowance of $30,000 should be made for salaries due to members of the Governor's military staff, assistant surgeons sent by the State with her regiments, wages due to one and another for acting in different military capacities, &c. The total war expenses, so far, have been $1,656,659 89. The number of troops now in the field, with those that will soon be ready to take the field, amount to at least 24,800.

He makes the statement that the calls of the Government will not add 25 per cent. to the accustomed burdens of taxation.

Interest and Dividends.

The coupons due May 1 on the New Haven, New London and Stonington Extension Bonds will be paid at the office of M. Morgan & Son, No. 37 William-st.

The interest due March 1, 1862, on Jersey County (Ill.) bonds, issued to the Jacksonville, Alton and St. Louis Railroad Company, numbered from 1 to 100 inclusive, will be paid at the American Exchange Bank.

Commerce of Detroit.

The following is a comparative statement of the imports and exports at the port of Detroit for the month of April, 1861 and 1862:

Imports.	Value.	Duties.
1862	$10,689 00	$3,303 34
1861	809 00	223 00
Increase	$9,880 00	$3,080 34
Exports.		Value.
1862		$110,162 00
1861		21,911 00
Increase		$88.251 00

Grain Trade of Toledo.

The receipts for the month of April, 1861 and 1862, compare as follows:

	Bbls. Flour.	Bush. Wheat.	Bush. Corn.
April, 1862	102,273	182,664	132,814
April, 1861	96,822	110,398	376,564
Jan. 1 to May 1,'62	231,377	480,094	737,139
Jan. 1 to May 1,'61	214,360	333,354	856,702

Railroad Earnings--Weekly.

The traffic of the Great Western Railway of Canada for the week ending May 2, 1862, was as follows:

Passenger	$16,896 79
Freight and live stock	28,863 12
Mails and sundries	1,460 34
Total	$47,220 25
Corresponding week of last year	45,188 09
Increase	$2,032 16

The receipts of the Grand Trunk Railway of Canada for the week ending April 26th, 1862, were:

15,190 passengers	$22,637 19
Mails and sundries	2,837 68
11,313 freight and live stock	40,251 88
Total	$65,726 25
Corresponding week, 1861	74,070 26
Decrease	$8,344 01

The Bethlehem Railroad.

This projected road is about 12 miles in length, commencing at the terminus of North Pennsylvania railroad and its intersection with the Lehigh Valley railroad at South Bethlehem, Pennsylvania, and terminating at Bath. Charles Broadhead is President, Conrad Shimer, Treasurer, and James Vliet, Secretary.

Baltimore and Ohio Railroad.

BALTIMORE, Monday, May 5, 1862.

The recent damage to the Harper's Ferry Bridge, caused by the freshet in the Potomac River, has been thoroughly and permanently repaired. Freight and passenger trains are now running East and West on regular time. Two hundred and fifty car-loads of produce crossed the bridge yesterday and arrived here this morning.

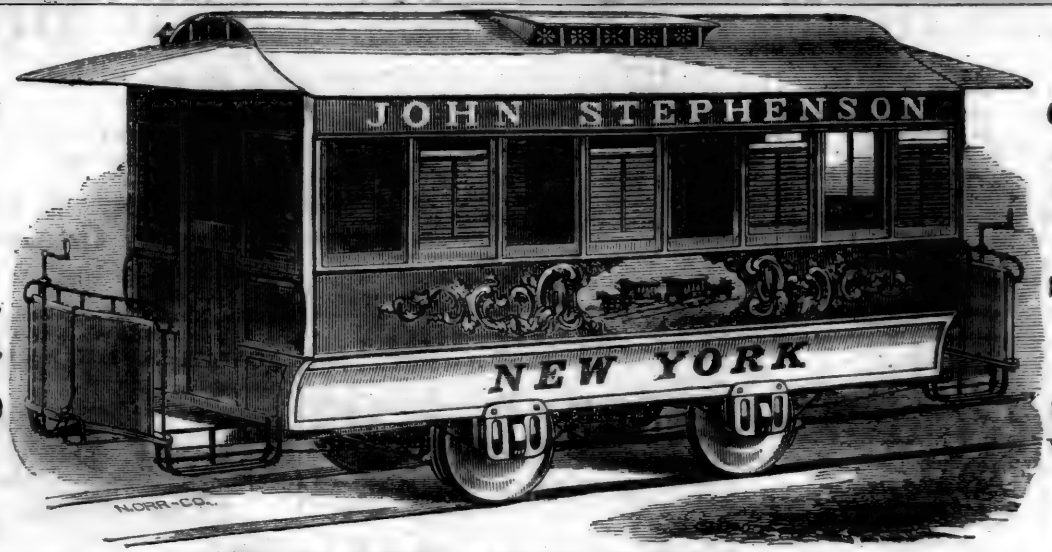
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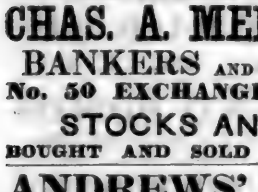
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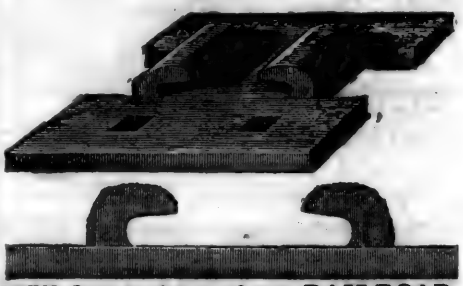
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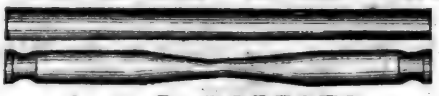
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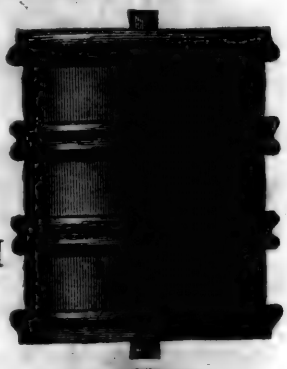
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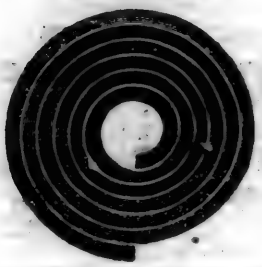
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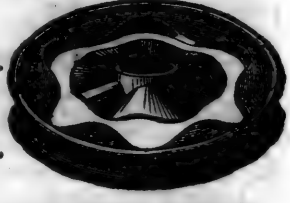
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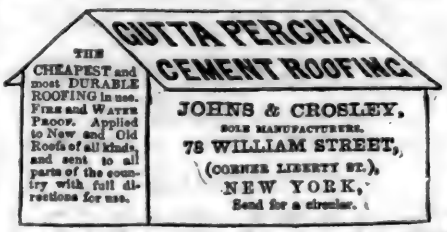
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9	" 16 "		1 to 1	22.	" " 30 "		1½ to 1
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American Railroad Journal.

New York, Saturday, May 17, 1862.

Proposed Enlargement of our Canal Locks.

The project for enlarging the principal canals of this State at the expense of the general government, is now before Congress. With the main outlines of it, as proposed by Mr. Ruggles, supported by the Chamber of Commerce and sanctioned by the State Legislature, the reader is doubtless familiar. In brief, it is proposed to enlarge one tier of locks, so as to permit the passage through them of vessels one hundred and fifty feet in length by twenty-five feet in breadth, or of about the dimensions of the *Monitor*. The estimates which have been carefully prepared by Mr. Ruggles, the late Superintendent, show that the entire cost of the work on the Erie and Oswego Canals would not exceed $3,441,000. To render the Champlain Canal fit for the passage of vessels of an equal size would require the further sum of $3,770,190. But this would comprise the deepening and widening of the channel all the way, together with increasing the capacity of the locks.

The subject presents itself to public attention from two different points of view.

First, as a means of national protection. The people of these States have paid dearly for their fancied dream of peace and security. A little wholesome suspicion that war was impending, a little timely precaution in anticipation of its outbreak, might have saved them the loss of thousands of lives and of hundred of millions in money. A moderate expenditure in season might have either prevented hostilities altogether or made these of much less duration and cost. Due preparation would thus have been an avenue to peace. One example of the sort ought to be sufficient for a generation at least. An intelligent people having been once caught should never be found a second time in the same predicament. We hear it repeatedly said that there is no danger of war with Great Britain; that, as our people have no intention of invading her soil, her government can never desire to obstruct our progress or come into collision with us as a nation. This is all very good in its way, only it does not warrant the conclusion that, therefore, we should rest satisfied with an avenue to the great lakes inferior to her own. This is the gist of the whole matter. No community on the globe can feel more desirous of international amity than the commercial city of New York. But peace loses one of its securities so long as one nation possesses a monopoly of the means of hurting its neighbor. To make it permanent, it must be founded upon mutual respect as truly as equal right. Both parties must be made to feel that they run equal risk from a breach of comity or justice. Otherwise, there is a temptation placed in the way of the strong to make aggressions on the weak, the better prepared on the worse prepared. Even the feeling that such *may* be the case is irritating and might alone lead to discord.

Such is precisely the nature of the situation at this moment. By the improved navigation of the St. Lawrence and the Welland Canal, vessels drawing nine feet of water may ascend from the Atlantic to the upper lakes, at any time during the season of navigation. A vast and rapidly growing commerce is carried on there, nearly three-fourths of it in American vessels. Five years ago our safety might have been estimated as being in the ratio of our commercial marine; but the introduction of iron-clad vessels has literally restored the era when "one man can chase a thousand, and two put ten thousand to flight." The greater the number of wooden vessels, the more we are exposed. The nation is thus weak in proportion to what it formerly considered its strength. Our means of protection require themselves to be protected. Without equal facilities to those enjoyed by other nations for conferring this protection, we are placing ourselves in an attitude to invite aggression at the hands of a stronger power, no matter how well disposed we ourselves may be. Nay, we expose not alone the shipping of the great lakes to destruction, but a score of cities, with numerous villages and an exceedingly prosperous country; also thousands of miles of railroads and canals, including the very work which parsimony would be content to see remain as only a wet ditch; but which might with more propriety be designated as the *last* ditch.

The present treaty between this country and Great Britain limits each power to the possession of one hundred-ton-sloop on Lake Erie, one on Lake Ontario and one on Lake Champlain. Neither party can set aside the obligation without giving six months' notice; and it is probable that such notice would be accepted by the other as a declaration of war. What use would be made of the works of internal improvement constructed in Canada, in the event of hostilities between us, was clearly shown by the London journals, during the discussion of the Trent difficulty.

Second, as to its commercial aspect the same reasons may offered. The possession of first-class facilities by which the heavy merchandise of the North-west may reach an American port on the Atlantic, is indispensable. As a commercial people we cannot afford to be excelled by our neighbors in their canals and railroads. It would be unbecoming our rank as much as our interests. The time has come when a ship canal is needed to connect the great lakes with the Hudson and with the Mississippi. It is requisite that we should have a navigable channel by which a large vessel may load at St. Paul, St. Louis, or St. Joseph, and thence proceed through our magnificent inland seas to Chicago, Buffalo, Albany, and New York. This is as much and as truly a national *want* at the present time as was the Erie Canal when DeWitt Clinton proposed its construction. Our enlarged works are destined to be as unfit to accom-

modate the growing commerce which will pour down from the great North-west as was the four foot channel scooped out in the last generation. Our public works must grow in capacity as the population of this country increases in numbers and wealth. This truth is as obvious as a law of nature.

There need be no jealousy shown toward this projected improvement on the part of other public works or other communities. A great artery, like the Enlarged Erie Canal, distributes as well as receives the life-blood of commerce. It creates for the railroad increased travel and draws to it those lighter and more perishable articles that properly belong to it. The canal simply retains the surplusage, that would either not find its way to tide-water at all, or at most in insignificant quantities. The canal and railway are partners in business, not rivals. So are our States and cities. From every additional ton of merhandise received here, Philadelphia derives an advantage, as does New York from every ton of coal or iron dug in the hills of Pennsylvania.

As to who shall foot the bill, the question is a simple one. The general government owes the citizens of the country protection—not those of Washington or New York alone, but those of Oswego, Buffalo, Cleveland, Toledo, Detroit, Milwaukee, Chicago and every other spot that may be menaced by an enemy. It owes protection to the lake commerce as much as to that on the ocean. Wherever danger is possible, there its powerful hand ought to be felt. The first and greatest claim, therefore, legitimately must be made upon that authority. Our State offers the use gratuitously of the vast works built at her expense; but as she would ultimately derive some profit from the improvement, though not to any great extent at present, there would be every propriety in her contributing in part toward the outlay. As the people of both State and nation are interested in the project, each should look at it from a broad and generous point of view.

North Missouri Railroad.

We have in Missouri 785 miles of railroad completed, as follows:

Pacific Railroad	189 miles.
Northwest Branch of Pacific Railroad	77 "
About thirty miles more nearly ready for the rails.	
Hannibal and St. Joseph Railroad	208 "
North Missouri Railroad	170 "
Twelve miles north of its junction with the Hannibal and St. Joseph road is ready for the rails.	
St. Louis and Iron Mountain Railroad	90 "
Cairo and Fulton Railroad	27 "
Platte County Railroad	44 "
Making of railroad	785 "

The North Missouri Railroad is now completed to its junction with the Hannibal and St. Joseph road, a length of one hundred and seventy miles. It has ready for iron above the Hannibal and St. Joseph road, twelve miles, which when completed will leave only fifty-eight miles to be finished to carry it to the Iowa State line. When it reaches the Iowa State line, it meets a company ready to build the road to Ottumwa, on the same gauge with the North Missouri, and when completed to Ottumwa it is put in connection with the whole railroad system of Iowa, and by the Minnesota and Cedar Rapids road, will be connected with the railroads of Minnesota.

It may be well, whilst on this subject, to call attenten to the further fact, that the extension of the North Missouri road from a point in Randolph county to Brunswick, in Chariton county, has been partially graded, and could soon be got ready for the iron and ties. This extension of forty miles, when completed, will give the North Missouri road an immense increase of business from the Chariton, Saline and adjoining counties.

It is not proposed, however, to stop the extension at Brunswick, but to continue it on until it reaches St. Joseph, when it will render the North Missouri road and Missouri independent of any railroad corporation that may labor to injure either.

When this extension is completed to St. Joseph, as it surely will be sooner than most persons imagine, Missouri will be in position to tap the great Pacific railroad by her Pacific or North Missouri road. This will be of immense advantage to us. There will be no route by which that rich trade can escape from St. Louis.—*St. Louis Repubican.*

Long Island Railroad.

We have received a copy of the Eighteenth Annual Report of the directors of this company to the stockholders for the fiscal year ending March 31, 1862. The receipts from earnings, etc. during that time were:

From passengers		$152,425 63
" freight		106,449 95
" mails, etc.		10,046 10
" rents and interest		7,311 97
" unloading freight		521 49
		$276,755 14

And the expenses were:

Repairs of road	$33,999 70	
" engines	14,182 01	
" cars	9,060 31	
" buildings, etc.	1,394 09	
Oil and waste	4,442 61	
Damages	449 95	
Taxes	2,077 96	
Running expenses	52,652 40	
Fuel	27,872 22	
Paid for new iron	3,993 19	
Salaries and superintend'ce	7,216 64	
All other operating exp...	4,311 96	
Interest	42,723 18	
Rent	5,648 41	
Equipment	4,798 84	
		214,833 17
Balance		$61,921 97
Balance from previous year		27,810 08
Received from loans paid		22,000 00
Sale of New York State stocks		60,000 00
Due contractors and for rents		12,101 59
		$183,833 64

Accounted for as follows:

Paid on account of sinking fund	$1,100 09
Cash advanced on new road	51,668 38
At Hunter's Point and James Slip	7,763 87
Bridge betw'n Newtown & New Village	1,287 51
Paid loans L. I. R. R. State stocks	45,800 00
" R. Norris & Son	354 40
Rent, etc., due April 1, 1861	1,260 46
Balance cash April 1, 1862	74,598 93
	$183,833 64

The past year has been marked by several interesting and important transactions, viz: The change of the western terminus of the road; adjustment of the Long Island Railroad stock; contract for operating the road; and the commencement of payment of dividends by the company.

On the 10th of May, 1861, the business of the company was removed from Atlantic st., Brooklyn, and transferred to the new depot of the company at Hunter's Point. Arrangements had previously been made with the East River Ferry Company to run a line of boats between Hunter's Point and James Slip, N. Y., in connection with the trains. The same company also operate a ferry between Hunter's Point and 34th st.—thus making a double connection with the city.

The change of terminus has been tried under very unfavorable circumstances—business upon the Island has been very much depressed, and at the same time, Chambers st., leading from Broadway to the railroad landing at James Slip has remained unfinished, and that terminus consequently without an omnibus route leading up Broadway and into the heart of the city. The Brooklyn City Railroad has not yet been extended to Hunter's Point, leaving the connection with that city broken and inconvenient. Yet under all these disadvantages, the board have evidence that the change was a wise one, and will be found to result to the permanent benefit of the company.

In 1840, a loan of $100,000 of New York State stock was made to the company, redeemable at the pleasure of the Legislature after Aug. 1, 1861—the company to pay 6 per cent. interest, and $1,000 for a sinking fund annually. As the company might be called upon on the 1st of August, 1861, to pay the whole loan, and as the New York State stocks were at and above par in 1858, it occurred to the officers of the company, that by offering to the holders to pay off the loan at maturity, or to give them the option of allowing it to extend to 1876, the interest might be reduced from 6 to 5 per cent. With that view an act was obtained from the Legislature, fixing August 1, 1876, as the time for its reimbursement, and reducing the rate of interest thereon, after August 1, 1861, provided such stock was presented to the comptroller for his endorsement on or before Jan. 1, 1861—the sinking fund for its redemption being increased to $2,000 annually. Before the time arrived for the proposed change, the political prospects of the country had become so uncertain, that the New York State 5 per cents fell below par, and the holders preferred having the stock paid at maturity, and declined to present it for endorsement. The company were therefore obliged either to take up the stock on the 1st of January, and present it to the comptroller for endorsement, or to furnish the money on the 1st of August for its redemption. The board decided upon the former course, and purchased $68,000 of the stock in the market at par, and obtained upon it the endorsement of the comptroller. The balance of the loan, $32,000, was paid off by the company's sinking fund in the hands of the State. The stock remained at from 90 to 95 until March, when it rose to par, and the company disposed of $60,000 of it at par, and now holds but $8,000. By this arrangement, the company save one per cent. per annum interest; and their annual payment is $5,400, while under the old law it was $7,000—making a saving to the company, by the time the loan becomes due, of about $20,000.

The road is now operated under contract by Mr. Josiah O. Stearns, late Assistant Superintendent of the Central New Jersey Railroad. This contract commenced on the 1st of October, 1861, and is made for five years, the company reserving the right to terminate it at any time by giving 30 days' notice. The price paid by the company is $11,000 per month. The contractor to run the trains 220,000 miles for this price. Any mileage beyond this the company is to pay for at 35 cents per mile run. The company retains the appoint-

ment of all conductors and agents receiving money, establishes rates of fare and freight, and decides as to number and hour of starting trains; while the contractor employs all others required to operate the road, maintains in good repair the road, engines, cars, buildings, etc., pays all operating expenses, except advertising, law, insurance, rent, salaries of president, secretary and treasurer and a certain proportion of damages.

A dividend of 75 cents per share, or 1½ per cent. was paid to the stockholders on the 21st of April last. With the contingent fund on hand, invested chiefly in the bonds of the company, and collaterals held on account of the contractor of the new road, the board believe they can maintain the payment of that amount semi-annually, and, with the return of peace and improved business hope to increase it.

As stated in the last annual report, owing to the failure of the party building the new road from Jamaica to Hunter's Point, the company were compelled to assume its completion. The land damage unpaid, and the unfinished work, required a larger amount of money than was supposed. Although the securities held by the company have been considerably depreciated, yet it is believed there will be realized therefrom sufficient to cover the amount advanced by the company.

The company had hoped to have commenced the payment of dividends at an earlier day; but were delayed by the necessity of arranging for the extension and payment of the State stock, and the completion of the new road, depots, wharf, etc., requiring for these purposes, the use of most of the ready cash of the company.

There was paid upon account of the new road, as the work progressed, in cash, as per contract $62,000
Land for new depot 10,000
Depot, engine and freight houses, tanks, docks, etc., say 73,000
Loaned to the contractor, and expended to finish the work, say 66,000

Making a total of $211,000

—besides the State stock above mentioned.

The financial condition of the company is as follows:

New York State loan, 1st lien at 5 per cent. due Aug. 1, 1876	$68,000 00
Morris Canal Bank loan, with interest to April 1, 1862, amount of bonds, $25,035 36	47,400 26
Hemstead Branch bonds	300 00
Loan of 1850, mortgage bonds due in 1860, 6 per cent	500,000 00
Loan of 1860, mortgage bonds on extension from Jamaica to Hunter's Point, due in 1890, 7 per ct..	175,000 00
Due for rent, interest coupons not presented, and contractor	14,157 59
Capital stock 60,000 shares at $50..	3,000,000 00
	$3,804,857 85
The company hold of their own bonds.	$82,500 00
Stock of Syosset branch company	1,000 00
Cash prepared from dividend, and toward payment of Morris Canal bank loan, (including the State stock $8,000)	76,000 00
Claim against Litchfield, with collaterals, exclusive of interest, some work not done, use of engine, etc., about.	42,000 00
2,000 shares company's stock, cost, say.	23,000 00
Other claims, suspended debts	39,410 00
	$263,910 00

The number of passengers carried to and from Brooklyn in 1861 and to and from Hunter's Point in 1862, were as follows:

	1861.	1862.
Regular passengers	239,299	182,777
Commuters	109,384	68,579
Way passengers	64,367	63,397
	411,950	334,753
Miles run by engines—		
With passenger trains	171,303	160,743
" freight "	85,550	70,963
Ballasting new road	.....	4,097
	256,853	235,803

The trains of the Flushing Railroad Company now have their place of arrival and departure in the depot of this company at Hunter's Point, paying for the privilege $1,600 per annum.

The equipment of the road is not stated. One new engine has been purchased at a cost, delivered, of $6,700; and one disposed of to the government, together with two freight cars—the appraised value of the engine was $5,800, and of the cars, $450 and $425 respectively. If returned to the company, $12 per day is to be paid for the use of the engine, and $1 per day each for the use of the cars.

The Resources of Canada.

Of the numerous Colonial possessions of the British Crown, none has been more frequently under public discussion of late than Canada, and yet, perhaps, there is no colony that is so little known and appreciated by the general public.

The large amount of British capital sunk in unremunerative investments in the Province; the oppressive tariff on British manufactures; the cost to the mother-country for military expenditure in Canada; the explorations in the North-west Territory; the Parliamentary discussions on the Galway contract steamers, and the effects of the war in the United States, have all served to direct public attention very prominently towards Canada; and hence a few remarks on the resources of the colony may serve to remove mistaken impressions, and cause it to be better understood by those who have not had opportunity to examine in detail its position and progress.

Independently of its north-western possessions not yet open for settlement, the Province of Canada embraces about 350,000 square miles of territory, and is thus nearly three times as large as Prussia or the United Kingdom, and one-third larger than France.

In 1840, the two provinces of Upper and Lower Canada, which had hitherto possessed separate legislative bodies, were united; and the Constitution granted in 1841 conceded self-government and all the privileges which that involves; among others, freedom of commerce. Under the influence of this legislation, even with many adverse circumstances of financial crises and political feuds, Canada has made immense progress, without Europe seeming to be aware of it.

In 1851, the population of Western Canada was 952,004 souls, and of Eastern or Lower Canada 890,261,—making a total of 1,842,265. In 1861, the population of Western Canada was 1,395,222 souls, and of Eastern Canada 1,106,148, or a total of 2,501,370,—a decennial increase of 659,105.

As might be anticipated, the population of the Western division has increased most largely; for in 1851 the excess of population in Western Canada, the British quarter, was but 61,743 persons; while in 1861 there was an excess of 289,074 persons over the Eastern district, or French quarter. The disturbed condition of the American States, the cheapness and facility of access to Canada by steam and rail, the free grants of land offered to settlers, and the demand for agricultural produce, have greatly increased the tide of emigration to Canada. About a quarter of a million persons have left the United Kingdom for the British North American provinces (chiefly to Canada) in the last eleven years.

The Great Lakes and the River St. Lawrence form the natural outlet to the ocean for the countries situated on their waters, and afford great advantages for commercial communication with distant countries. The surplus waters of the Lakes are tributary to the St. Lawrence.

The canals of Canada overcome a total difference of height, from Lake Erie to the sea, of 564 feet.

The long channel of communication by river, canals, and lakes, of 1,500 to 2,000 miles, is practicable to sailing ships and steamboats of 300 to 400 tons.

In 1851, Mr. Andrews, in his official Report to the United States Government, estimated the value of the commerce of the Great Lakes to be about 80,000,000*l*. In the last ten years, there can be little doubt that this commerce has more than doubled. The amazing progress of this Lake commerce is an index to the strides of the Great West in productive resources. The American tonnage employed on the Lakes in 1845 was 94,000 tons, valued at 1,250,000*l*.; and in 1855, 250,000 tons, valued at 2,500,000*l*. The growth of Canadian tonnage on the Lakes has been quite as rapid as the American. In 1856, a Toronto paper gave a list of Canadian vessels on the Lakes, numbering 239, measuring 42,536 tons, and the cost of which had been about 500,000*l*. This list did not include, however, many small craft, and there is no law compelling registration: hence the estimate is necessarily imperfect. The present Lake tonnage may be taken to be fully 400,000 tons, of which two-thirds is American.

The amount of a nation's exports and imports is an excellent criterion by which to judge of the extent of its business and the greatness of its wealth. Measuring the prosperity and progress of Canada by this test, we find that in 1834 the sum total of her exports and imports amounted to but 2,082,567*l*; in 1851, they reached 7,049,081*l*; and in 1856, 15,126,300*l*. The year 1860 will be noted as an epoch in Canadian history, as being the first year in which the colonial exports exceeded the imports. The figures of the external trade in that year were—Value of imports, 6,888,324*l*; of exports, 6,926,360*l*. Total, 13,814,684*l*.

In 1849, the value of the trade between Canada and the United States was as follows:—

Exports to	$1,481,082
Imports from	4,243,724
Total	$5,724,806

In 1859 it had increased to—

Exports to	$13,922,314
Imports from	17,592,916
Total	$31,515,230

In 1860, the total trade with the Union was to the value of $37,971,427.

The Free Trade policy of Sir Robert Peel was viewed with alarm by the people of Canada on its initiation; and although injurious to many interests in its first effects, instead of resulting in permanent evil, it has proved of immense benefit to Canada. Since 1847, the trade of the province has increased in a very satisfactory manner. With their American neighbors it will be seen the Canadians now carry on a trade of the value of £7,594,300.

Several important steps have of late years been taken towards greater freedom of trade. Among these are the establishment of a free port, with a district attached to it, on the Gulf of St. Lawrence and at the Sault Ste. Marie; the opening of the whole line of canal, free of all but nominal toll, to vessels, whether American or British, proceeding to a Canadian port, or proceeding out to sea by the St. Lawrence; and the reduction of the duties on wines, spirits, and dried fruits. It is to be hoped that economy in the expenditure, and a better management of the revenue assessments of the province, will enable the oppressive existing tariff on British manufactures to be modified.

Upon the union of the two provinces, in 1841, upwards of £1,500,000 sterling was voted in the first session for the St. Lawrence and Welland and the Burlington Bay Canals, for harbors upon the

Lakes, and other internal improvements. The whole expenditure upon the public works connected with canals, rivers, lighthouses, roads, &c., has exceeded £5,500,000 sterling. There are upwards of 3000 miles of railway now completed or in progress: the total cost of construction of these, including the Victoria Bridge across the St. Lawrence, will amount to not less than £14,000,000.

Whatever may be the future value of Canadian railways as investments to shareholders, the advantages they impart to the sections of country they serve cannot be questioned. The main through lines will be the channel of communication for the continued growth of the great West, while the local and branch lines will be the means of peopling the forests through which they pass, and giving that value to the timber and soil which the mere fact of their having become accessible instantly imparts to them. There are now nearly 2000 miles of railway in operation in Canada, exclusive of the Grand Trunk extension to Portland (164 miles), which though on American soil, yet having been constructed to secure an ocean port in winter, is really a Canadian road. The province has subsidised a weekly line of ocean steamers of its own, which perform the mail service with great regularity. The province pays to the Canadian Mail Packet Company £45,000 per annum.

Postal communication throughout the province is very complete. The most distant hamlet has its post-office, and the number of post-offices in Canada is now 1720. The expenditure, beyond receipts on post-office service, is about £60,000 per annum. The electric telegraph passes through every village in the colony, and the number of miles in operation is at present 4200. The approach or arrival of a steamer or sailing vessel at Quebec is known very nearly at the same moment in every town of the province.

The total tonnage, inwards and outwards, in 1856, was 12,250,000 tons, of which, in round numbers, 6,300,000 tons was Canadian steamers, and 4,760,000 tons American steamers; 830,000 tons Canadian sailing vessels, and 346,000 tons American sailing vessels. In 1860, 29,502 vessels, of 3,030,730 tons, passed through the provincial canals.

The natural resources of the country are unbounded, and they are provided, like all the gifts of Providence, with a distinct reference to each other which makes them doubly valuable. Waterpower, that mighty engine of industry, is everywhere abundant, and just where it is required—in the midst of magnificent forests of valuable timber, for which an inexhaustible market is springing up in the prairie regions in the Far West of America and in Europe.

The value of all the vegetable productions of Canada in 1851 was estimated at £9,250,000, of which grain and flour constuted nearly two-thirds. At the present time this value has probably been doubled, for the exports alone of vegetable products are about £6,000,000 in value.

The agricultural produce of Canada consists chiefly of cereals and fodder, and the raising of live stock could consequently be carried on on a very large scale. In 1859, the exports included 2,635,000 bushels of oats, 1,766,000 of barley and rye, 690,863 of peas, nearly 2,000,000 bushels of wheat, 427,007 barrels of wheat flour and meal, and other articles the produce of the soil, to the aggregate value of £1,468,000.

In 1820, the total assessable property of Western Canada was estimated at £2,500,000; in 1854 it amounted to £50,000,000, exclusive of the value of public lands, public timber, and minerals. Nothing, however, tends more to illustrate the rapid growth of Western Canada than the difference between its exports of wheat at different periods.

In 1838, the quantity of wheat exported from Canada West amounted to only 296,620 bushels; in 1852 it reached 5,500,000 bushels.

In 1850, the number of bushels of wheat produced in Western Canada was 12,675,603, an average yield of 16¼ bushels per acre—nearly as much as was grown in Ohio, the most fertile and productive of the American States, and an average yield of one-third more per acre. In 1856, the gross wheat production of all Canada was 26,555,000 bushels.

(To be continued.)

Pennsylvania Railroad Company--The Parkesburg Station.

LANDS GIVEN TO THE PHILADELPHIA AND COLUMBIA R. R. CO., STILL HELD IN FEE BY THE PENNSYLVANIA R. R. CO.: THE VALUE OF RAILROADS IN IMPROVING REAL PROPERTY.

In 1855, one John G. Parke was the proprietor of certain real estate, situated in Ladsbury township, Chester County, on the line of the Philadelphia and Columbia Railroad. With a view of assisting the company, he conveyed by deed dated December 30th, 1855, a part of such real estate upon which the Parkesburg Railroad station is now located, to the State of Pennsylvania, and her assigns. By the recital in this deed, it appears that the proper officers of the State had located a water station and erected a reservoir for the use of the Philadelphia and Columbia Railroad upon the property of the said Parke, opposite to or near to the junction of the McCalls Ferry and Lancaster and West Chester State road, in said township, and were about to erect at the same place engine houses, workshops and other buildings, fixtures and appurtenances necessary to the use of the said State Railroad, and therefore the said Parke, in consideration of the advantage to him of having said water station and public buildings, &c., upon his real estate, and being desirous to facilitate the operations of the State, granted the land, together with a right to so much of the water of the spring then running through pipes laid by the said Parke to his said public house and the said water station, as may be necessary to supply the steam cars of the State or her assigns, and also the steam engines about to be erected on the lot thereby conveyed, first receiving for the use of said public house and its appurtenances, so much of the water as may be necessary. The remainder of the water after the right granted to the State, belonging exclusively to the said Parke, his heirs and assigns. The State or her assigns to keep the pipes in repair, and to supply and lay down others when necessary or expedient, and to have the privilege of adding, if necessary, the water of any other spring on that side of the creek on the land of the said Parke, capable of being brought along said pipes to a proper level.

By another deed dated the 27th September, 1851, his children and heirs, granted to the State 265 feet square of land adjoining on the southern side of the lot already conveyed. On the first lot the Pennsylvania State shops, workmen's dwelling and other buildings, engines, fixtures and appurtenances were erected, and the second lot was required for the purpose of building thereon, a locomotive depot, and other public buildings, engines, fixtures and appurtenances. A similar water privilege to that granted in the first conveyance is granted in this, accompanying the lot conveyed.

In each deed, however, there was a proviso or condition, in the following words:

Provided, That if ever said lot and water right, and their building fixtures, and other appurtenances, should be any longer needed for the purposes for which they are granted; or if ever the State, or her officers, agents, tenants, lessees or assigns, or other occupiers of said lot and right should undertake to appropriate, use or apply said lot or water right, or their appurtenances, to any other object than the *bona fide* purpose for which they are hereby given and conveyed to the State, then and in that case the said lot, water right, privileges and appurtenances, or either of them so abandoned or misused, shall immediately revert to the donor, his heirs and assigns, and become a part of the real estate and its appurtenances, from which they are hereby separated, as if it or they never had been given to the State."

Under and by virtue of an act of the General Assembly of the State of Pennsylvania, passed May 15th, 1857, the Secretary of the Commonwealth, under the great seal of the State, transferred to the Pennsylvania Railroad Company their successors and assigns, the Philadelphia and Columbia Railroad, the two lots of ground above mentioned.

The heirs of John G. Parke, now sought to obtain a decree of the court declaring that the lands conveyed as above described, reverted back to them, under the provisions of the *proviso*; the company having notified them of an intention to abandon the premises, and, of course, the land could no longer be needed by the company for the purposes for which they were conveyed.

The station took its name from Mr. Parke, and since the construction of the road has become a place of some importance, greatly enhancing the value of the property in the neighborhood.

The case was tried in the Court of Common Pleas for Chester County; and the case was then taken on appeal to the Supreme Court of the State of Pennsylvania, where the title of the Pennsylvania Railroad Company to the property was declared to be still unforfeited. The following is taken from the opinion of the court, delivered at the decision of the case.

READ, J.—It is clear that the State had, and of course its assignee, the Pennsylvania Railroad Company, had a fee simple in these lots which, if the conditions were not broken, might last forever.

There were, in fact, two conditions. One was that if the State or her assigns should undertake to appropriate, use or apply said lot or water right or their appurtenances, to any other object than the *bona fide* purpose for which they were given or conveyed, then the same or either of them so misused, shall revert to the donor (or donor's) their heirs and assigns. This condition or part of the condition never was broken, and it therefore forms no part of this case. The other condition was, "that if ever said lot and water right, and their buildings, fixtures and other appurtenances, or either of them, should not be any longer needed for the purposes for which they are granted," then and in that case, the said lot, water right, privileges and appurtenances, or either of them so abandoned, "shall immediately revert to the donor (or donors), their heirs and assigns and become a part of the real estate and its appurtenances from which they are hereby seperated, as if it or they never had been given to the State."

The State and its grantee had the clear right to add to, alter and diminish, any buildings erected by themselves and also to remove all fixtures and machinery, and replace them if they deemed it expedient, or put in new ones or other descriptions of machinery, for the purposes of the road, or finally to remove them altogether. This is not denied by the plaintiffs, but they say that the defendants having notified them of their intention to abandon, that was an immediate abandonment and they could remove nothing afterwards. The

condition is, that if they should be no longer needed; then the notice in reality was that they would be no longer needed after say the first of April, 1861, for that is the true meaning of that part of the case stated. "Some time in December, 1860, the defendants determined to cease to use and occupy the said machine shop and other buildings on or about the first of April then next ensuing;" that is, that they then would not be any longer needed, "of which intention the plaintiffs were soon after verbally informed by the defendants;" all this relates to their not being needed after that day; and it would have been no clearer, though somewhat stronger, if the time fixed had been the first of April, 1871, and this is definitely fixed by the preceding sentence in the case stated.

"The said defendants succeeded to the ownership and possession of the said machine shop and other buildings erected by the said Commonwealth, and also to all the said fixtures and machinery, and continued in the possession and ownership of the same up to the 1st of April, 1861." That is, their possession and ownership were the same up to that date, as it had uniformly been since their purchase in 1857, and it is clear that if they had changed their minds before their actual abandonment and consequent breach of the condition, they could have continued their ownership as tenants in fee simple indefinitely.

It is clear then, that the defendants had the right to remove, as they did, the fixtures and machinery mentioned in the schedule annexed as part of the case. This right also appears to be recognized by the very words of the condition, for the reverter to the grantors is to be of "the said lot, water right privileges and appurtenances, or either of them so abandoned, and which to become a part of the real estate *from which they are hereby separated*, as if it or they never had been given to the State;" excluding in terms the idea that the fixtures and machinery of the State were to revert to persons who never had owned them.

The founder of Parkesburg and his heirs have received large benefits from the State—a town has been built by State patronage, and the two lots are returned to their original owners covered with valuable buildings. The plaintiff's case is deficient in law, and clearly so in common equity.

Judgment reversed, and judgment on the case stated for the defendants.

Erie and Pittsburg Railroad.

We learn from the Erie, Pa., *Observer*, that the unfinished line of this road has been sub-let for 25 miles, from Jamestown to Middlesex, and work will commence as soon as possible.

Railroad from Corry to Titusville.

Under a charter from the Legislature of Pennsylvania a company is now in preparation to contruct a railroad from Corry to Titusville. We are informed by persons connected with the enterprise that the work is rapidly being laid out by engineers and that several hundred hands are by this time at work on the road. The same parties who have charge of the building of the Atlantic and Great Western Road are putting this line through although the Oil Creek road is owned by another and separate corporation from the Atlantic and Great Western. The track is to be same gauge as the Atlantic and Great Western, but it will connect at Corry with both the Atlantic and Great Western and Philadelphia and Erie Roads. The road will be something over 30 miles long, it being contemplated to extend it through Titusville to the mouth of Oil Creek.—*Jamestown Journal.*

Trade and Commerce of the Russian Empire.

Table exhibiting the value of Imports and Exports (in silver roubles, one = 75 cents) by each frontier in the years 1853 and 1859.

	—Value of Exports.—	
Frontiers.	1853.	1859.
White Sea	6,113,782	7,291,078
Finland	2,287,624	3,273,932
Baltic Sea	67,809,585	66,069,602
European Land	14,123,646	18,714,811
Black Sea	49,359,624	57,320,472
Total European Russia.	139,694,261	152,669,895
Trans-Caucasian	1,431,474	1,935,157
Caspian Sea	257,326	354,080
Orenburg and Siberia	3,375,676	4,910,858
Kiakta	2,904,078	5,794,682
Total Asiatic Russia	7,968,554	12,994,777
Grand Total	147,662,815	165,664,672
Of this, from U. S.	2,566,260	2,113,399

	—Value of Imports.—	
Frontiers.	1853.	1859.
White Sea	294,706	530,267
Finland	1,056,900	1,742,966
Baltic Sea	63,406,779	96,186,313
European Land	15,597,749	23,897,099
Black Sea	9,931,971	15,573,235
Total European Russia.	90,288,105	137,929,880
Trans-Caucasian	3,887,238	4,969,992
Caspian Sea	689,152	1,133,794
Orenburg and Siberia	4,518,195	7,852,681
Kiakta	2,904,078	7,447,819
Total Asiatic Russia	11,998,663	21,404,286
Grand total	102,286,768	159,334,166
Of this, from U. S.	3,848,591	8,849,071

Table exhibiting the value of Imports and Exports at the principal ports in 1853 and 1859.

	—Value of Exports.—	
Ports.	1853.	1859.
Archangel	5,964,402	7,147,354
St. Petersburg	46,347,104	42,244,787
Narva	415,509	651,048
Riga	16,795,051	19,000,000
Reval	579,646	535,274
Windau	301,348	281,851
Lebau	1,561,921	1,208,588
Ismail	2,191,474	
Odessa	27,640,259	30,967,911
Taganrog	4,119,571	7,412,315

	—Value of Imports.—	
Ports.	1853.	1859.
Archangel	252,692	480,118
St. Petersburg	53,834,762	83,028,527
Narva	540,207	1,102,141
Riga	4,063,969	4,727,796
Reval	460,242	821,545
Windau	52,254	67,969
Lebau	179,680	198,808
Ismail	125,208	
Odessa	7,873,428	12,411,009
Taganrog	1,501,507	2,591,628

Table exhibiting the quantities and values of articles imported and exported from and to foreign countries, (exclusive of Finland and Asia,) in the year 1859, in silver roubles:

Imported.	Quantities.	Values.
Spices and cocoa		630,300
Coffee	270,269 poods,	2,532,783
Sugar, raw	957,130 of 36 lbs.	4,694,496
" refined "	1,408	8,349
Olive oil "	724,754	4,581,585
Spirits, brandy, arrack, etc.		594,486
Wines		4,014,151
Champagne		1,856,644
Porter		470,443
Fish		3,194,712
Salt	7,738,382 poods,	3,973,414
Tobacco	115,771	8,200,854
Fruit		4,008,675
Cotton, raw	2,794,054 poods,	21,968,494
" yarn "	143,936	2,916,298
Drugs		4,078,901
Wood for turners, etc.		180,231
Dye-stuffs, indigo, poods,	47,752	4,028,566
" cochineal "	11,970	689,541
" madder "	66,609	456,020
" sandel "	436,069	849,948
" other kinds		2,805,146
Metals, lead poods,	405,635	1,185,403
" other kinds		2,161,100
Coal		2,005,597
Silk, raw poods,	7,318	1,909,369
Wool, raw "	106,866	3,648,565
Manufactures of cotton		5,609,326
" linen		2,138,763
" silk		5,845,254
" wool		4,167,619
Machinery and models		11,296,612
Metal ware, scythes, etc., poods,	111,200	924,702
" other kinds		8,689,088
Clocks and watches		1,249,594
Precious stones		716,413
Printed books		964,297
Furs		2,252,775
Medicines		1,092,132
Total value of imports		136,186,914

Exported.	Quantities.	Values.
Caviar poods,	49,748	349,412
Butter of 36 lbs.	132,992	785,293
Cattle—cows and oxen, No.	17,518	752,014
" other kinds, "	84,968	686,834
Grain—wheat chetvert,	4,210,256	35,858,028
" rye of 5/6 bush.	1,674,705	8,228,914
" barley "	843,655	3,703,778
" oats "	2,287,152	8,220,570
" maize "	411,178	2,487,762
" peas "	67,437	450,179
" meal & flour "	123,467	823,571
" other kinds "		148,258
Wax poods,	4,770	58,796
Horse-hair "	15,551	95,815
Isinglass "	2,825	381,681
Hides—Russia leather "	18,447	899,317
" tanned "	6,367	116,790
" raw "	95,619	687,705
Flax "	3,322,883	13,207,740
Codilla "	1,046,359	2,369,510
Hemp "	3,489,428	8,964,479
Tow "	57,824	80,308
Yarn, linen & hemp "	216,960	779,129
Timber		4,876,185
Oil, linseed & hemp, poods,	36,301	147,278
Metals—copper "	73,131	752,601
" iron "	281,745	540,385
Potash "	463,768	1,157,787
Train oil "	41,281	114,155
Tallow "	2,817,778	13,746,259
Seeds—linseed chetvert,	1,423,924	12,168,088
" hempseed "	9,288	65,692
Pitch bbls.	96,034	295,028
Wool—sheep poods,	910,073	11,867,394
Skins—hare "	16,319	360,377
Bristles "	94,073	2,552,351
Cordage "	506,301	1,343,796
Linen fabrics:—		
Sail cloth pieces,	30,522	269,818
Flemish "	1,083	10,945
Ravensduck "	14,340	140,397
Damask archine,	385	45
Other kinds of 28 in.	7,163,682	706,222
Hardware		220,345
Horses No.	6,226	292,329
Furs		981,019
Pens poods,	8,264	113,927
Quills "	48,994	385,003
Mats No.	1,409,671	222,501
Total value of exports		149,395,963

N. B.—Silver rouble = 75 cents.
Pood = 36 lbs. avoird.
Chetvert = 5/6 bush.
Archine = 28 inches.

Pittsburg, Fort Wayne and Chicago R. R.

The first mortgage bonds of this company now sell at 95. The second mortgage bonds are now about being delivered by the trustees, and are sought after by investors at 80, which for such a security is considered quite low.

The net earnings of this road in 1851 were about $900,000, and so far this year the receipts are largely in excess of last. The interest on the first and second mortgages is less than $730,000 a year. Under the reorganization of the Terre Haute and Alton and Belleville and Illinoistown railroad, the new bond and stock certificates are being printed. Present quotations may mislead the public unless they take into consideration the accumulation of interest on the old securities. The quotations of to-day are for first mortgage bonds 106 per cent.; this includes two coupons in course of payment, reducing the price to 99, and five coupons founded, which, with interest on the coupons, will make six new bonds for five old bonds, and will leave the actual cost of $1,000 new first mortgage bonds, drawing interest from 1st February last, 82½ per cent. On the second mortgage, now selling for about 75 per cent., there is an accumulation of interest coupons and instalments paid up, which will entitle the holder of each bond to over $1,600 of new bonds, which will reduce the actual cost of the new second mortgage bonds to about 46 per cent.—*Post.*

Railroad Earnings--Weekly.

The receipts of the Grand Trunk Railway of Canada for the week ending May 3d, 1862, were:

15,004 passengers	$23,318 37
Mails and sundries	2,925 58
Freight and live stock	44,282 36
Total	$70,526 31
Corresponding week, 1861	66,882 99
Increase	$3,643 32

The earnings of the Galena and Chicago Railroad the 1st week in May, 1862, were $28,762
Do., 1861 38,015

Decrease $9,253

The earnings of the Toledo and Wabash Railroad for 1st week of May, 1862, were $25,005 33
Do., 1861 17,656 95

Increase $7,348 38

The Michigan Central earned in the 1st week in May, 1862 $44,161 41
Do., 1861 36,288 79

Increase $7,872 62

The Chicago and Rock Island Railroad earned the 1st week of May, 1862 $22,400
Do., 1861 22,900

Decrease $500

The first week in May, 1862, on the Rock Island was $3,483 more than the last week in April, 1862.

The Michigan Southern earnings the first week in May are $11,000 ahead of last year.

The gain in traffic on the Cleveland, Columbus and Cincinnati Railroad, the first week in May, is reported at $7,000.

The traffic of the Great Western Railway of Canada for the week ending May 9, 1862, was as follows:

Passenger	$15,578 37
Freight and live stock	27,684 40
Mails and sundries	1,639 78
Total	$44,902 55
Corresponding week of last year	37,719 01
Increase	$7,183 54

The earnings of the St. Louis, Alton and Chicago Railroad for the 1st week in May, were:

1862	$17,733 95
1861	19,078 82
Decrease	$1,334 87

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 1st week of May, 1862, were $23,298 13
Corresponding week, 1861 18,977 87

Increase $4,320 26

Steam Engines.

The Corliss Steam Engine Company, of Providence, R. I., have done a fair amount of work during the past year, notwithanding the dullness of trade. Among the large engines recently put up by them are a pair of nine hundred horse-power for the Naumkeag Steam Mills, Salem; one each of four hundred and fifty horse-power for the Wamsutta Mills, New Bedford, Atlantic Mills, Lawrence, and Lowell Bleachery and Dye Works, Lowell. It is the custom of the Corliss Company to keep a number of their smaller sized engines on hand; also parts of their larger ones to enable them to fill orders promptly. The many excellent qualities of their steam engines make them popular with machinists and manufacturers.

Coal Oil.

The Legislature of Kentucky have passed an act, which requires an inspection of burning oils refined from petroleum and crude coal oil. It imposes a fine of *twenty dollars* for each sale of such burning oil without inspection. It requires that the oil shall be tested, so as not to give out an explosive vapor at a temperature less than 150° Fahrenheit.

Oil is sent down the Alleghany river from Oil City and Tidioute in boxes. They are made tight, 16 by 1⅔ feet, and are filled from the wells or tanks along the creeks; twenty are fastened together to form a river fleet. The fleet is run to Pittsburg, where the oil is put into barrels and forwarded to market.

Albany and Susquehanna Railroad.

This road will be in operation the present season to Central Bridge, Schoharie county, and polls have been ordered to be placed along the line, by a Telegraph Company which is independent of the Railroad Company.—*Albany E. Journal.*

New Locomotive.

A a new, first-class locomotive was recently put on the Atlantic and Great Western Railroad, to meet the increasing business of the road. It is called "No. 4." Was manufactured by Messrs. DANFORTH, COOK & Co., Patterson, N. J., at a cost of $10,000.—*Jamestown Journal.*

Resumption of Trade with the South.

The reopening of the port of New Orleans to trade is the event of the day in commercial circles. It is understood that licenses to trade there will shortly be granted by our Custom House—probably within a week. The first goods which reach New Orleans from the outside world will probably, however, reach there from the West by way of the river. In the course of a few days it is confidently anticipated that the whole river will be in our hands. There will then be no impediment in the way of a resumption of trade, and it will be safe to look for an interchange of products at Cairo. Louisiana, Mississippi and other cotton States are in want of all kinds of groceries, all kinds of dry goods and all kinds of manufactured articles. They have an enormous quantity of cotton and sugar, which they will be very willing to exchange for things which they need more. When the interchange once begins, it will be commensurate with the extent of country to be supplied on the one hand and the profits of the trade on the other. Cotton is said to be worth 5 cents and sugar 2 on the Mississippi, while salt sells for $20 a sack, coffee for $1 50 a pound, butter for $1 25 a pound, and ordinary cotton goods cannot be had at any price. The managers of the Illinois Central expect to have more traffic than they can manage. They look to see their earnings this summer heavier than were ever known. During the year which follows the present, it is probable that the gross receipts of the Illinois Central will exceed three millions of dollars.—*Herald.*

Railroad Earnings--Monthly.

The earnings of the Cleveland and Pittsburg Railroad for April, 1862, were $100,694 79
Do., 1861 99,510 65

Increase $1,184 14

The earnings of the Buffalo, New York and Erie Railway, for the month of April were:

1862	$71,028 30
1861	58,881 25
Increase	$12,147 05

The receipts of the New York and Harlem Railroad for April are as follows:

April, 1862	$94,957 56
" 1861	94,630 08
Increase	$327 48

The Albany Express passenger trains were run in April, 1861, and not in 1862.

The statement of the Illinois Central Railroad for March is as follows, (the business, it will be seen, shows but a small falling off from last year):

Land Department.

Acres Construction Lands sold	4,370.49	for	$40,706 01
Acres Interest Fund L'ds sold	360.00	"	4,556 40
Acres Free Lands sold	1,334.68	"	14,290 17
Total sales during the month	6,065.17	for	$59,552 58
To which add Town Lot sales			2,254 94
Total of all			$71,807 53
Acres land sold since Jan'y 1, 1862	27,440.19	for	$331,856 53
Acres sold prev'sly (net sales)	1,236,971.08	for	16,161,203 15
Total	1,264,411.27	for	16,493,059 68
Construction bonds canceled previous to March 31			$2,101,500 00
Cash collected in April			14,786 14
50,000 bushels corn received on hand.			
Net collections to March 31, 1862			4,178,423 90

Traffic Department.

Receipts from Passengers		$94,476 03
" Freight		78,566 75
" Mails		6,858 34
" Rent of road		6,333 00
" Other sources		2,750 00
Total receipts for April, 1862		$183,484 12
Do. do. 1861		192,053 96

Original land grant, 2,595,000 acres; railway, 706 miles of main track, and 97 miles of sidings, 113 engines, 2,456 cars. Funded debt, $15,235,500.

The earnings of the Milwaukee and Prairie du Chien Railroad for April were as follows:

Passengers	$16,766 12
Freight	40,414 92
Mails	1,733 87
Rents	2,844 50
Total	$61,759 41
Corresponding month, 1861	49,102 19
Increase	$12,657 22

The gain in traffic on the Cleveland, Columbus and Cincinnati Railroad, in April, was $21,000.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western:				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence:				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	90
" "	700,000	6	1880	84
" "	1,128,500	6	1875	92
" "	1,000,000	6	1867	91
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	870,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie:				
1st Mortgage coupon	2,000,000	7	1877	91
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	
Mort. (chgd from Sterl'g)	888,000	5	1864	100
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	105
2d Mortgage	600,000	7	1875	100
Central Ohio:				
1st Mortgage W Div.	450,000	7	1861	82½
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	62
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	788,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	104
Consolidated 2d Mort. (S. F.)	813,000	8	1890	104
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	100
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	92
1st Mortgage	3,600,000	7	------	58½
2d Mortgage	2,000,000	7	------	24
Cincinn., Hamilton and Dayton:				
1st Mort age	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	90
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	80
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	65
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296 000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	18?5	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	93½
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	104
1st Mortgage (E. Extension)	1,499,000	---	1875	104
2d Mortgage	2,516,500	---	1881	100
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	275,000	6	var.	100½
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	450,000	6	1874	100½
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655.000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage Coupon	1,971,000	7	'62-'63	104
1st Mortgage (Extended)	22,000	7	1882	----
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	98½
***Great Western, Ill:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	47
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210.000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	106½
2d Mortgage	2,000,000	7	1860	86½
3d Mortgage	1,840,000	7	1875	87
Convertible	1,002,000	7	1867	79
Illinois Central:				
Optional Right bonds	38,000	7	1868	64
Construction	10,798,500	7	1875	92½
Construction	4,115,000	6	1875	92½
Eight per cent. bonds	326,000	8	1865	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	261,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	66
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6	1861	----
3d Mortgage	250,000	6	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8	------	----
City of Keokuk, (special tax)	150,000	10	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	100*
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	----
2d Land Grant (Western Div.)	353,600	†	------	20
3d Mortgage (whole road)	1,700,000	†	------	20
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	89
Long Island:				
1st Mortgage	500,000	6	1870	85
Extension Bonds	175,000	7	1890	82½
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	245,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
Marietta and Cincinnati:				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston:				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	105
2d Mortgage (S. F.), convertible	4,153,000	8	1882	100
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	92½
Northern Indiana, 1st	985,000	7	1861	89
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	95
Detroit and Toledo	611,000	7	1876	76
1st General Mortgage (S. F.)	2,850,000	7	1885	9 ½
2d General Mortgage	2,465,000	7	1877	7½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	95
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1895	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	98
Preferred Stock	1,175,000	10	------	117
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
2d Mortgage	-------	------	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,685,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	95½
Funding (S. F.) Bonds	1,553,000	7	1876	106½
Stock Exchange (S. F.) Bonds	680,000	6	1883	93
Real Estate (S. F.) Bonds	166,000	6	1883	93
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	105
Convertible Bonds	970,000	7	1876	106½
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	98
New York and Erie:				
1st Mortgage	3,000,000	7	1867	105½
2d Mortgage	4,000,000	7	1864	100½
3d Mortgage	6,000,000	7	1883	97
4th Mortgage	4,900,000	7	1880	96
5th Mortgage	1,792,500	7	1883	89
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	101½
2d Mortgage	1,000,000	7	1864	100
3d Mortgage	862,300	7	1867	82
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	79½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	66½
2d Mortgage	3,077,000	7†	1861	4½
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	76
Chattel Mortgage	360,000	10	1883	93
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension Mortgage	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	103½
2d Mortgage	2,319,000	6	1875	93
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	90
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859–'70–'75)	365,000	6	var.	----
3d Mortgage (1862–'70–'72)	378,000	6	var.	----
Special Mortgage (1865–'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage (S. F.)	436,800	5	1867	91½
Mortgage (S. F.)	192,000	5	1880	99½
Mortgage (S. F.)	2,672,300	6	1880	99½
Mortgage	3,103,600	6	1870	93
Mortgage (convertible)	3,586,500	6	1886	85
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	85
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	7	1865	----
2d Mortgage (O. and P.)	750,000	7	1866	----
Income (O. and P.)	1,938,000	7	1873	62½
Bridge (O. and P.)	207,000	7	1876	----
1st Mortgage (O. and L.)	1,000,000	7	1872	----
2d Mortgage (O. and L.)	380,000	7	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	7	1873	----
Real Estate (F. W. and Chic.)	498,000	7	1874	----
Mortgage, Consolidated Comp'y	2,064,000	7	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'n Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1869	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1880	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	33
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,500	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	85
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	105
2d Mortgage (convertible)	2,000,000	7†	'68–'70	72
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible)	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	90
2d M. (Toledo and Wabash)	1,000,000	7	1869	58
2d M. (Wabash and Western)	1,500,000	7	1899	58
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Dollar Bonds	802,000	6	1875	----
Albany City Bonds	1,000,000	6	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	85
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (–) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance, incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of share.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								ALABAMA.														
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*		877,983	503,500	105,255	1,515,704	54.0	.....		101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991		335,010	109,500	21,632	518,965	30.3	.....		55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,006		1,067,006	777,777	240,485	2,476,023	109.6	.....		207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*						57.0	236,791		76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*		600,431	—	—	600,431	—	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*							.....		1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....		505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....		.....	.....	.....	.....	—	—	—	—	—	—	....
								ARKANSAS.														
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....		.....	.....	.....	.....	—	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*		351,524	446,000	10,725	811,949	—	—	—	—	—	—	....
								CALIFORNIA.														
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*		793,850	700,000	—	1,493,850	22.5	.....		230,251	104,594	....	....
								CONNECTICUT.														
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373		307,010	96,500	—	.....	23.8	45,543		77,028	34,866	16	....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511		1,936,739	1,810,500	319,444	4,323,922	122.4	252,906		359.14	149,477	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13.356	3,9 5,087	73.0	323.491		712,876	354,136	14	136½
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253		319,10	77,038	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*		1,031,800	289,750	21,408	1,342,958	57.0	127,818		283,2	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*		738,538	750,000	156.429	1,644,967	62.0	127,399		185.0.			....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*		922,500	500,000	—	1,422,500	55.2	120,671		149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*		602,135	61,300	24,901	688,562	66.0	145,762		116,597	102,722	2	....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264		3,000,000	1,890.000	—	1,717,523	117.4	579,650		928,075	325,573	....	....
20 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....		288,512	108,626	—	37½
								DELAWARE.														
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—		406.132	870,000	271,877	1,607,684	84.3	136,631		138.970	41,466	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—		744,520	—	4,641	749,171	5.0	.....		21,195	—	6	....
								FLORIDA.														
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....		.....	.....	.....	.....	—	—		—	—	—	....
60 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586		191,485	195,000	75,894	619,112	32.0	.....		7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	—	—	.....	*Flo., Atlantic and Gulf Central*	.....	.....		.....	.....	.....	.....	—	—		—	—	—	....
.. .. '62	100.0	3.9	10.0	153.5	—	—	.....	*Pensacola and Georgia*	.....	.....		.....	.....	.....	.....	29.4	—		—	—	—	....
								GEORGIA.														
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*		1,250,000	126,000	—	1,597,385	86.7	.....		418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	—	—	.....	Atlantic and Gulf—M. Trunk	.....	.....		.....	.....	.....	.....	30.0	.....		.....	.....	—	....
31 Dec. '60	53.0	—	....	—	—	—	.....	Augusta and Savannah	1,032,200	*		735,700	129,500	—	.....	53.0	.....		168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	—	—	.....	Brunswick and Florida	755,000	*		151,887	—	—	.....	31.0	.....		.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*		4,366,800	—	—	6,590,173	229.0	879,468		1,715,025	764.574	10	....
31 Mar. '60	171.0	61.0	....	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123.343	232.0	.....		1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*		1,500,000	—	12,295	1,658,976	102.5	226,241		404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534		669,950	249,000	—	1,026,868	50.0	.....		202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374		1,275,901	10,200	180,621	1,473,140	71.6	.....		.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*		2,921,900	396,500	19,913	3,822,913	228.8	.....		.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*		built and	own'd by	State.	—	138.0	.....		832,343	454,541	—	....
								ILLINOIS.														
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	—		8,500,000	4,500,000	—	10,000,000	220.0	.....		1,098,465	452,693	4	....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	.....		1,514,478	242,564	—	70
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762.865	188,095	2,050,065	45.0	14 mo.		243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	—	—	.....	Chicago and Northwestern	9,344,863	—		2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.		384,656	139,822	—	....
30 Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....		1,093,934	309,567	3½	64½
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*			580,000	—	.....	84.0	.....		.....	.....	—	....
31 Dec. '60	121.0	133.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,000	—	10,469,355	261.3	792,029		1,462,752	652,260	....	72
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*		1,600,000	2 391,000	—	.....	175.0	.....		485,943	181,529	—	....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,023		2,965,758	1,150,903	—	62
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....		.....	.....	.....	.....	—	—		—	—	—	....
.. .. ..	148.0	—	....	—	—	—	.....	Ohio and Mississippi	4,870,586	*		1,780,295	3,292,403	.....	.....	148.0	.....		.....	.....	—	....
.. .. ..	46.6	—	....	—	—	—	.....	Peoria and Bureau Valley	.....	.....		.....	600,000	.....	.....	oper.	by Chic.	& R. Is.	125,000	—	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....		.....	.....	.....	.....	—	—		—	—	—	....
.. .. '58	186.0	—	....	—	—	—	.....	Peoria and Oquawka	5,400,000	*		1,569,889	2,200,000	.....	.....	186.0	.....		.....	.....	—	....
31 Dec. '58	100.0	—	....	—	—	—	.....	Quincy and Chicago	1,978,555	*		800,000	1,200,000	.....	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	—	....
.. .. ..	1.0	—	....	—	—	—	.....	Rock Island Bridge	.....	.....		.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....		823,767	.....	—	....
								INDIANA.														
.. .. ..	108.0	—	....	—	—	—	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....		.....	.....	—	....
.. .. ..	29.0	—	....	73.0	—	—	.....	Cincinnati, Peru and Chicago	.....	.....		.....	.....	.....	.....	29.8	.....		.....	.....	—	....
31 Aug. '57	109.0	—	....	—	—	—	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....		249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,061	26,641	610,050	1,178,000	40,550	2,108,011	109.0	364,122		400,397	133,009	—	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....		448,858	230,634	9	20
31 Dec. '60	84.0	—	....	—	—	—	.....	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37.219	2,031,942	84.0	.....		277,952	119,745	—	....
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161		297,988	121,416	—	....
.. .. '59	64.0	—	....	—	—	—	.....	Lafayette and Indianapolis	1,850,000	*		1,000,000	600,000	—	2,000,000	64.0	.....		.....	.....	—	....
31Dec. '60	86.0	49.0	....	—	23	—	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402		230,563	99,080	—	....
.. .. '58	288.0	—	....	—	—	—	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....		645,827	371,402	—	....
.. .. '58	74.0	—	....	—	—	—	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....		.....	.....	—	....
30 Nov. '61	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,975,801	73 0	325,707		377,692	216,184	10	....
								IOWA.														
1 Jan. '58	75.5	—	....	201.5	—	—	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....		.....	.....	—	....
31 Dec. '59	86.0	—	....	—	—	—	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,034	.....	88 0	7 mo's.		85,239	46,771	—	....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,468,777	—	287,143	2,870,015	111.0	107,646		200,160	81,779	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—		—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.		458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....		.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....		.....	.....	—	....
								KENTUCKY.														
31 Oct. '59	80.0	—	....	113.0	—	—	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	171.8	.....		426,408	227,534	—	85
30 Jun. '57	20.0	—	....	—	—	—	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0 00.	—	.....	20.0	.....		.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	.....	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13.0	oper. by		Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	}	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....		108,944	43,267	—	80
30 Jun. '61	65.1	—	....	}				} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,451	65.1	244,778		245,911	96,679	4	66
1 Oct. '60	135.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,289	9,455,250	269 0	613,893		716,478	371,122	—	....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by		Cov. &	Lex.	—	....
								LOUISIANA.														
.. .. ..	22.0	—	....	—	—	—	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....		.....	.....	—	....
.. .. ..	27.0	—	....	—	—	—	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....		.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. Western*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	190,204		481,922	223,649	—	....
1 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....		1,232,624	555 484	—	....
31 Aug. '60	53.7	—	....	135.3	—	—	—	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	243,969	108,434	1,710,819	53.7	.....		.....	.....	—	....

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								MAINE.														
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....		40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....		318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,988,475	149.0	.....		707,144	177,318	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....		30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,237,779	1,280,000	271,143	2,990,998	109.5	139,953		172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	---	---	---	Penobscot	328,412	—	—	180,497	300,000	75,000	----------	----------	----------		----------	----------	—	—
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	657,779	1,105,400	95,968	1,859,147	54.7	oper. by		An.&K.	70,566	—	—
31 May,'61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475		245,348	115,732	6	102½
31 May,'59	37.0	—	.....	—	---	---	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	----------	----------	37.0	----------		55,403	28,404	—	.....
31 May,'61	18.5	—	.....	33.5	---	---	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	----------		26,386	----------	—	.....
								MARYLAND.														
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	288.8	----------		3,922,203	2,305,788	6	69
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427		462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961		1,417,977	736,145	—	22½
								MASSACHUSETTS.														
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,560	ope	rat. by	Housat.	42,000	7	—	
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	----------	57.7	----------		449,051	128,783	7	98
31 May,'61	74.3	8.8	49.7	—	32	54	606	Boston and Maine	4,300,849	*	465,758	4,076,974	—	86,655	----------	118.3	----------		776,065	315,071	6½	108½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	122,720	----------	----------	61.8	----------		588,871	272,429	8	119½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	----------	83.6	----------		928,932	408,594	8	114½
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	----------	----------	47.2	----------		95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	----------	----------	52.3	----------		250,836	122,956	6	90
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	284,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100		565,939	246,402	4	60½
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	----	----------		56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	665	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	----------	71.6	----------		543,158	217,054	6	100½
30 Nov. '61	14.0	—	2.4	—	3	3	87	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	----------		33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,011	97,706	----------	ope	r. by N.	H.&N'h	----------	----	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,656	363,158	ope	r. by B.	and L'll	----------	----	6	—
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	----------		204,374	43,542	8	110
30 Nov. '61	29.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	----------	21.6	----------		123,015	24,907	2½	73½
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	----------	----------	----------		----------	----------	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	----------	----------	----------		18,291	----------	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	----------	87.3	----------		505,320	219,608	6	107½
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	----------	----------	----------		36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	----------	----------	44.4	----------		308,228	139,447	8	110
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	----------	ope	r. by B.	and L'll	----------	----	—	—
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	----------	11.5	----------		50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	----------	ope	r. by Ho	usaton.	31,409	7	—	—
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	----------	11.7	----------		129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	----------	----------	----------	----------	----------	----------	----------	ope	r. by T.	and B.	----------	----	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	----------	77.0	----------		200,648	95,739	—	13
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb.& W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	----------		1,894,568	812,997	8	120
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	----------	45.7	----------		195,669	83,188	5.5	54
								MICHIGAN.														
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	----------	----------	----------	----------	----------	----------	----------	----------	----------		----------	----------	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipped by G		r. Tr'k R.	R. Co. of	Canada	----------	----------	----------		----------	----------	—	.....
30 Sep. '60	188.0	—	.....	—	---	---	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	----------	9,008,389	188.0	----------		365,038	144,270	—	.....
— — —	—	—	—	—	—	—	—	*Flint and Pere Marquette*	----------	----------	----------	----------	----------	----------	----------	----------	----------		----------	----------	—	.....
— — —	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	----------	----------	----------	----------	----------	----------	----------	----------	----------		----------	----------	—	.....
31 May,'61	284.8	—	23.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263		2,126,699	910,169	8	60½
31 Mar. '61	246.0	293.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377		2,075,459	1,035,629	—	24½
— — —	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	----------	----------	----------	----------	----------	----------	----------	----------	----------		----------	----------	—	.....
								MINNESOTA.														
— — '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	----------	----------	----------	----------	600,000	----------	----------	----------	----------		----------	----------	—	.....
— — '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	----------	----------	----------	----------	575,000	----------	----------	----------	----------		----------	----------	—	.....
— — '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	----------	----------	----------	----------	600,000	191,130	----------	----------	----------		----------	----------	—	.....
— — '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	----------	----------	----------	----------	500,000	----------	----------	----------	----------		----------	----------	—	.....
— — '59	—	—	—	60.0	—	—	—	*Root River Valley*	----------	----------	----------	----------	----------	----------	----------	----------	----------		----------	----------	—	.....
								MISSISSIPPI.														
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	----------		534,342	328,092	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	----------		176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	---	---	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	----------	----------	83.2	----------		250,047	121,659	—	.....
								MISSOURI.														
30 Nov. '61	37.0	—	.....	51.0	---	---	.....	*Cairo and Fulton*	----------	----------	----------	----------	----------	----------	----------	37.0	----------		----------	----------	—	.....
31 Aug. '60	206.8	—	.....	—	---	---	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.		961,856	487,333	—	48
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.		292,428	78,975	—	.....
— — —	—	—	—	.....	—	—	—	*Platte County*	----------	----------	----------	----------	----------	----------	----------	----------	----------		----------	----------	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708		683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	----------	----------	114.0	311,665		67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650		212,946	67,024	—	.....
								NEW HAMPSHIRE.														
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	----	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000		227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	----------		327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	----------		51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532		459,659	128,366	8	53½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	coord.	15,000	----	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182		16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	----	—	60
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960		24,027	12,450	—	.....
31 Mar. '59	28.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	coord.	88,577	8	105	
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	596,587	383,400	303,517	1,282,504	52.7	----------		59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657		363,101	187,136	4	53
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000		63,874	19,897	—	.....
								NEW JERSEY.														
31 Dec. '60	64.2	—	.....	—	---	---	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	----------		274,204	162,841	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	---	---	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	----------	12,171,200	124.2	----------		2,058,989	913,829	12	132½
31 Dec. '60	60.2	—	.....	—	---	---	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	----------		180,043	54,902	—	1½
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393		1,201,895	673,443	10	122
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	----	—	.....
31 Dec. '59	55.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703		263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	---	---	.....	New Jersey	3,609,089	400,378	1,249,621	4,397,820	688,000	----------	5,628,931	33.8	----------		992,767	579,981	10	130
31 Dec. '60	21.3	—	.....	2	6	—	17	Northern New Jersey	365,344	*	—	154,157	----------	----------	----------	----------	----------		----------	----------	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—	—
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	----	—	—
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	----------		220,827	105,997	6½	70
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	----------	56,932	----------	----------	----------		15,344	3,966	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	oper. by Rens. & Sarat.		—	—	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	.....	2,389,559	oper. by Western.		.....	.....	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	61,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	.....	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	.....	130,000	1,130,000	24 7	2,904,887	520,555	110,896	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	593 845	187,704	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,550	911,020	498,047	10	122½
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	.....	450,000	oper. by Erie.		—	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	.....	.....	500,000	oper. by Erie.		—	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	.....	.....	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	.....	150.0	967,065	2,047,145	778,121	—	42½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,182	489,138	—	1,852,716	755,998	12.283	2,620,997	101.5	258,763	343,021	119,454	—	16½
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	.....	7,309,042	2,601,063	6	88½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,527,406	—	39½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	.....	.....	152.9	.....	1,142,851	433,716	—	14
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '61	99.0	—	.....	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	.....	.....	1,000,000	oper. by Central.		—	60,000	6	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	.....	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	.....	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	.....	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	.....	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	.....	oper. by B., N. Y. & E.		22,047	—	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	.....	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	.....	.....	oper. by Rens. & Sar.		—	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	.....	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	.....	13.0	.....	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,163	121,065	.....	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	.....	112.0	280.643	312,066	160,227	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	.....	.....	.....	oper. by Hudson River.		—	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	.....	.....	oper. by other Co's.		—	—	—	—
1 Jan. '62	10¼	—	¼	80.0	—	—	—	Warwick Valley	185,000	—	—	100,000	185,000	.....	185,000	10¼	oper. by Erie R.	W. Co.	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,804	—	1,499,000	772,400	66,112	.....	96.7	212,235	351,167	176,067	10	35
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,757,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	.....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	—	—	—	—
-- -- '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,685	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102.391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	.....	—	—	—	—	Atlantic and Great Western	613,231	.....	—	366,039	.....	77,294	.....	32.0	.....	—	—	—	—
31 Dec. '60	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	.....	314,091	102,765	—	—
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	—
31 Mar. '61	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	.....	3,708,392	198.3	382,987	644,229	282,700	7	88
31 Dec. '60	30.0	—	.....	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	—	—	—	25
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	116½
31 Dec. '60	135.4	5.8	.....	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	116½
31 Dec. '60	67.0	—	.....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,353,000	.....	.....	96.6	.....	1,120,370	662,948	14	125
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	20½
31 May '61	109.2	79.4	.....	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	.....	919,971	493.956	—	46½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	oper. w. Lit. Miami.		170,795	8	87½	—
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350.824	5,241,812	144.0	.....	376,002	212,107	—	—
31 Aug. '60	36.6	—	.....	5	3	87		Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	.....	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	360,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	102,180	52,408	—	—
-- -- '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	—
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,128	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	39	32	602	Little Miami	4,004,4 8	*	—	2,981,270	1,407,000	.....	.....	138.6	.....	1,330,051	529,981	6	100
31 Jan. '62	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106.895	9,792,293	226.6	.....	434,290	99,554	—	—
30 Apr. '61	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	898,518	169,943	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	—	—	—	—
30 Jun. '61	153.9	52.0	.....	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	.....	185,934	34 167	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	.....	—	193,000	150,000	3.500	346,500	oper. by C., C. & C.		—	—	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Aug. '61	242.4	—	.....	—	35	18	668	Toledo and Wabash	3,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	855,502	1,012,236	400,559	—	12
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	62,624	.....	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1 410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	58½
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	.....	.....	146.0	.....	219,548	22,490	—	2
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	.....	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,175,466	*	423,200	5,293,552	4,915,500	744.579	11,780,945	202.0	.....	2,169,946	1,339,680	—	90
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	oper. by Buf. & S. L.		—	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	55
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,418	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	.....	Lehigh Valley	3,787,583	*	—	1,966,350	1,500,000	.....	.....	45.7	163,500	679,908	342,089	6	52½
30 Nov. '59	28.0	5.0	13.5	—	9	—	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3.299.600	oper. by C., W. & E.		—	—	—	19
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,950	3,413,871	303 927	9,803,932	.....	.....	753.318	670,227	6	55
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,028	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	47
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462.399	406,187	—	3,147,130	2,860,000	22,820	6,205,067	66.7	247 062	364,228	292,124	—	8½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	18,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	—	47
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....	20.0	.....	1,637	.....	—	—
30 Sep. '59	17.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	48½
30 Nov. '60	147.4	4.0	61.0	—	145	64	5,696	Philadelphia and Reading	20,860,412	3,174,172	127,304	11,548,929	12,008,150	.....	24,353,896	151.4	.....	3,312,546	1,625,986	—	24½
3 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by Cam. & Amboy	—	—	—	125
31 Oct. '60	96.0	6.0	—	—	30	98	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,000,000	2,800,000	—	.....	200.5	45,677	1,236,597	471,712	6½	53½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Line s	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)														
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1.756,438	1,560,000	85,312	3,426,836		22.0	11,408	70,228	21.217	—	—
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791 166	18,487,885		467.5	1,948,501	2,835,353	761,554	—	15
30 Sep. '59	31.0	—	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280.000	.....	.....		.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700		54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	....	....	....	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616		24.5	.....	34,501	29,604	3½	.....
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227		.....	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	...	...	....	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869		148.0	.....	114,126	61,848	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	896,000	.....	.....		29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,077	—	682,170	944,169	52,434	1,679,301		26.4	.....	125,597	4,502	—	.....
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	.....		78.0	199,878	238,420	860,339	—	10½
								RHODE ISLAND.														
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	* *	—	1,508,000	276,900	—	.....		62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	4.7,917	8,500	—	.....		13.6	.....	26,454	6,914	.....	.....
								SOUTH CAROLINA.														
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092		13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536		51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....		109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	...	...	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....		49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	...	...	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554		164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	...	...	....	Kings Mountain	196,230	*	—	200,000	—	—	200,000		22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	...	...	....	Laurens	543,403	*	—	400,000	106,219	.....	575,729		32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	...	...	....	North-Eastern	2,011,652	*	—	935,743	960,410	108,172	2,057,325		102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....		.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	.....	41.9	...	...	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....		25.1	.....	.....	.....	—	.....
								TENNESSEE.														
30 Sep. '60	47.6	—	.....	—	...	...	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707		47.6	.....	29,967	19,187	—	.....
1859.....	/.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....		30.0	29,845	9,359	7,486	—	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....		140.0	.....	318,718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....		130.3	150,142	297,806	3 149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797		291.0	.....	1,635,096	873,597	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....		—	.....	.....	.....	—	.....
1859.....	100.0	—	30.6	55.8	...	...	....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....		.....	.....	.....	.....	—	.....
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....		59.4	69,870	177,256	60,029	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....		47.4	54,175	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....		34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....		159.0	.....	734,118	337,384	6	.....
1859.....	.....	—	.....	.....	...	...	....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....		.....	.....	.....	.....	—	.....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	880,000	204,544	.....		45.8	57,950	127,953	87,243	—	—
1859.....	30.0	—	0.6	8.0	...	...	....	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....		30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).														
— — '58	32 0	—	.....	158.0	...	...	....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....		32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	...	...	....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....		56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....		50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....		70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	...	...	....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....		25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	...	...	....	Southern Pacific	.....	.....	—	.....	.....	.....	.....		28.0	.....	.....	.....	—	.....
								VERMONT.														
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....		90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	579,119	6,385,045		119.6	349 440	334,368	113,318	—	.....
31 Aug. '60	62.0	.....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....		62.0	142,839	150,318	30,288	—	.....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299		106.0	706,817	775,569	127,727	—	.....
31 Aug. '60	47.0	—	2.8	—	...	...	....	Vermont and Canada	1,350,695	—	—	1,350,000	—	.....	1,380,695		ope	r. by Vt.	Central	.....	—	121
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....		23.7	47,950	45,930	8,522	—	.....
31 Aug. '60	54.0	10.5	.....	—	...	...	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500		ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.														
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194		—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,080	—	2,969,861	775,500	118,789	.....		113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2.006,873	122,156	—	1,500,124	590,610	155,161	9 months		79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....		103.5	345,427	248,004	loss	—	.....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,063,655	2,517,500	590,056	.....		167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256		133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,528	*	—	883,200	102,500	5,799	1,486,527		80.5	.....	326.554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 903	6,753,655		143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....		78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,353	.....		43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....		23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648		80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929		195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271		214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....		32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.														
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....		55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	2.9	—	...	...	....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....		199.9	.....	756,476	329,580	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555		40.0	74,243	159,456	22,182	—	.....
— — '57	42.0	—	.....	27.8	...	...	....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....		42.0	10 mos.	60,066	.....	—	.....
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,842,600	2,526,000	58,549	8,036,604		234.4	.....	1,108,354	436,039	—	29½
— — '57	50.0	—	—	85.0	...	...	....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....		50.0	.....	121,401	.....	—	.....
10 May, '61	104.0	—	.....	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471		104.0	228,627	220,850	68,438	—	.....
— — '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated		by	Fox Riv	er Vall.	.....	—	.....
								CANADA.														
31 July '61	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000		16.10	400,075	1,771,780	363,670	—	—
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....		81.0	166,245	.....	.....	—	14
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....		48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261		761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....		357.0	1,360,900	.....	.....	8	.....
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....		24.0	37,051	.....	.....	—	.....
— — '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....		96.6	254,530	.....	.....	—	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....		54.0	89,222	.....	.....	—	.....
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....		25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.														
31 Oct. '61	108.0	0.9	12.0	—	14	18	235	European & North American	4,548,564	*	—	4,637,852	—	—	4,637.852		108 0	.....	130,678	36,432	—	—
1 July, '61	60.0	—	.....	.....	...	...	....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,232		60.0	.....	132,555	36,670	—	—
								NOVA SCOTIA.														
31 Dec. '61	61.5	—	.....	60.1	...	...	....	Nova Scotia	4,268,717	*	.....	.....	.....	.....	.....		61.5	.....	120,918	26,803	—	—
								NEW GRANADA.														
31 Dec. '60	48.7	—	—	—	—	—	—	Panama	5,000,000	*	620,804	5,000,000	2,400,000	—	9,003,530		48.7	.....	1,530,859	1,110,652	13	120

New York Stock Exchange.

Highest Sale Prices for the week ending May 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14.
Federal Stocks:—						
U. S. 5s, 1871	----	----	94¼	95¼	----	95
U. S. 5s, 1874	----	93¾	94¼	96	95¼	95
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	101¾	102¼	103¼	105¼	104¾	----
U. S. 6s, 1881, cou.	102¼	102¼	103¼	105¼	105¼	104¼
U. S. 6s, 1862	----	----	----	----	----	----
U. S. 6s, 1867	----	----	----	----	----	----
U. S. 6s, 1868	----	----	100¼	----	----	101¼
Treasury 7 3-10 Notes	103¾	103¾	104¼	105¼	105¾	104¾
State Stocks:—						
California 7s	91¼	91	91¾	93	94¼	94
Georgia 6s	----	----	----	----	----	----
Illinois Coupon bonds	95	----	97	96¼	97¼	----
" Canal bonds	----	94	----	----	95	----
Illinois War Loan	96¼	96	96	97	96¼	----
Indiana 5s	----	----	----	----	----	----
Indiana War Loan	93	93	----	95	95¼	94¼
Kentucky 6s	92	----	92	93	----	92
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	94	----	----	----	98	----
Missouri 6s	53¾	52¾	52¾	53¼	52¾	51¾
Do. iss. to H.& St.J.R.	62¼	----	----	62¼	----	62¼
New York 6s, 1872	----	111	----	----	----	----
North Carolina 6s	72	----	72¼	----	74	73
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	102	----	102¼	102¼	----
Tennessee 6s, 1890	59	59	59¼	60¾	60¼	58
Virginia 6s	----	----	----	60	----	----
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. and Q.	68¾	69	69	70	70	
Chicago and Rock Isl.	62¾	62¾	6	66¼	65¾	64¼
Clev., Col. and Cin.	114	115	----	116	116¼	----
Clev. and Pittsburg	17¾	19¾	19¾	20¾	20	20¾
Clev. and Toledo	45¾	45¾	45¾	47	46¾	46¼
Del., Lack. and West	----	90	----	----	----	----
Galena and Chicago	71¾	71¼	----	72¼	73	72
Hudson River	41¾	43	45	44¼	43¾	42¾
Illinois Central (scrip)	62	61¾	62	63¼	63	62
Michigan Central	60¼	60¼	60¼	61¾	61¾	60¾
M. S. and N. I. guar'd,	49¼	48¾	49¾	51¼	51¾	50¾
M. S. and N. I.	24¼	24¼	24¾	25¼	25¼	24¼
Mil. and P. du Chien	29	28	29	29¼	----	----
M. and P.du C.1st pref.	94¼	----	----	----	84	84
M. and P.du C. 2d pref.	62¼	----	----	64	----	----
New Jersey	----	----	----	136	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	88¾	88¾	88¾	89¼	89¾	88¾
Erie	38¾	38¾	39¼	39¾	40¾	39¼
Erie pref.	66¼	65¾	67	67¼	67¾	66
N. York and Harlem	14¼	----	14¾	15	----	14
N. Y. and H. "pref."	36¾	36¾	36¾	36¾	----	35¾
Panama	128¾	----	129¾	129¾	129	129
Phila. and Reading	----	47¾	48¾	49¾	----	48¾
Railroad Bonds:—						
Buff., N.Y. & Erie 1 M.	----	91	----	91	91¼	91
Ohio. and N. W. 1st M.	----	----	----	58¼	----	----
" " 2d M.	----	----	----	24	24¼	24
" " S. F.	92	----	93	94	----	----
Cl. & Tol. S.F. 7 p.c.	92	92¾	----	92¾	----	93¾
Chi., Bur. and Q. 8 p.c.	103	103	----	103	103	104
Chi. and R.I. 1st M. '70	----	----	----	----	----	----
D.L.& W.1 M.8p.c.'71-5	----	----	104	104	----	----
" 2M.8p.c.'81	----	----	----	100	----	----
Gal. & Ch.1M.7p.c.'63-102	----	----	----	104	----	----
" 2M.7p.c.'75	----	97¼	----	----	98¼	----
Hann. & St.J. 1 M.8s	47	47	----	47	----	47
Hudson R. 1M.7p.c.'69	----	----	----	----	----	----
" 2M.7p.c.'60	----	----	----	86¼	----	----
" 3M.7p.c.'75	86	86¼	----	----	87	87
" sink. fund	----	----	103¼	----	----	104
Illinois Centr. 7 p.c.'75	----	92¼	----	92¼	92¼	92¼
" " 6p.c.'75	----	92¼	----	92¼	92¼	92¼
La Grosse & Mil. L. G.	20¼	----	----	----	----	----
Mil. and P. du C. 1st M.	----	94	----	----	95	95
Mich. Cen. S. F. 8 p.c.'82	102	----	----	----	----	----
" conv. 8p.c.'69	104¼	----	----	105	----	----
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M. Ass.	----	----	----	----	----	----
" " 2d M.	----	77	77¼	78	----	78¼
" " S. F.	93	----	94	----	95	95¼
M.S.& N.I. 1 M. S. F.	----	----	----	----	----	----
" 2 M.8p.c.'77	----	----	----	----	----	----
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N.Y.C.6p.c.certif.'83	----	----	97¼	98	98	----
" 1 M.7p.c.'64	105	105	----	----	----	----
" bonds 1876	----	----	----	106	106¼	106¼
N.Y.& E. 1 M. 7 p.c.'67	104	----	----	----	----	105¼
" 2 M. 7 p.c.'64	----	----	----	----	----	----
" 3 M. 7 p.c.'83	----	95¾	96¼	97	----	96
" 4 M. 7 p.c.'80	89¼	90	89	89	----	89
" 5 M. 7 p.c.'83	----	----	----	----	----	----
N.Y. & H. 1 M.7p.c.'73	101¼	----	101¼	----	----	----
" 2 M. 7p.c.'64	----	98	----	----	----	100
" 3 M. 7p.c.'67	----	----	----	----	----	92
Toledo & Wab. 1 M.	----	89¾	89¾	90¼	90	----
" " 2 M.	57	56¼	56	58¾	58¾	58
Miscellaneous:—						
American Gold	103	103¼	103¼	103¼	103¾	103¼
Del. and Hud. Canal	----	----	96	97	----	97¾
Penn'a Coal Co.	----	----	----	----	----	86
Pacific Mail S. S. Co.	117¾	117¼	116	116	115	114¾

The following are the closing prices in the London Market on the 30th April:

United States 5s, 1874	74	to	76
Maryland 6s	78	"	82
Virginia 6s	49	"	51
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	64	"	66
Erie shares, ex assessment scrip	31	"	32
Erie shares, 7 per cent. preference	51	"	52
Erie shares, assessment scrip	1¾	"	2
Illinois Central 6s, 1875	73	"	75
Illinois Central 7s, 1875 x.c.	76	"	77
Illinois Central $100 shares, $90 paid, dis.	48¼	"	47¼
Illinois Central, all paid	50	"	51
Michigan Central 8s, Convertible, 1869	83	"	85
Michigan Central Sinking Fund 8s, 1852	86	"	88
Michigan South. and North. Indiana 7s, 1885	70	"	75
Do. do. do. $100 shares	19	"	21
New York Central 6s, 1883	81	"	83
New York Central 7s, 1864	88	"	92
New York Central 7s, 1876	88	"	92
New York Central 7s, 1876	88	"	92
New York Central $100 shares	71	"	73
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 x.c.	85	"	90
New York and Erie, 3d mort., '83, assented	78	"	80
New York and Erie, 4th mort.	70	"	72
New York and Erie, 5th mort.	68	"	72
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	100	"	102
Panama, 2d mortgage 7s, 1872 x.c.	99	"	101
Pennsylvania Central 6s	86	"	88
Pennsylvania Central 2d mortgage	84	"	86
Pennsylvania Central $50 shares	41	"	43
Philadelphia and Reading $50 shares	18	"	22

American Railroad Journal.

Saturday, May 17, 1862.

Railroad Prospects.

In a review of the Railroads of Great Britain, the London *Times* recently observed that, taken as a whole, these works had already become more profitable than government consols, with the prospect of steady improvement for years to come; though the market value of their stocks was much below that of the national securities.

In that statement there is a valuable truth taught the people of this country, as well as of England. Though the railroads of the two country differ widely, owing to the varied conditions of each, in one respect their history has been alike. Their great value having been established, the whole energies of both peoples were concentrated upon them for several years in succession, until they were found to penetrate almost every section of both countries. There were, first, large profits accruing to the stockholders, connected with vast benefits to the public; next, a mania for building more works of the sort, as if there could be no danger from exceeding the legitimate demand for such facilities; then followed disasters and failures of various kinds, in which mistrust reigned as universally as confidence had done before. A few engineers were found to be reckless, and forthwith the whole profession was denounced as unfit to be entrusted with human life. Certain financial officers had abused the trust reposed in them, and every president or agent began to be regarded with suspicion. The good suffered equally with the bad, from having been caught in evil company. Certain lines had been built as rivals or in advance of the public wants, and so the whole railroad interest was placed under ban. It was saddled with the revulsion of 1857–8. It was a good enough convenience to the public; but a slough which any amount of net earnings could never fill, much less yield dividends, except in a few favored cases. Such, we say, were the general feelings respecting the financial prospects of our railroads within less than five years.

In all these respects Great Britain had a similar experience. She, too, had her attack of the railway fever, which came to a crisis ten years earlier than in this country. Years followed as gloomy as have ever been experienced here. Little by little individual lines recovered themselves. The dividends at first declared were small in amount, only serving to keep alive hope in the future. It began to be seen that after a road was put in proper condition, traffic was likely to double every ten or twelve years, while the expenses advanced in a much smaller ratio. Here was a ray of daylight, which has steadily brightened until the result is before us, as announced in the most potent of English journals.

The railroads of this country have passed that stage in which they are viewed with disfavor as a rule. Slowly and steadily they are regaining confidence, as having a future before them equal to the same class of works in any other country. Why should they not? There is surely greater *room* here for expansion in business than in European States. The United States are more rapidly filling up with an intelligent, active and prosperous class of people than any other country. In no other region on the face of the globe is there such a development of national industry—so extensive, so varied, so ready to adopt the latest improvements. Granted that the roads are built and able to pay their way at first, and we ask no more to ensure their ultimate success. If upon this basis a margin of net profits can any where be created, this is the place, above all others, where that is practicable. If other communities groped their way through the darkness to triumph, surely we can do it, now that we have their experience to guide us.

One by one the old lines, which were pronounced failures, begin to declare dividends. The Baltimore and Ohio struggled for a quarter of a century before it could divide a dollar. So did the Long Island road, which has lately declared its first dividend. The experience of the Philadelphia, Wilmington and Baltimore was the same. We might name a number of others, but these will suffice. They render it certain that where a road has been judiciously laid out, even though vast sums may have been improvidently spent at first, good management may nevertheless bring it up to the paying point. There is practically no limit to the traffic which may be drawn to it, especially that of a local character, which has been so generally and fatally overlooked hitherto.

So much for the remoter prospects of that vital public interest. As to immediate results it is more difficult to lay down any general rule. The war, while proving temporarily disastrous to a few railroads, has been a source of great profit to others. Most of the North and South lines traversing the border free States have been largely benefitted thereby. Many of the East and West lines have also profited handsomely; but the principal source of the increased receipts of the latter is to be found in the transportation of grain for export to Europe, rather than the demands of the general government. Taken as a whole, we doubt not the railroads in the free States would have been in a more prosperous condition to-day, had war never broken out. If we take into account the period of depression which may be reasonably expected after the return of peace, the loss of traffic will doubtless be very considerable. But

the elasticity of our people is such that business of every kind will soon resume its wonted channels; and the great interest in whose behalf we are engaged will be among the first to participate in returning prosperity.

Long Island Railroad.

We give elsewhere the report of this Company for the past fiscal year. We have previously announced the retirement of Wm. E. Morris, Esq., from the presidency of the Company, and the election in his stead of Mr. Coffin Colket, of Philadelphia, where most of the stock of the company is owned, and where the annual meetings of the stockholders is held. Mr. Wm. S. S. Russell continues as secretary and treasurer of the company. We presume that the duties of president (and superintendent, which Mr. Morris also performed) will be very light under the contract system which has been adopted.

Mr. Morris assumed the control of this road in 1853, when the company was deeply involved, with a prospect of foreclosure of the mortgage resting upon the road, and undertook the almost hopeless task of rescuing the concern from its load of debt and unpopularity into which it had fallen. By rigid economy, and a thorough knowledge of railroading, he has succeeded in securing to it a fair share of popularity with the people, and has placed it among the best conducted roads in the state.

There are many other roads in the land where the energy and financial ability here displayed by Mr. M. could be employed with equal advantage, and should he seek other and more extensive fields for the development of these, we bespeak for him a kindly reception.

St. Paul and Pacific Railroad.

This is the name of the projected and partly executed Minnesota and Pacific Railroad. An act to rest the rights of the latter in the St. Paul and Pacific Railroad Company was passed by the Legislature of Minnesota, March last. By virtue of this the new corporation acquired the land grant of six sections per mile donated to the State by Congress in 1857. The corporators and directors for the present year are Messrs. Dwight, Woodbury, Henry T. Welles, R. R. Nelson, Edmund Rice, Edwin A. C. Hatch, James E. Thompson, Leander Garton, Richard Chute and William Lee.

By section 5 of the present act they are required to put into operation, by the 1st of September next, that portion of the road extending from St. Paul to St. Anthony. The section between St. Anthony and Anoka is to be completed by the beginning of 1864; and that between Anoka and St. Cloud by the first of January, 1865. Sections between Stillwater and St. Paul, and between St. Anthony and the west line of range 30, by way of Minneapolis, must be opened by the beginning of 1866, as also the extension to Little Falls. Thenceforward 30 miles of the main road or the branch must be opened every year, and all of said road or branch before the 3d day of March, 1867.

It is provided that the company shall deposit with the State authorities the sum of $10,000 as a pledge that the road shall be in running order from St. Anthony to Anoka by the time specified; the same to be returned if the conditions are complied with, otherwise to be forfeited. The Board of Directors shall consist of seven persons, four of them at least being citizens of this country. In case the road is not completed from St. Paul to St. Anthony by the 1st of January next, the work with all the rights, privileges and property, confirmed upon the company, shall be forfeited to the State. The some rule shall apply with respect to the various extensions named above and the lands lying thereon.

Section 6 provides that 120 sections of land shall vest in the company, whenever the road shall be completed from St. Paul to St. Anthony. For every additional twenty miles opened the same quantity of lands shall be donated, until the whole shall be granted. The line is to extend from Stillwater *via* St. Paul and St. Anthony, to a point between the foot of Big Stone Lake and the mouth of the Big Sioux Wood river, with a branch *via* St. Cloud and Crow Wing to the navigable waters of the Red River of the North.

By section 8th it is provided that persons who may have settled on the lands of the company, with intention to pre empt, shall be at liberty to purchase them at $2 50 per acre within six miles of the road, and $1 25 per acre beyond that distance.

No lien or mortgage can be created on the road or other property, except for the *bona fide* purposes of construction. The company are prohibited from charging higher rates for freight or passengers delivered by connecting roads than are charged from persons, residing along its own line, provided the connecting lines shall be governed by the same rule. No execution issued against the old company shall be held valid against the present.

Cleveland and Pittsburg Railroad.

An official statement from the Receiver of the Cleveland and Pittsburg Railroad Company, in another column, says that all the accrued interest on the three old mortgages has been provided for from the earnings of the road, and the next interest to be paid is on the funded debt bonds (given in exchange for the unsecured indebtedness) on the first day of July, 1869. The holders of the River Line bonds, Dividend bonds, Income bonds and Bills Payable, who have not yet accepted the terms of compromise offered them with the approval of the United States Court, are notified to exchange their bonds and notes before the 25th of June, 1862, or they will not be entitled to receive any portion of the earnings of the road. Interest will be paid only to those who accept the compromise.

The new bonds, which are known in the market as fourth mortgages, and are selling at 64 to 65, may be had in exchange for any unsecured indebtedness, at the office, 25 William street. This outstanding floating debt amounts to about three or four hundred thousand dollars, against over three millions eighteen months ago; when this is funded into new bonds the bond account of the year will stand as follows:

First mortgage	$800,000	7 per cent...	$56,000
Second mortgage .	1,189,000	do. ..	83,230
Third mortgage...	1,166,000	do. ..	81,620
Fourth mortgage..	1,200,000	6 do. ..	72,000
Total interest per annum			$292,850

The gross earnings of the fiscal year ending December 1st, 1861, were $1,100,000. The earnings since December 1st show an increase on the same period last year of more than $100,000.

Atlantic and Great Western Railway.

The people of Ohio, Pennsylvania, and Western New York will be pleased to learn that the obstacles which have stood in the way of the prosecution of this enterprize, have been removed, and that the work is to be now carried forward with vigor to completion, and that the contractors are prepared to build it as rapidly as labor can be accumulated for that purpose. Arrangements have been made to put at once 6,000 men at work upon the track, and the Chief Engineer, Mr. T. W. Kennard, of London, has purchased during the past few weeks all the rolling stock needed for working the road, including 30 locomotives. The road at present is completed and in operation, from Salamanca, the junction with the Erie road, 46 miles from Dunkirk, to Corry on the Philadelphia and Erie Railroad. It there reaches the oil regions, and the freight on oil alone, brought 25 miles to the depot in wagons, is now $5,700 per week. When the branch is completed from Corry to Titusville, the depot of the oil region, this amount, it is believed, will be increased to $15,000 per week. The road will reach Meadville, Pa., by the 1st of July, and Akron, Ohio, by the 1st of October, making 200 miles from its junction with the Erie Railway. For the line to Akron the money and materials have all been provided. Beyond this, the road will be extended to Dayton, Ohio; and from Dayton to Cincinnati an arrangement has been made with the Dayton and Cincinnati Railroad Company to lay a third rail. At Cincinnati, it will connect with the Ohio and Mississippi Railroad, which is also of six feet gauge. Thus, when the whole line is finished, which will probably be within two years, New York will possess a new six feet gauge connection by rail direct with St. Louis, by which the products of the West, loaded at St. Louis, can be transported without breaking bulk to the Long Dock at Hoboken, and discharged into vessels for shipment to Europe. At Warren or Ravenna a connection will be made with Cleveland, which will tap the Western traffic at that point, and all along the line ateral feeders are already built, which will swell the business of the Atlantic and Great Western. The principal parties in this enterprise are the Duke de Rianzares, and the banker Salamanca of Madrid; Messrs. Hayward, Kennards & Co., of London; Mr. James McHenry, of Liverpool; Sir Morton Peto, M. P., and Mr. Edward Betts, of London, and Messrs. Samuel Hallett & Co., of New York. The Chief Engineer of the work is T. W. Kennard, Esq., of London.

Camden and Atlantic Railroad.

The Philadelphia *Inquirer* of 8th inst., says: "A spur of this road is now being surveyed, and will soon be completed from Jackson station to Atsion, about 10 miles distant. Atsion will be the terminus of the New Raritan and Delaware Bay Railroad, which already is in running order from Port Monmouth to a point six miles below Manchester, and will, it is said, be finished in July, though probably not before September. Jackson station is four miles east of Waterford, on the Camden and Atlantic Railroad, and on the completion of the new spur a direct communication will be afforded to New York by means of Port Monmouth, and from thence by boat."

Franklin and Jamestown Railroad.

An act has passed both branches of the Pennsylvania Legislature incorporating the Franklin and Jamestown Railroad Company. The Franklin *Spectator* says: "If there is anything we need in this section of the State, more than anything else, it is a railroad from this point to the main line of travel. During the last year, our oil men have paid for freight a sum sufficient to build a road more than half way from Franklin to Jamestown."

Jamestown is on the Pittsburg and Erie Railroad, in the north-west corner of Mercer county, Franklin is on the Allegheny river, at the mouth of French creek, in Venango county. The distance from Franklin to Jamestown is about 30 miles. If this road be built, says the Philadelphia *Register*, there will also be built a road from Franklin eastward. From the Philadelphia and Erie Railroad at Ridgeway, to Oil creek, and probably beyond, there will undoubtedly be constructed a railroad for the oil trade, etc.; and perhaps from Franklin a road will be built to Kittanning, whence there is a road now in operation to Pittsburg.

Portable and Stationary Engines.

Messrs. TODD & RAFFERTY, it will be seen from their Advertisement, are prepared to furnish, at the shortest notice, stationary and portable engines of any pattern or power. At their office, No. 13 Dey street, a large stock of these may be seen at any time; and at various railroad stations, in all sections of the country, their engines have been introduced, during the past five years, with the fullest satisfaction. Their works are at Paterson, New Jersey. As the manufacturers of flax and hemp machinery, Messrs. Todd & Rafferty have acquired a European as well as an American reputation, having filled large orders for many years for parties in Great Britain and Russia. Their portable engines are found to possess peculiar advantages about railroad depots, being literally capable of every service between picking up a pin and rending an oak. We can cordially recommend them to the attention of railroad managers.

New Castle and Beaver Valley Railroad.

At a meeting of this company held in New Castle, Pa., on the 26th ult., Mr. Crawford, president of the company, stated that $84,550 stock had been taken, which is only $5,440 less than the required amount. A number of gentlemen pledged themselves to procure the amount of subscription necessary to warrant the directors in proceeding with the work. A motion was made that the directors be instructed to proceed to let the contracts for building the road, on the faith of the people of the county, pledging that they would take the balance of the stock. The resolution was unanimously adopted.

Railroad from Millville to Cape Island.

We understand that a contract has been entered into for the construction of a railroad from Millville to Cape Island. The West Jersey Railroad Company takes $100,000 of the stock, and the Glassboro' and Millville Railroad Company, $100,000. The road is to be completed by the 1st of June, 1863, for $400,000, including equipment, one-half the amount to be taken in stock. This is an important road, opening, as it were, a new section of country. The distance from Millville to Cape Island is 39 miles, or 77 miles from Camden to Cape Island.

Liverpool Dock Statistics.

From statistics laid before the Mersey Dock Board, it appears that from the year 1858 to the commencement of 1862, there has been expended in wages at the Liverpool docks the sum of £144,837, and on contracts the sum of £148.426. At Birkenhead docks the wages paid during the same period have been £340,371, and the amount paid on contracts £371,053. At Birkenhead the expenditure on new works has been £1,248,268. From the same return it appears that the total receipts from tonnage, duties on merchandise, &c., at the Birkenhead dock during this period has been £44,078, and that after deducting the working expenses, and expenditure on general repairs, there has been an excess of receipts over expenditure of £14,180. Including the warehouses, the total excess over expenditure at Birkenhead during this period had been £27,414.

Easton and Iron Hill Railroad.

A bill was passed by the Legislature of Pennsylvania, at its last session, incorporating a company to build a road from Easton to Iron Hill, to be called the Easton and Iron Hill Railroad Company. It authorizes the construction of a railroad from the borough of Easton, along the north bank of the Lehigh river, to Freemansburg, thence across the said river at Shimersville and Iron Hill, with the right to connect with any railroad, and with the right at any future time to construct a railroad from Easton, along the Delaware river to Marshfield, and then connect with the Delaware, Lackawanna and Western Railroad. The company to be organized under this act shall also have the right to accept an assignment from the Lehigh and Delaware Water Gap Railroad Company, of the lease to them by the North Pennsylvania Railroad Company of the road from Iron Hill to Shimersville, and to use and adopt said brauch as part of their road. Should this be made, it will give the North Pennsylvania Railroad direct communication with Easton.

Eastern Virginia and Maryland Railroad.

The bill which recently passed the Western Virginia Legislature, at Wheeling, to incorporate the Accomac and Northampton Air Line Railroad Company, provides for a capital of $600,000, divided into shares of $50 each. The road is to commence at Cherry Stone Ferry, in Northampton county, Va., and to run to the Maryland State line in the direction of Salisbury, Somerset county. The Snow Hill, Md., *Shield* says: "The Hon. John W. Crisfield, President of the Eastern Shore Railroad Company, is much in favor of a plan contemplating a junction of the Virginia Railroad via Worcester and Somerset counties with that at Salisbury; as also other individuals of influence connected with this species of improvement."

New Castle and Frenchtown Railroad.

At a meeting of the stockholders of this company held at New Castle, Del., on the 8th inst., the following gentlemen were elected directors:—S. M. Felton, Moncure Robinson, Geo. A. Parker, E. C. Dale, R. J. Mercer, Isaac Hazlehurst, A. C. Gray, Joseph Rogers, Jas. Cooper, A. C. Nowland, Mahlon Betts, Thos. Kelso, J. J. Cohen, Jr., and Enoch Pratt. At a subsequent meeting of the board, A. C. Gray was re-elected President, S. M. Cowper, Secretary and Treasurer, and Alfred Horner, Assistant Treasurer.

Chicago and Northwestern Railroad.

This company have made arrangements to complete their line to Green Bay at once, and the means are provided by the sale of 7 per cent. bonds secured by mortgage on that section of the road. The iron is already on the ground, and the road will be completed in August, in time for the autumn business. This extension of the line secures to the road the command of three important Lake ports, viz.: Chicago, Milwaukee and Green Bay, and will, beyond question, add largely to its business. The regular interest payment on the first mortgage bonds, it is now believed, will be fully assured, and the second mortgage has a very much better prospect. After paying interest on the Sinking Fund and Appleton extension, the road earned within $20,000 of the interest on the first mortgage during the year ending April 1.

Interest and Dividends.

The Grand Street and Newtown Railroad has declared a dividend of 3 per cent. payable the 15th instant.

The Pacific Mail Steamship Company have declared a dividend of 5 per cent. out of the net earnings of the last three months, payable on the 23d inst. The books will close on the 15th and reopen on the 26th inst.

The National Finances.

The progress of events has now fully confirmed the views we have so long enforced, of the strength of the loyal States and of government, and has completely solved the financial difficulties of the latter. The market value of its securities is not only far above their par value, but is considerably higher than the premium paid for gold. All the money the government wants is proffered to it at from four to five per cent; and so abundant is capital, that it will undoubtedy soon be able to make long loans at four and a half per cent. In exchange for its demand notes, gold may, and probably will continue to advance, but not in the same ratio as its interest paying securities, which it will find no difficulty in exchanging for the former, with a larger premium in its favor.

The result will be accepted as extraordinary, and is a most gratifying testimony to the financial strength of the country; but still more so as expressing the progress of our people in political experience, and as the measure of confidence resulting therefrom. At the close of the last administration, government was glad to pay twelve per cent. for money, which was advanced rather from a patriotic motive, or sense of duty, which capitalists owed to themselves quite as much as to government, to preserve unshaken, as far as possible, confidence in the National faith, than as an investment. As late as July last, with the most strenuous efforts of the government officers in this city, the money necessary to meet its maturing obligations, then only small in amount, was raised only just in season to save a protest. Its six per cents had fallen from 124 to 83. The right of one or more of the States to break up the government was asserted, and it was not long before eleven of them combined for this purpose. The success of the attempt, it was felt, would be fatal to all government, and leave no prospect for the future but anarchy, which is more to be dreaded than the worst form of despotism. Our people were called upon to fight, not only as a defense against threatened invasion, but to save themselves from material as well as political annihilation. With preparation for the contest came courage, and confidence. The means of government in-

creased just in the degree that it showed itself earnest and resolute. All that was wanting was a purpose. From the darkest day, that of the defeat at Bull Run, which at a flash disclosed the magnitude of the contest in which we were engaged, public confidence has been daily growing stronger and stronger. The ability of government to borrow has steadily increased, till it is now easier for it to borrow $50,000,000 in gold than it was two years ago to borrow $10,000,000. All feel that experience has cleared away the doubt and uncertainty in which the powers and functions of government were involved. We had nominally a government, but one without powers, even to defend its own property. The most threatening attitude might be assumed by insurgents, but the Executive could not raise its finger either by wars of punishment or restraint. A spell rested upon it. It had so long pampered the elements of insubordination, that the most perfect immunity had been secured to the individual. No wonder it had come to be an object of distrust by other nations as well as ourselves. For a long time we stood stupidly gazing at the meteor of secession, when the attack upon Fort Sumter, like a thunderbolt, brought the nation to consciousness, dissolved the spell, and from that moment it entered upon the path that has conducted it to the result we now witness—suppression of the rebellion, financial ease, and complete restoration of the national credit; and above all a nationality, and a government, with functions and powers commensurate with its duties and objects. The future is no longer involved in doubt. We have the strongest of all governments, because it is most nearly allied to the sympathies, habits and understanding of the people.

As the material welfare of the country depended upon its political unity, we could in no way promote the former so efficiently as by sustaining the latter. The one is the measure of the other. As the people in the loyal States were never before half so thoroughly united, they were never before so strong. They never enjoyed a greater degree of material comfort. Food and clothing were never more abundant, or more easily obtained by all classes. This fact, coupled with money abundant at the lowest rates of interest that ever prevailed, is the most conclusive proof that can be adduced of a sound and healthy financial condition. The end of all governments, in their economic aspects or objects, is an abundance to eat and to wear. No prosperity is specious or superficial when such abundance exists. We may, we think, safely challenge history for a similar example of a people, who in the midst of a gigantic civil war, grew rich and strong; who restored their national credit as hostilities progressed, and who conducted them to a successful termination, without abating a jot from the comforts and luxuries ordinarily enjoyed.

We have already discussed the sources or elements of our strength. These are to be found in the natural wealth in our soil; in the maintenance, undisturbed, of our industries; in our unrivalled means of internal commerce, and in the universal prevalence of labor. We have no classes consecrated from wealth, calling, or rank, to indolence. The income arising from lands, or from permanent investments, do not go to parties entirely disconnected, except by ownership, from the soil. The consequence is that, although we spend freely, and often lavishly, the practise of rigid economy for a year or two, and to which we can bring ourselves as no other people can, compensates for great losses, and soon makes us rich even with a great reduction from our ordinary revenues.

The abundant supply of capital, and the present low rates for money, can be explained in an equally simple and satisfactory manner. The North, fortunately, before the rebellion broke out, had put in operation all the machinery necessary for the development of its resources, and the utilization of its strength. There was not a producer within the vast extent of the wide domain loyal to government, that did not, either by railroad or canal, possess a cheap and convenient outlet to market. The construction of new works, with the annual expenditures upon those opened, had, within the last ten years absorbed more than $100,000,000 annually. For many years the investment was comparatively unproductive. The greater portion of it is now yielding a fair income to the owners, while the increased value it has given to the property of the country, from the commercial facilities afforded, exceed many times the whole expenditure. The annual drain for public works has almost entirely ceased. There are in fact, no new enterprises presented to public attention. Money is becoming cheap because there is no demand in channels where it was once most actively employed. But the amount expended on railroads, while these were in progress was not by any means equal to that required to transfer 400,000 people annually from the Eastern States to the Western, to place them in a position of comfort,—to make the improvements required in their new condition, and to construct the cities that have risen as if by magic from their plains. The people of the Eastern States have, within the last ten years sent more money into the State of Illinois for the purchase of lands, for the erection of buildings, and for improvements of one kind or another than for its railroads. It has cost a larger sum to build the city of Chicago, which has added 120,000 to its population within the past ten years, than that invested in the system of public works for the whole State. Such expenditures are now measurably discontinued, abating in an equal degree the customary employment of capital.

A reason why there has been so little private and personal distress growing out of the rebellion, is owing to a fortunate sub-division of the various industries of the country. None is so disproportionate or overshadowing as not to be readily absorbed by the others in case disaster overtakes it. Massachusetts is the great seat of cotton manufactures in the country, yet every mill in the State might be closed without throwing, perhaps, a single person now employed in them, upon public charity. As fast as the hands are discharged they find employment and support in other branches of industry. To all, agriculture is a never failing resource. We hope to see this harmony of interests always preserved. Were England equally fortunate, she would escape the terrible problem now presented in the condition of millions, who, when employment in the cotton mills fails, must starve, or be relieved at public expense.

We have extended these remarks to some length, but we believe them to be an appropriate commentary upon the triumphant solution of all the financial difficulties by which government has been surrounded. This has worked its way to a position of complete independence in the face of the most appalling difficulies, which foreigners confidently pronounced to be insurmountable. The result has no precedent in history. We have ourselves labored earnestly to produce it; and having seen the complete fulfilment not only of our wishes but our predictions, we shall be at liberty, in the future to turn our attention to other themes, which have been neglected in the more pressing one of the public welfare. —*Hallett's Financial Circular.*

OFFICE OF THE ILLINOIS CENTRAL R. R. Co., New York, May 8, 1862.

THE ANNUAL MEETING OF THE SHAREholders of the Illinois Central Railroad Company, for the election of Directors and the transaction of any other business, will be held at the office of the Company, in the City of Chicago, on WEDNESDAY, May 28, 1862, at 10½ o'clock A. M. The transfer books will be closed on the 20th of May, and re-opened on the 2d of June.

2t20 W. M. PHILLIPS, Secretary.

THE RECEIVER OF THE CLEVELAND AND PITTSBURG RAILROAD COMPANY gives notice that the assets of the Company are in his hands, subject to the direction of the United States Court for the Northern District of Ohio; that by the order of the Court no portion of the earnings of the road can be applied to the payment of any of the unsecured indebtedness of the Company. All the earnings, after paying operating expenses, rent and mortgage interest, will be applied to the principal of those debts, which are due and secured, amounting at the present time to about a million of dollars.

The accrued interest on the three old mortgages has all been provided for from the earnings of the road, and the next interest to be paid is on the funded debt mortgage bonds (given in exchange for the unsecured indebtedness) on the 1st day of July, 1862. The holders of the River Line Bonds, Income Bonds, Dividend Bonds and Bills Payable, who have not yet accepted the terms of compromise offered them with the approval of the United States Court are notified to exchange their bonds and notes before the 25th day of June, 1862, or they will not be entitled to receive any portion of the earnings of the road. Interest will be paid only to those who accept the compromise.

The new bonds can be obtained in exchange for any unsecured indebtednesz at the office of the Company in Cleveland, or at No. 25 William st., New York City, of H. C. KINGSLEY.

1m20 J. N. McCULLOUGH, Receiver.

UNION COAL & OIL CO.,

MAYSVILLE, KY.

BRANCH OFFICE { No. 126 Maiden Lane, NEW YORK.

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Revolutions.	Pure Sperm Oil, Power Exhausted.	Paraffine Oil, Power Exhausted.	In favor of Paraffine.
500	2	1	100 per cent.
1,000	4	2	100 "
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3,500, Paraffine entirely exhausted	14		500 more revolutions, and 25 per ct. less power exh'sted than the sperm.

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I hereby certify that the above is a true copy of a trial of Paraffine Oil, manufactured by the Union Coal and Oil Company, of Maysville, Ky., as tried on my Patent Dynamometer, on the 20th day of September, 1858, showing that said Paraffine Oil contains 75 per cent. more lubricating properties than pure Summer Strained Sperm Oil.

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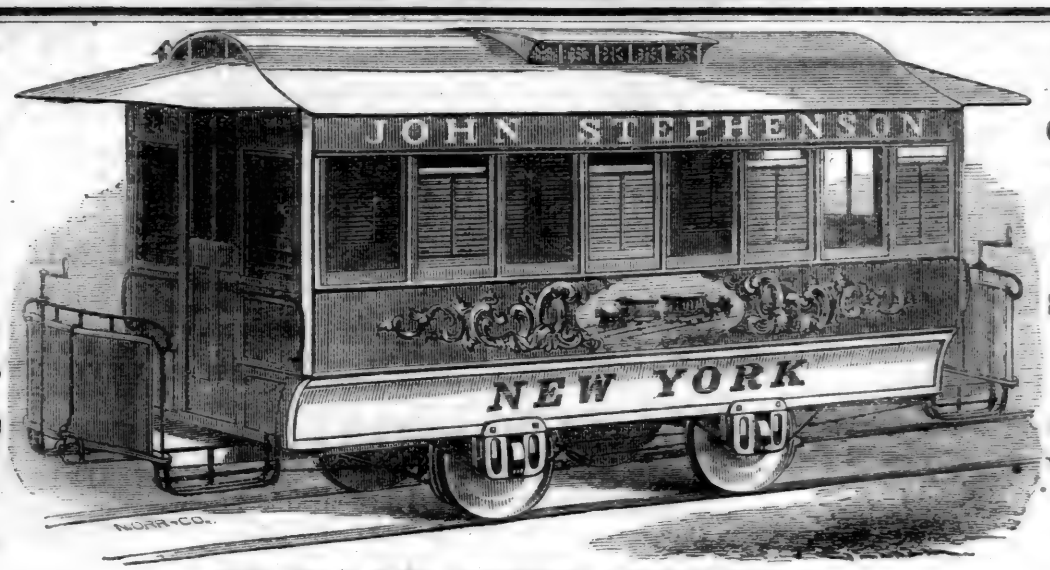
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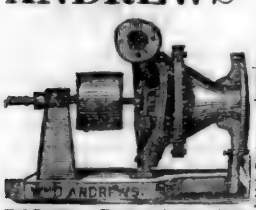
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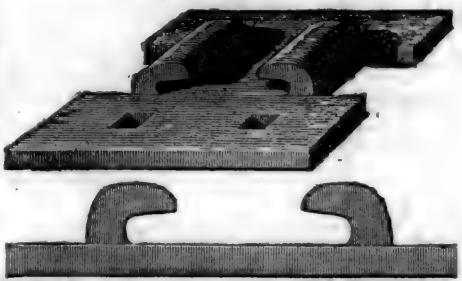
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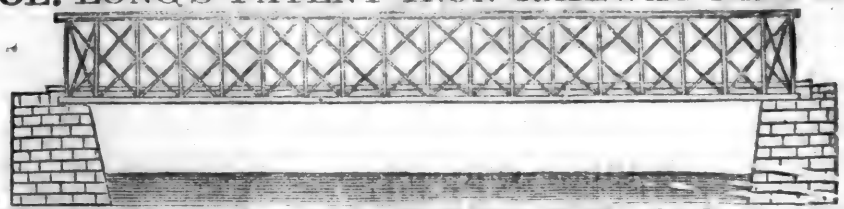
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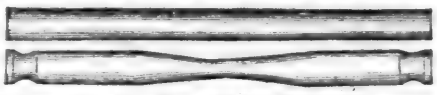
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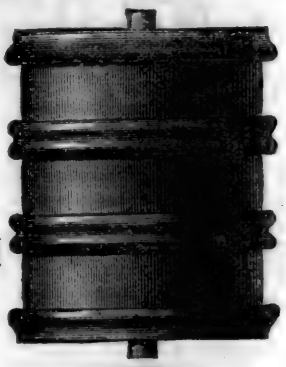


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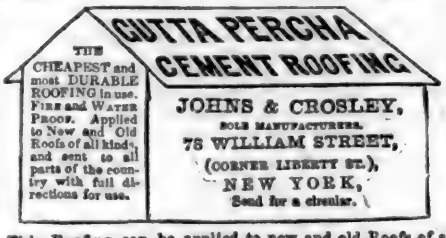
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4.	" 14 "		1½ to 1	16.	" 24 "		1½ to 1
5.	" 15 "		¾ to 1	17.	" 25 "		1½ to 1
6.	" 15 "		1 to 1	18.	" 26 "		1½ to 1
7.	" 15 "		1½ to 1	19.	" 28 "		¾ to 1
8.	" 16 "		¾ to 1	20.	" 30 "		1 to 1
9	" 16 "		1 to 1	21.	" 30 "		1¼ to 1
10.	" 18 "		¾ to 1	22.	" 30 "		1½ to 1
11.	" 18 "		¾ to 1	23.	" 32 "		1 to 1
12.	" 18 "		1 to 1	24.	" 32 "		1½ to 1

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STEAM NAVIGATION, COMMERCE, FINANCE,

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American Railroad Journal.

New York, Saturday, May 24, 1862.

Pittsburg, Fort Wayne and Chicago R. R.

Below we give a brief history of the re-organization of the Pittsburg, Fort Wayne and Chicago Railroad Company, prepared by a gentleman entirely familiar with the same. The completion of the re-organization is the consummation of a work which has occupied, and we may say absorbed, the attention and best efforts of several public spirited gentlemen for nearly two years, during which time, amid almost innumerable difficulties, and every kind of annoyance and obstacle, they have steadily pursued their object of extricating one of the noblest enterprises on this continent from almost hopeless embarrassment, of saving a vast property to its helpless owners, and of placing it upon firm and independent ground. This work is now very nearly completed, the only thing wanting are the deliveries, which are now being rapidly made, of the evidences of title to various parties in interest. The enterprise, undertaken without adequate means, and originally in several detached parts, soon fell into pecuniary difficulties, for which various expedients were resorted to, all of which failed to give relief, till the sale of the property under the first mortgage, and the sacrifice of all other interests, seemed inevitable. The first mortgage bonds shared in the excessive depreciation which followed, and to such an extent, that only about 6 months ago, these were selling at about 65 per cent. of their par value, with 31⅓ per cent. accrued interest—bonds which, without interest, are now in demand at 95! Within this short period the market value of the securities of this company has more than doubled. This increase in value has been due entirely to the progress and completion of the work of re-organization, and is full proof of the value of the services of the gentlemen who had this work in hand. It is certain that without the most entire confidence which they commanded, both for integrity and ability, and without the influence which, from their high character, they were enabled to exert, success would have been impossible. There were every variety of interest to conciliate. The favorable action of the Legislature of four States had to be obtained. Judicial proceedings had to be had in each. The assent of owners of bonds to the amount of some $10,000,000 had to be procured, two-thirds of whom were in foreign countries. Means had to be raised for the completion of the line. The task, in fact, seemed insurmountable, as the prices to which the bonds fell, showed. But the Committee charged with the matter patiently proceeded, removed one obstacle and impediment after another, always finding some solution for them as they arose, till the final result is reached, which is, in every respect, a first class enterprise, capable of discharging every obligation ever resting upon it, and of realizing every expectation ever predicated of any portion of the line, or of the securities issued upon it. The re-organization is in fact a creation, to the holders of the securities, to an amount equalling nearly two-thirds their nominal value. To save such property was a most agreeable task, to say nothing of the skill and ability displayed. It has given to thousands means competent for a comfortable support, who with the ruin of this enterprise would have been beggared. Such was undoubtedly the motive weighing most strongly with the Committee, who are entitled to the warmest thanks of all interested, particularly its Chairman, Mr. Lanier, whose services, from his standing and popularity in the West where the greater part of the work was to be done were invaluable.

The reorganization of the Pittsburg, Fort Wayne and Chicago Railroad Company has been consummated. This line, extending from Pittsburg to Chicago, a distance of 469 miles, consisted originally of three separate and distinct corporations, viz: the Ohio and Pennsylvania, Ohio and Indiana, and Fort Wayne and Chicago, each of these corporations having created large mortgage debts while thus distinct. In the year 1856 they were, by vote of the shareholders, consolidated into one, under the name of the Pittsburg, Fort Wayne and Chicago Railroad Company, legal authority so to do having first been obtained from the several States through which the line passes. The consolidated company also made a mortgage debt subject to the prior mortgages on the sections.

Soon after the consolidation, the road became greatly embarrassed by the debts contracted in the completion of the line, unable to pay its interest, and to keep the line in repair. On application of the mortgage creditors, to save it from destruction, the whole concern was put into the hands of a receiver who operated the same for nearly two years, applying the net revenues to its improvement.

In the Fall of 1859 the mortgage creditors, at a meeting held in New York for that purpose, appointed J. F. D. Lanier, Samuel J. Tilden, and L. H. Meyer, of New York, J. Edgar Thomson of Philadelphia, and Samuel Hanna of Indiana, their agents, to protect their interests, with full powers to act according to their own judgment in the premises. After a long delay decrees of foreclosures were had under the mortgages in the United States Courts in each of the States through which the road passes, under and by virtue of these decrees, the entire road, with all its machinery, cars, stations, and all things thereto appertaining, were sold on the 24th Oct., 1861. The above named gentlemen became the purchasers, taking possession on the 1st Nov. following. Prior to the sale a plan for the reconstruction or re-organization of the road was agreed to by nearly all parties in interest.

In virtue of powers given by recent laws passed for that end by the States of Pennsylvania, Ohio, Indiana and Illinois, a new corporation was formed in February last, under the name of the Pittsburg, Fort Wayne and Chicago Railway Company. A Board of Directors was then chosen, consisting of 13 persons, by a vote of the bondholders (they only being entitled to vote at the first election) hereafter they vote in common with the shareholders, ten votes for each bond of $1,000. Experienced and competent men were elected having a large pecuniary interest in the road. To this new corporation the purchasers above named conveyed the entire line and all things pertaining thereto by proper deed, and put them in possession thereof on the 1st of May, the Committee having operated the road just six months, Mr. Lanier as Chairman of the Committee acting as President.

The new corporation having first executed and delivered to the committee their first mortgage

bonds to the amount of $5,250,000, secured by a first trust or mortgage on the entire road, and all the property of the company to be by the committee given over in payment thereof to the holders of first mortgage bonds on the three sections of road as named above, arrears of interest to be added to the principal, according to the plan of reorganization. Also, their bonds to the amount of $5,100,000, secured by a second trust on all the property of the company, subject to the first, to be by the committee given in payment to holders of second mortgage bonds on the three sections of road as above named, and of consolidated or construction bonds as set forth in the contract of reorganization. The above-named bonds bear 7 per cent interest, with half-yearly coupons, payable fifty years after date, but redeemable at any time at the option of the company, after the expiration of ten years.

They also delivered to the committee their bonds to the amount of $2,000,000, called income or third mortgage bonds, to be by the committee given to certain classes of creditors under the plan of reorganization, they being, in fact, nothing more than preferred stock, as the interest is payable contingently as may be declared by the board of directors, after the interest on the mortgage debt is paid, and the road put and kept in complete order. Holders of shares in the old company are to be reinstated by the new, and put in the same position they held before as to the stock. Great care has been taken by the committee to protect and surround the several mortgages or trusts with all the legal guards and sanctions that able and experienced counsel can devise, and in this respect they think they have been most fortunate, providing for all contingencies that may arise.

The interest on the first and second mortgage debt is divided into six equal series, payable monthly—January 1 and July 1, February 1 and August 1, and so on—interest account being equalized by the payment of fractions in cash by the committee when the new bonds are delivered. The mortgage creditors may rest assured their interest will be promptly met according to contract. The sum of $61,000 per month of the earnings since the 1st of January last has been set aside and placed in the hands of the company's agents in New York, Messrs. Winslow, Lanier & Co. for that purpose. An irrevocable order has been made by the board of directors for its continuance. It is the purpose of the board of directors to appropriate the net earnings, after the payment of interest on the debt, to the gradual and economical improvement of the road and increase of motive power until it is made equal to the best roads in the country. After this is done, they will commence declaring dividends on the third mortgages. Soon after, the long-deferred shareholders will begin to realize dividends on their stock.

To bring about this result has been the labor of over 2½ years on the part of the committee, occupying the undivided time and attention of a portion of them; their efforts have proved completely successful, and have given to all classes of creditors and to the shareholders and persons interested in the line an exampled degree of satisfaction. The increase in the market value of the debt and stock since the agreement was entered into is over five millions of dollars.

The new organization starts under the most favorable circumstances, free of floating debt, in fine credit, in the receipt of near three and a half millions of dollars per year in gross, with every prospect of large increase, the mortgage debt a little over one-half the cost of the road. The line is one of great promise for the future, being the nearest, best, and most direct route from New York, Philadelphia, and Baltimore to Chicago, traversing a country of great fertility, as yet but partially developed, being almost a straight line for four-fifths of the way, with easy grades, occupying a central and commanding position.

☞ The Chicago, Burlington and Quincy stockholders have voted to extend their road from Aurora into Chicago.

Philadelphia and Reading Railroad.

The gross receipts of this company from the transportation of passengers, freight, coal, etc., for the fiscal year ending Nov. 30, 1861, were:

From 368,651, equal to 140,451 through passengers		$338,904 69
From 324,958 tons merchandize		406,321 22
" 1,639,535 tons coal		2,111,023 39
" U. S. Mail		19,618 00
" Miscellaneous		29,971 43
		$2,905,838 73
Working expenses, viz:		
Fuel—7,738 cords wood	$33,029 54	
38,964 tons coal	67,019 14	
Oil—32,998 galls., waste, etc.	29,359 48	
Wages of train hands	169,095 56	
Hauling & assorting cars at Schuylkill Haven, Richmond and Port Carbon	34,302 65	
Other running expenses	38,583 53	
Repairs of engines	134,097 61	
" cars	139,489 78	
Work at depots, etc.	9,082 10	
Depot expenses	60,483 42	
Salaries, office exp., etc.	130,021 20	
Repairs of road	155,245 48	
" bridges	8,642 68	
" buildings	13,993 15	
" machinery	22,015 35	
" Richmond wharves	19,099 69	
Watching bridges, etc.	15,408 87	
Sundries	12,068 63	
Drawbacks & allowances	77,831 61	
Rents and ground rents	53,759 53	
State, Co., and city taxes	14,441 45	
Interest, damages, etc.	10,014 28	
Rent of cars	15,406 99	
Insurance	12,425 46	
Motive power on lateral railroads	7,216 30	
		1,282,133 43
Net profit for the year		$1,623,705 30
Interest on bonded debt:		
Coupons due April 1, 1861, on 1850 and 1870 bonds	$46,554 00	
Coupons due July 1, 1861, on 1867, 1880 and 1866 bonds	252,769 00	
Coupons due Oct. 1, 1861, on 1850 and 1870 b'ds,	93,108 00	
Coupons due Jan. 1, 1862, on 1867, 1871, 1880 & 1886 bonds	265,849 00	
Coupons due April 1, '62, on 1850 and 1870 b'ds,	46,554 00	
Interest on bonds and mortgages	35,532 00	
	$740,366 00	
Renewal fund	210,799 84	
		951,165 84
Dividend fund for the year		$672,539 46
Disposed of as follows:		
Sinking funds	$150,000 00	
State tax on capital	15,928 25	
Dividend on preferred stock, 7 per cent. on $1,551,800	108,626 00	
Accrued interest for 1861, on reserved dividends preferred stock	24,065 43	
		298,619 68
Balance of dividend fund 1861		$373,919 78
Add balance reserved fund, 1860		406,822 62
Total reserved fund		$780,742 40

The increase in passenger travel has been equal to 10,473 through passengers, chiefly from the transportation of soldiers. The increase in receipts therefrom is $5,546. The number of tons of merchandise transported is 174,769 less than in 1860; and the decrease in receipts therefrom $193,299. The coal tonnage shows a falling off of 238,621 tons, with a diminution in receipts of $217,185. The total falling off in gross earnings was $406,708; and in net profit, $213,709.

The amount to credit of reserved fund Nov. 30, 1860, was $425,904 86, out of which have been paid sundry drawbacks on traffic for that year, $19,082 24—leaving the balance as above $406,822 62. The total reserved fund now stands at $780,742 40.

After deducting all expenses, including renewal fund, and interest on the bonds, the net profits are $672,539 46, which is equal to 5.82 per cent. on all the outstanding stock, common and preferred, or to 7 per cent. on the preferred, and 5.64 per cent. on the common stock. A dividend of 7 per cent. on the preferred stock was declared and paid on the 15th of January. For the arrears of dividends due upon the preferred stock, scrip was issued payable December 31, 1862, amounting to $372,432, with accrued interest. No bills payable have been issued during the past year, the company confining its transactions to cash payments. The net income has been applied to the redemption of its debt, and strengthening its position. Some further payments of this character remain to be made, before a return to cash dividends on the common stock can be determined on with any assurance of safety and permanence.

The following is an abstract from the General Account of the Company, November 30, 1861:

Capital stock, common			$9,997,129 51
" preferred			1,551,800 00
Loans, viz:			
5 per cent. 1836-'67,	unconvertible.		408,000 00
5 " 1836-'80,	"		192,000 00
6 " 1849-'70,	"		3,103,600 00
6 " 1861-'71,	"		436,000 00
6 " 1843-'80,	"		1,548,300 00
6 " 1844-'80,	convertible.		863,000 00
6 " 1848-'80,	"		124,000 00
6 " 1849-'80,	"		83,000 00
6 " 1857-'86,	"		3,586,500 00
7 " 1856-'86,	"		1,475,000 00
Bonds and mortgages, real estate			592,200 00
Reserved fund:			
Sinking fund stock, Nov. 30, 1860			370,911 71
Add bonds payable in 1867, 1880, and 1886, converted			113,300 00
Balance of dividend fund, 1860			406,822 62
" " 1861			373,919 78
			$25,225,483 62
Cost of road			$14,449,898 39
" depots			477,699 22
" equipment			3,174,171 84
Real estate			1,386,014 90
Telegraph stock			20,680 00
Lebanon Valley Branch			4,526,619 51
Willow st. railroad			100,000 00
Pottsville Water Co. stock			24,304 65
Pottstown Gas Co. stock			3,000 00
Added in 1861:			
Lebanon Valley Branch	$34,606 32		
Real estate	104,750 00		
Equipment	307,279 26		
			446,635 58
Schuylkill and Susquehanna and Allentown railroad companies stock			517,865 33
Excess of assets over liabilities			99,094 20
			$25,225,483 62

The following is a statement of assets and liabilities December 1, 1862:

ASSETS.

Cash	$305,527 19
Bills receivable	54,522 09
Freight and tolls, bills receivable in December, 1861	184,852 91
	$544,902 19
Less wages, material bills, drawbacks, and connecting roads	104,794 75
	$440,107 44
Stocks and bonds held by the Co.	422,624 31
Materials on hand, current business of the road, and payments made on account 1862	355,222 99
Debts due the company	464,854 11
	$1,682,808 85

LIABILITIES.

Debts due by the company	$87,789 39
Coupons to Jan. 1, 1862, inclusive	312,403 00
Interest on real estate bonds	13,284 58
Sinking funds	507,261 63
Deferred dividends to preferred stock holders, with accrued interest to Jan. 1, 1862	425,156 07
Dividend on preferred stock for year 1861	108,626 00
Cr: Balance of renewal fund	129,193 98
Assets over liabilities	99,094 20
	$1,682,808 85

The equipment of the road consists of 145 locomotives, of which 124 are first class, 14 second class, 4 third class and 3 fourth class; 45 passenger, 13 baggage and 7 mail and express cars, all 8-wheel; 8 iron and 837 wooden 8-wheel coal cars, 2,944 iron and 1,824 wooden 4-wheel coal cars—making a total of 5,608; of the 1,065 cars for freight and general use, 493 are 8-wheel and 572 4-wheel. In addition to the above, the Company own 5 small passenger cars, 12 stationary engines, from 4 to 60 horse power, for driving machinery; 13 steam and water power engines, for pumping at water stations, sawing wood, etc.; 8 snow ploughs; 1 dredging machine; 27 carts, wagons, drays, etc.; and 59 horses for hauling in Philadelphia, Richmond, and elsewhere. The rolling stock of the road has been increased during the year, by the addition of 200 new 8-wheel wooden coal cars for Broad Top bituminous coal trade, 1 new iron 8-wheel coal car, 6 8-wheel and 6 4-wheel open cars from lateral roads, and 1 new 8-wheel baggage car. Eleven first class engines have been completely re-built during the year, together with 69 freight cars of various descriptions—their whole cost having been charged in transportation expenses.

The expenses of the transportation department have been $107,502 04 less than those of the preceding year. This reduction has been mainly caused by the decreased amount of coal and merchandise transported. The lower prices of materials, the adoption of cash payments for same, and the substitution of improved coal burning locomotives for those hitherto using wood fuel, have also contributed to this result.

Coal has been carried at a lower cost than ever before attained on this road. The improved condition of the cars, engines and track, allowing heavier loads to be hauled over the main line during the past year, than in any previous one.

The extra passenger train between Port Clinton and Reading, for the Cattawissa Railroad through passengers commenced running April 23, 1861.

The business of the Lebanon Valley branch exhibits a decided increase, with a proportionate decrease of expenses. Its revenue the past year amounted to $403,019 62, and its expenses to $139,628 61—leaving a net income of $263,391 01, exclusive of its own rails. The additional receipts on the main line of the Reading Railroad, from that portion of this business which passed over the latter, were $239,962 32.

The transportation of live stock, chiefly for the New York market, via Allentown and Easton, has reached the large amount of 35,411 tons, yielding a revenue of $40,835 10—an increase of 264 per cent. over last year.

The number of miles run by engines over the main line in transportation department the past year was 1,215,382; in roadway department, 48,537; in renewal department, 14,412—total Reading Railroad, 1,278,331; total Lebanon Valley Railroad, 253,969; total Chester Valley Railroad, 33,431; on lateral roads in coal region, 130,196—total, 1,695,927. Miles run in 1860, 1,852,485—decrease, 156,558.

The total tonnage of the road, including coal, merchandize and materials, was 2,348,906. The total number of tons hauled one mile, exclusive of engine and tender was 421,599,695. The average weight of loaded coal trains down, do., 753.9; do., empty coal trains up, do., 266; do., passenger trains do., 59.2—all tons of 2,000 lbs.

The total number of miles run by all engines owned and used by the company from May, 1838, to November 30, 1861, was 26,459,504. Total number of tons hauled one mile between same dates 6,338,414,009. The total amount of coal transported from commencement to date of the report, was 27,383,421 tons of 2,240 lbs. The total tonnage of the road, of 2,000 lbs., was 86,997,199.

The total number of passengers carried during the year was 368,651; number carried one mile, 12,922,123—equal to 140,451 through passengers carried over the whole road. The total number of passengers carried to date of the Report, including Philadelphia Branch road, 4,426,875.

The Philadelphia Branch road, between Philadelphia and Schuylkill Viaduct, is three miles long. The tonnage was 4,979; number of passengers, 10,084; total receipts $2,378 03.

The excess in the expenditures of the roadway department over those of the previous year, in the items of roads, bridges and police, is accounted for by the lease of the Schuylkill Valley and Mill Creek railroads, comprising 48.79 miles of additional track, the repairs of which for four months of the year, has cost $8,068 57, including the wear of rails, and the expenditure of $958 51 for the construction of a branch road to the new coal breaker at Fisk's Mines. The expenses of this department have also been increased $3,366 24, by the transfer to it of sundry policemen from the transportation department. The extent of railway in charge of this department Nov. 30, 1861, was as follows:

	Miles of main track.	Miles of sidings.	Total miles.
Philadelphia & Reading	198.00	56.82	254.82
Willow street	3.50	0.54	4.04
Mt. Carbon & Pt. Carbon	5.00	6.41	11.41
Mount Carbon	1.00	1.94	2.94
Lebanon Valley	62.98	7.69	70.67
Chester Valley	21.50	1.80	23.30
Schuylkill Valley	14.23	18.94	33.17
Mill Creek	5.75	9.87	15.62
	311.96	104.01	415.97

Making due allowance for the four months' operation of the Schuylkill Valley and Mill Creek railroads, the cost of repairs per mile of track has been $342 79, against $673 56; and per ton of traffic, 10.49 cents against 8.05 cents in 1860. This latter comparison is made on an aggregate tonnage, which has not been increased by the acquisition of the control of the laterals; and the unexpected falling off in the coal trade from Schuylkill Co., in the last four months of the fiscal year was a collapse too sudden to be followed by a corresponding reduction in expenses.

In proportion to the tonnage there has been broken one car for every 26,099 tons carried. In 1860, the proportion was 1 to 34,814; and in 1859, 1 to 42,952. The average for the past 14 years has been 1 to 12,090.

The number of rails removed from the track in 1861 was 17,579, being 1 to every 133 tons moved; costing for renewal $85,957 75, or 3.65 cents per ton. In 1860, the number removed was 19,291, or 1 to 146 tons, costing for renewal $114,420 90, or 4.06 cents per ton. In 1859, the number removed was 16,337 or 1 to 147 tons, costing $103,334 65, or 4.29 cents per ton. The total tonnage of the road the past year, on main line and branches, including weight of passengers, in tons of 2,000 lbs., has been 2,348,906. The average tonnage for the past 14 years has been 2,244,485; the average number of bars removed, 14,113, or 1 bar to 228 tons moved; costing for renewal, $82,178 83, or 2.29 cents per ton.

At the annual meeting of the stockholders of the company, held Jan. 13, 1862, the following gentlemen were unanimously elected officers for 1862:

President—CHARLES E. SMITH.

Managers—Asa Whitney, S. M. Felton, H. Pratt McKean, Wm. Sellers, John H. Towne, A. E. Borie.

Treasurer—SAMUEL BRADFORD.

Secretary—W. H. MCILHENNY.

Pittsburg, Fort Wayne and Chicago R. R.

We are indebted to T. D. MESSLER, Esq., late Auditor, but now Comptroller under the new organization, for an advance copy of the Fifth Annual Report of the Pittsburg, Fort Wayne and Chicago Railroad Company. This property as our readers are aware, passed by judicial sale, October 24, 1861, to J. F. D. Lanier, Esq., and others, purchasers at said sale, who on the 1st of May inst., deeded it to the new organization—the "Pittsburg, Fort Wayne and Chicago Railway Company." This company are now in the possession and management of the same. We regret that the report did not reach us in season to give it the extended notice which it merits at our hands. We have only room for the report of the President, but shall endeavor to do full justice to that of the Auditor in our next.

REPORT OF THE PRESIDENT TO THE STOCKHOLDERS.

The operations of the road for the past year, as conducted under the directions of the Receiver, and the purchasers at the sale made under a decree of the United States Circuit Court in October last, are fully presented in the report of the Auditor, now published for your information.

Although this valuable property has passed from you by judicial process, yet this report is made, in view of the agreement entered into in October, 1860, looking to your becoming shareholders in the corporation, ultimately to own the property. This new corporation will be formed in a few days, and

within two months thereafter, it is hoped you will be shareholders in a company unembarrased by debt; and which will ultimately remunerate you for your advances in aid of building this important line of road.

It has required much time, and will involve quite a large expense, to finally consummate the re-organization; and but for opposing views of different classes of creditors, both time and money would have been saved. Where such large, varied, and to some extent complicated, interests were involved, entire harmony was hardly to be expected, however much to be desired.

It is not deemed necessary at the present time to do more than to refer to the full report of the Auditor, from which you can learn the details of the operations of the past year, and in which you will find the promise of favorable results in the future.

G. W. Cass, President.

Pittsburg, Feb. 20, 1862.

☞ The New York and New Haven Railroad Company have declared a semi annual dividend of three dollars per share, payable on the 20th inst.

North Missouria Railroad.

REPORT OF THE DIRECTORS TO THE STOCKHOLDERS.

For the Year ending April 1, 1862.

On the 1st of April, 1861, when the present Directors were placed in charge of the management of the North Missouri Railroad, the then Auditor submitted a statement showing the following floating indebtedness on the part the company:

Audited vouchers and pay rolls	$66,232 63
Bills payable	12,671 87
Due Schenectady Locomotive Works	3,141 50
Balance due City of St. Louis on amount of suit compromised	879 00
Due on cattle claims, about	5,000 00
Floating debt due by the Company, 1st April, 1861	$87,924 00

This sum did not embrace interest due by the company to the State of Missouri, or to the City and County of St. Louis, which the company had then and have still failed to pay from want of ability. The road was not completed to the Hannibal and St. Joseph Road when the available stock subscriptions were exhausted and it forfeited its right to receive further State aid; so that to equip it properly with rolling stock and to complete work requisite for its operation, the company has been compelled to use its surplus means, and consequently could not pay interest. There is a great deal of work yet to be done to make it a completed road to the junction, which the company propose to do as its means will enable it; among the most important of which is the making of an improvement at St. Charles, which will enable it to cross its freight cars at this point without unloading them.

The assets of the Company on the 1st of April, 1861, were reported by the Treasurer to consist of the following items:

Cash on hand	$ 4,883 61
Due by stockholders	169,888 79
Real estate	83,297 04
Bills receivable	4,974 41
Post Office department	8,890 22
Bank of Commerce	1,217 70
St. Charles Ferry Company	7 00
Due by individuals	1,079 59
Suspense account	100 93
	$274,341 29

From these assets the company realized during the year ending 1st April, 1862, as follows:

From stockholders	$ 697 00
" real estate	500 00
" bills receivable	2,532 81
" Post Office department	8,890 22
" St. Charles Ferry Company	7 00
" due by individuals	49 00
	$12,675 53

The heavy floating debt of $87,924 was mostly due to needy laborers and persons who had furnished supplies, who, fearing they would never be paid, gave great annoyance.

Shortly after taking charge of the road, the then Executive of the State, with the Board of Public Works, called upon its officers for a statement of its condition, with the view of advertising it for sale, remarking, at the same time, that similar statements were being obtained of the Pacific and S t. Louis and Iron Mountain roads for the same purpose. The rumored intention on the part of the State to sell the road tended to increase the general uneasiness of employees, and many left the service of the company because they felt, that, in justice to themselves and their families, they could no longer afford to work when there was so much doubt as to the ultimate payment. They knew that what was due them could not then be paid, and thought it probable it never would; and naturally concluded, that, if they continued to labor, the indebtedness of the company to them would be increased, and their ultimate loss become the greater. Many would leave the employment of the company, and then day after day besiege the offices of the President and Paymaster, with piteous tales of the distress and suffering of their families, in efforts to get their dues. It was our anxious desire to relieve them, and as fast as anything was earned it was paid out in small sums to those who were apparently most in need. The financial condition of the company was such that it was impossible to obtain any credit for oils or other materials required to operate the road, and we had to make purchases for cash, in small quantities, as the means of the company would permit.

In this condition of things it became necessary to reason with those in the employment of the company, and urge upon them to continue their labors, and thereby secure the only reasonable assurance that could be given, that they would ever be paid. To exercise proper control and enforce discipline under these circumstances was an impossibility. It is a gratification to us to be able to say, however, that in many instances the conduct of the employees was most commendable, and exhibited a proper interest in aiding us in our efforts to operate and sustain the road.

The financial difficulties that surrounded us at the time we took charge of the road were appalling enough, and were calculated to almost discourage us from any efforts to extricate the road from its embarrassments; but, added to these, our national troubles were daily assuming a more and more alarming aspect, and distrust, doubt and excitement pervaded all minds in consequence. Under these circumstances it is not easy to fully comprehend the difficulties of managing an embarrassed railroad, passing through a disloyal country.

Such was the state of public feeling along the line of the road, that at several points the United States Mail Agent was warned that his life would be in jeopardy if he attempted to discharge his duties. Every effort was made by the President of the company to allay the excitement and induce the people not to set at defiance the power of the Government. The press of St. Louis made appeals to them; and no outbreak of a very serious character occurred until after Governor Jackson fled from the city of St. Louis, and issued his proclamation for fifty thousand men, and ordered the railroads of the State to be destroyed.

The President of the company, fearing the evil consequences that might be produced by this proclamation, accompanied the train of cars on which it was carried to the people along the line of the road. He used every means in his power to arrest the excitement; urging the citizens to follow their peaceful vocations; exhorting them, above all things, not to create public disturbance, nor to destroy public property, and especially to let the railroad remain uninjured. He assured them that if they acted on the advice he gave them, no United States troops would be sent amongst them, and he felt warranted in giving this assurance from conversations he had held with United States army officers.

On his return to St. Louis he was confident his advice would be adopted, and so reported. At his instance, an editorial appeal was made to the people to keep the peace, and, in fact, no effort was spared on his part to save them from the horrors of civil war. All went unheeded, and a few wicked men, acting under instructions, as it afterward appeared, from Governor Jackson, broke the peace of this section of the State setting fire to Young's Creek, Sturgeon and other bridges and culverts. This damnable work was inaugurated under the leadership of a Capt. Absalom Hicks, Dr. Samuel A. Peters, and others; and to them, acting under orders from the Executive of the State, was this road indebted for the first injuries done to it, and the people for the first troops that came among them.

The moment the President learned that the destruction of the road had begun, he applied for military protection, and afforded all the facilities in his power for the transportation of the troops He was at the Arsenal every day seeking this protection, and Colonel Harding was anxious to afford it. General Lyon was absent, and Colonel Harding was acting in his stead. Troops were then needed, for this and other service, beyond the ability of the Government to supply them. Gen. Fremont had been appointed to this Department but had not arrived, and Gen. Pope, who was next in command, was in Illinois, discharging duties devolving on him there. In this state of things Col. Harding found himself embarrassed for want of troops, and, expecting General Fremont, he did not desire to dispose of the small force at his command, without advising with him or Gen. Pope. He therefore authorized the President to telegraph Gen. Pope, in his name, the condition of things on the North Missouri road, and the want of troops to occupy it.

On the receipt of this dispatch General Pope at once repaired to the State, and the whole road was occupied by troops—not, however, until many other bridges and culverts had been destroyed.

The forces raised by Harris, Green and others, for the Confederate service, kept this portion of the State in constant uneasiness and distress. Bands of the Confederates, or troops of the United States, have been alternately occupying it, and no person can realize how much this people have suffered from allowing their peace to be disturbed by reckless men among them. Malignants who brought, or who aided in bringing on, these misfortunes, have a fearful responsibility resting upon them. The unmarked burial places of those who have fallen in this unholy struggle; the anguish of the widows and orphans left without protection, perhaps without means of subsistence; the charred and ruined remains of once happy homes, and the blighted prospects of hundreds of families, arouse the most painful contemplations, and lead us to reflect with horror on the acts of persons who were foremost in attempting to overthrow and set at defiance the authority of a wise and beneficent Government.

In a short time after the occupation of the line of the road by the forces under Gen. Pope, comparative quite was restored. Gen. Pope's forces were withdrawn for duty elsewhere, and the vigilance of the Government was not deemed necessary by its officers, or the protection, we presume, would have been continued.

Justice requires us to state that the Hon. O. Guitar and the Hon. James S. Rollins of Boone County, Colonel Krekel of St. Charles, and the President of this company, made every effort to induce the Government to continue its protection to the road by building block houses at the principal bridges and having them occupied by troops, and by having a body of some two thousand cavalry to patrol the country south of the Hannibal and St. Joseph road and between the Missouri and Mississippi rivers. Those having authority to grant what was asked were so occupied with other duties, and there being such apparent quiet on the road, they could not be impressed with the importance of continuing the protection; and the

result was the plot of the 20th of December, 1861, by which the destruction of the road was accomplished, and which proved how much the generous confidence of the Government had been misplaced.

Accompanying this report is a statement showing the loss sustained in June, July and December, of 1861, amounting to $86,310. This large sum of money should not be lost to the company, and it will be a matter to be determined by our successors whether they will resort to the tardy process of civil suits to recover the amount, or whether they will ask its assessment on the counties that furnished the men for the destruction of our property, or what course should be adopted to obtain proper redress in the premises. If an assessment be made, it should embrace counties off of the road, as, in some instances, they furnished the larger part of the men for the work.

The state of warfare existing along the line of the road during the past year has reduced, to a great extent, the receipts from passengers, and also from freights. It may be well, however, to state in this connection, that in no instance has a civilian been molested on any of our passenger trains, or injured in any way, during all these troubles; nor has injury occurred to any passenger in the eight years that passenger trains have been running on the road.

It is to be hoped and is believed that there will be no further interruption. Whilst, however, the troubles of the country last, it will be essential to keep a military force on the road for its protection, as a few bad men, without anything at stake in the community, having evil inclinations, may, if not watched, bring again suffering and trouble on the people among whom they live, and to whom they are both a curse and a scourge.

The blockade of the Mississippi river, the southern outlet for the products of this section of the State, and the consumption by the troops occupying it, of much that it produced, deprived the company of a large amount of regular business. St. Louis remained no longer a market, nor were the usual amount of supplies purchased by the people of Northern Missouri, although the crops of the year past were better than for many years before. The company has thus, during the past year, lost a great deal of business that it would have received, both from freight and passengers, if there had been a market and quiet country.

Notwithstanding the civil disorders that have existed along the line of the road, affecting seriously its business; the financial troubles experienced by the company for some time after the present Board entered upon their duties, and the loss by the destruction of property, we have managed to sustain the road through all, and are able to present a very favorable exhibit compared with other years:

The receipts of the road for the year ending 1st April, 1860, were	$322,918 00
Expenditures for same period	275,336 90
Net receipts for the year	$57,581 19
The receipts of the road for the year ending 1st April, 1861, were	$341,260 92
Expenditures for same period	252,861 44
Net receipts for the year	$88,299 48
The receipts of the road for the year ending 1st April, 1862, were	$253,577 33
Expenditures for the same period	175,357 51
Net earnings for the fiscal year ending 1st April, 1862	$78,219 82

Whilst this shows a loss of $87,683 59, in the gross earnings of the road on its regular business for the year ending 1st April, 1862, compared with the previous year, the profits for the same period on nearly a hundred thousand dollars less of business are within $10,079 66 of the preceding year, and the company has repaired the destroyed road and made many valuable improvements, some of which will hereafter be referred to, and all of which are included in the expenditures for the year of $175,857 51.

The expenditure during the past year, $77,608 98 less than the year before, was occasioned to some extent by the purchase of rolling stock, and the making of improvements essential to the operation of the road by our predecessors.

As before remarked in this report, the road was not completed to Macon City, which is the point of its junction with the Hannibal and St. Joseph road, when it ceased to receive State aid, and then it was greatly deficient in rolling stock, station houses, and many other requisites for its successful operation, all of which the company have not, up to this time, been able to provide for out of its surplus earnings. As fast as its means justified us, these wants have been supplied.

We have shown our net earnings on our regular business for the fiscal year ending 1st April, 1862, were	$78,219 82
Add to the net receipts on our regular business the amount earned during the year from the government for the transportation of troops, (the exact sum not now known) not less than	110,000 00
And we have for the net earnings of the year to April 1, 1862	$188,219 82

This sum, as far as collected, has been applied to paying off the floating debt existing at the time the present Directory took charge of the road; to paying for the re-construction of the road after its destruction; to extending it so as to connect with the St. Louis and Iron Mountain road; to fitting up and making comfortable the depot at Macon City, and a covered passage walk from the Hannibal and St. Joseph road to our depot at the junction; to the building of large and commodious wood sheds; and to other valuable improvements which the interests of the company required.

Just prior to the destruction of the road in December, it was the hope of the Directory that they would be able to save from the net earnings of the company an amount sufficient to iron the road some ten or fifteen miles above its junction with the Hannibal and St. Joseph road, the grading being already done. This would have enabled the company to obtain a large amount of business without being brought into competition with the Hannibal and St. Joseph road for it. All efforts thus far to extend the benefits of a railroad to the people above the junction of the roads have been defeated. We trust, however, that few years will elapse before this desirable object to them, to the State, to St. Louis, and to the company may be accomplished. Not less important to all the interests we have named is the building of the Missouri Valley road, from our road in Randolph county, to St. Joseph. The construction of both these extensions of the North Missouri Railroad we still regard as feasible.

If the next Legislature will grant to this company authority to issue first mortgage bonds for three millions of dollars; one million of it would enable this company to complete its road to Iowa, above its junction with the Hannibal and St. Joseph Railroad, and to make improvements for crossing the freight cars at St. Charles without unloading them, and the other two millions would secure the completion of the Missouri Valley road.

The extension of the road above the Hannibal and St. Joseph road to the Iowa State line would be a distance of about seventy miles. The extension of the road by what is called the Missouri Valley road to St. Joseph would be a distance of about one hundred and sixty miles. The length of the road now completed is one hundred and seventy miles. With the two extensions completed we should have four hundred miles of road in operation to secure a loan of three millions of dollars. With these extensions completed it is not, we think, unreasonable to assume that this road would not only be able to earn the interest on the three millions of first mortgage bonds, but, in all probability, on the amount of State credit which has been granted to it. If permission is given to any road to issue first mortgage bonds or to use its surplus means in its completion, it should be granted to this. The reasons and principles which will apply in giving legislative aid to any other road, will apply with equal force to this, and the people of this portion of the State will expect as much liberality shown to them as to the people of any other part of the State.

It will be a question for the next Legislature to determine whether it is best to sell out and sacrifice the roads of the State, or to adopt measures like these suggested, or some others, to preserve the railroads to the people of the State, whose money and credit have constructed them as far as they are completed.

First mortgage bonds, with such basis as could be offered by this road, ought and would command par, it is thought. It would be only about $7,000 of a loan on each completed mile of railroad, and we think, well informed capitalists would consider it a safe investment on such a road to lend ten thousand dollars to the mile.

With the Missouri Valley road completed, the North Missouri road would no longer be a dependency on another road to get its business to St. Joseph, but would be able successfully to compete for all business going to or coming from the far West, and bring it to the great commercial metropolis of Missouri, St. Louis.

During the past year every effort has been made by this Company to bring about the most friendly personal and business relations with the Managers of the Hannibal and St. Joseph Railroad, and it is gratifying to be able to report that a far far better state of feeling seems to have grown up between the two Companies, which, we believe, will be strengthened, and prove mutually advantageous.

At the beginning of the administration of the present Directory a contract was made with the Hannibal and St. Joseph Railroad Company, under which, during the summer, the passenger rate from St. Louis to St. Joseph was fixed at $10 50 for the through trip.

The Hannibal and St. Joseph road gets of this sum $7 for each passenger, whilst the North Missouri road gets only $3 50. In other words, the Hannibal and St. Joseph road gets for carrying a passenger 136 miles, being the distance from its junction with the North Missouri road to St. Joseph, $7; whilst the North Missouri road gets only $3 50 for carrying the same passenger 170 miles, that being the distance from St. Louis by the North Missouri Railroad to its junction with the Hannibal and St. Joseph road.

To do a through business with the Hannibal and St. Joseph road on amicable terms these conditions had to be acceded to. We have reason to believe that when the present contract expires in May, the Hannibal and St. Joseph road will give to this Company more favorable terms.

The Hannibal and St. Joseph Railroad managers can but desire that their business should be so conducted as to give satisfaction to and accommodate the public, and, we doubt they will not consent to make some pecuniary sacrifice to accomplish this object. In an informal conversation with the Superintendent by our President, it was understood that some further concessions would be made which, we hope, will be such as to give entire satisfaction to this Company.

The shortest, quickest, most desirable, and natural route of travel from St. Louis to St. Joseph, and from St. Joseph to St. Louis, is by the North Missouri Railroad. The cost to the passenger is never greater by this route than by others, and it is not believed that the influence of the Hannibal and St. Joseph road will be exerted to divert travel from its natural channel, when it results in injury to the State whose means has built both roads, unless its pecuniary interests would greatly suffer thereby. We think it must be desirable on the part of the managers of both roads that they should be conducted without opposition to each other, so as best to accommodate and give satisfaction to the public, on whose favor after all, (unless roads have a monopoly,) success in business must depend.

By the contract to which we have referred with

the Hannibal and St. Joseph Railroad, this Company, during the three winter months, whilst navigation was closed, received one-half of the rates of fare between St. Louis and St. Joseph.

In addition to the improvements alluded to as being made the past year, the Company arranged so as to have a telegraph line erected on its whole route it has erected a number of new wood sheds, and has fitted up a splendid passenger depot at the corner of Carr street and the Levee, which is more convenient to the public. It is expected that our successors will at one take the necessary steps to have the freight as well as the passenger business done at this point.

The Company, and the people of this city and State, and the public at large, are indebted to the wisdom of Major General John C. Fremont for the connection of this road with the St. Louis and Iron Mountain and Pacific Railroads, by which the Government was greatly benefitted, and the public interest subserved. This Company, regarding its connection with the St. Louis and Iron Mountain Railroad as a matter of importance, agreed to pay towards the construction of the connection the cost of iron and ties, whilst the Government was to pay the cost of right of way and all the other expenses necessary to make permanent this connection; and the road connection was to remain the property of the Company, subject to use by the Government, with all the motive power of the three roads whenever military necessity required it, in transporting its troops, munitions of war, and supplies.

From the statement submitted by the Treasurer of the North Missouri Railroad Company, which is presented with this report, it will be seen that when the United States Government has paid its indebtedness we shall have on hand a surplus of means amounting to about $51,700 with which to add to our rolling stock, and make some important repairs and improvements on the road. There are a great many ties that need renewing. A track should be laid at Macon City, and a freight depot erected there to enable this Company and the Hannibal and St. Joseph Company to transact their business with greater facility and satisfaction; also, a considerable expenditure will be required in putting in track-switches, and erecting freight buildings and suitable freight platforms at the Carr street depot. An enlarged depot building will have to be erected at Allen. A new depot building will have to be erected at Wellsville, in place of the one burnt 20th December last. Our facilities for obtaining water in the winter for the engines, increase of machine shop room, sheds for cars, and many other improvements, should be made as far as the means of the Company will justify.

The most important movement required on the road, and which should be made at the earliest practicable day, is the crossing of the Missouri river at St. Charles without unloading the freight cars. This should be kept constantly in view as a work to be done whenever the means of the Company will permit; and that it may be kept prominently before those who will have charge of the management of the road, it is again alluded to in this report.

It is well, perhaps, to call attention in this report to the facts that the North Missouri Railroad has received much less aid from the State per mile, and has cost much less per mile in the aggregate, than the other trunk roads of the State; that it passes through a very fine agricultural country, rapidly filling up with an industrious and thrifty population; that it is without any rival to compete for business, and has the Hannibal and St. Joseph road as a partial feeder; it has far less to earn than any other trunk railroad to enable it to pay the interest due on the State debt, and we feel confident that if it was extended to Iowa, and the Missouri Valley road built to St. Joseph, its net earnings would pay the interest on the first mortgage bonds required for these extensions.

But for the wanton depredations perpetrated upon the property of the Company, we might this day have been enabled to iron and equip the twelve miles of road now graded above the junction with the Hannibal and St. Joseph road, and the people of that section of the State may attribute to Secession the postponement to complete so valuable an improvement to them.

The foregoing report is respectfully submitted to the stockholders by the Directory.

ISAAC H. STURGEON, President.

The National Finances.

THE WEALTH OF THE UNITED STATES, AND THE LAW UPON WHICH IT IS BASED.

We have taken frequent occasion to refer to the political unity of the country, as based upon the conviction of the material advantage resulting therefrom, and a sense of mutual dependence. It has, in its support, the double tie of sentiment and reason. In the North the union is perfect. It would be everywhere, but for one refractory element. This is remarkable, considering the different nationalities of which our population is composed; and is an emphatic testimony in favor of our institutions and of our government. Within ten years, more than 3,000,000 immigrants have landed upon our shores, and been received into citizenship. The armies now in the field are recruited as largely from foreign, as native born. All are actuated by a common sentiment, and all are contributing equally toward a common object. With us, each man counts to the full measure of his means and faculties. Hence the military strength which our government can put forth is vastly greater than that of any other nation.

A similar law holds good in reference to the financial strength of the country, and accounts for the ease with which we are sustaining the enormous burdens which the war imposes. It has been a favorite policy with the English government and people, for a long time past, to encourage the emigration of their poor to this country. They feel themselves incapable of giving adequate employment to thisclass. It is a common phrase with the journalists of that country, that its own trade is increased just to the degree of such emigration. An Irishman at home is clothed in rags, and subsists upon potatoes and salt, not because he is not willing to work, but because he can get nothing to do. He cannot purchase land, the culture and improvement of which, tend more than anything else to develop habits of industry and economy, and to raise man in the scale, by increasing a feeling of independence, and by necessary consequence, his self-respect. At home, he is surrounded on all sides by limitations to effort and enterprise, which have kept him, for generations, stationary, not only in material, but in his intellectual and moral condition. But when landed upon our shores, the whole world is before him. He can at once utilize to its full degree, whatever faculty he possesses. Land in every part of the country, is no more sacred than gold. The title of one is transferred with almost equal facility as that of the other. With the new motives and opportunities supplied, the immigrant becomes industrious, saving and thrifty, and acquires property, on the average, faster than native born citizens in similar positions. In this country, he soon becomes a consumer of the fabrics of the Old, to the amount of dollars where, before his emigration, he consumed them to the amount of pennies. Manchester, Sheffield and Birmingham derive no small portion of their wealth and importance from the trade which the Irish in the United States, either directly or indirectly, have been instrumental in supplying.

Now the financial strength and general comfort which prevails in this country is greater than that of any other, just in the degree that the labor is more valuable and self-sustaining. Judged by this test, the difference is almost infinite. In the United States we carry no dead weight. Almost every person in them is a producer under the most favorable condition. We consequently have nothing to fear so long as we can prevent a forcible interference, or disturbance with our domestic industries. So long as that upon which all others are based, agriculture, is prosperous, all others must be so to the extent that sustains in comfort the persons employed in them. So long as there is an abundance of food produced, there must be a corresponding demand for the fabrics that ordinarily enter into domestic economy. Hence the complete independence of our government in deciding upon any line of action that may seem expedient to adopt. In our present civil war we hear of no distress in New England, the great seat of manufacturing industry in the United States. If the people there are not so fully employed as they usually are, they find no difficulty in restricting their expenditures to the scale of their earnings, without a sensible diminution from their comforts. Should their industries, in their present avocations, be permanently curtailed, they will find no difficulty, without any aid from government, in embarking in new enterprises without disturbance to the public welfare, or permanent inconvenience to themselves.

As our strength results from our political and social systems, the latter must be thoroughly understood as a means of correctly estimating the former. Hence their discussion is as appropriate to a commercial circular as the quotations at the Stock Exchange, or a statement of the movement and prices of merchandise; more so, as the latter are sequences or results of the former. It is an easy task, simply to chronicle events. We have, in doing this, especially where they transcend ordinary experience, endeavored to state the law upon which they depend. By this means, if our conclusions are correct, we are enabled to render a double service.

We stated in a previous CIRCULAR, that food and clothing are the great ends of all governments. Their abundance under it, other things being equal, measures the excellence of any particular form. We have this test most emphatically in our favor. Our government in defending its rights and dignity, is under no necessity of considering how its action will effect the condition of a large portion of its people—whether it will put bread in their mouths, or reduce them to starvation, for the reason that it closes no avenues to honorable exertion, but leaves to labor its full reward. No one interest, consequently, has grown so out of proportion to all others as to be an incubus, and perhaps a dead weight upon them, in case of a disturbance in the domestic affairs of a distant country. No nation is strong that must act under the pressure of such a necessity. We are fortunately relieved from it, thanks to our free institutions, which despite of foreign advice, we are still determined, from the inestimable boon they have secured to us, to resolutely maintain.—*Hallett's Financial Circular.*

Railroad Earnings--Monthly.

The earnings of the Erie Railway for the month of April, 1862, were..... $605,755 48
Do., 1861 ..... 547,174 03

Increase..... $58,581 45

The earnings of the Norwich and Worcester Railroad for April were as follows:

1862..... $26,748 09
1861..... 24,488 50

Increase $2,259 59

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western:				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence:				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	90
" "	700,000	6	1890	84
" "	1,128,500	6	1875	92
" "	1,000,000	6	1867	91
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	167,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1860	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie:				
1st Mortgage coupon	2,000,000	7	1877	96
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	500,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	----
Mort. (chgd from Steri'g)	888,000	5	1864	100
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	105
2d Mortgage	600,000	7	1875	100
Central Ohio:				
1st Mortgage W Div.	450,000	7	1861	62½
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	62
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	104
Consolidated 2d Mort. (S. F.)	813,000	8	1890	104
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	100
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	92
1st Mortgage	3,600,000	7	------	62
2d Mortgage	2,000,000	7	------	28
Cincinn., Hamilton and Dayton:				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	90
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	674,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	80
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	65
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296 000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	98
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connecticut and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	104
1st Mortgage (E. Extension)	1,499,000	---	1875	104
2d Mortgage	2,516,500	---	1881	100
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1868	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	275,000	6	var.	100½
2d Mortgage (convertible)	710,000	5	'62-72	98
3d Mortgage (convertible)	450,000	6	1874	102½
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	1864	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655.000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage Coupon	1,971,000	7	'62-'65	103
1st Mortgage (Extended)	22,000	7	1882	----
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	99
***Great Western, Ill:**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	823,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	47
Land Security	5,000,000	7	1891	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'68-'70	107½
2d Mortgage	2,000,000	7	1860	86½
3d Mortgage	1,840,000	7	1875	89
Convertible	1,002,000	7	1867	80
Illinois Central:				
Optional Right bonds	38,000	7	1868	64
Construction	10,798,500	7	1875	94½
Construction	4,115,000	6	1875	94½
Eight per cent. bonds	326,000	8	1865	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	65
2d Mortgage	284,500	10	------	87
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.				
City of Keokuk, 20 years	400.000	8†	------	----
City of Keokuk, (special tax)	150.000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	100
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.	4,000,000	†	------	20
2d Land Grant (Western Div.)	353,600	†	------	20
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	80
Long Island:				
1st Mortgage	500,000	6	1870	85
Extension Bonds	175,000	7	1890	82½
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	800,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
Marietta and Cincinnati:				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston:				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	---
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	104
2d Mortgage (S. F.), convertible	4,153,000	8	1882	106
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	99
Northern Indiana, 1st	985,000	7	1861	100¾
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	100½
Detroit and Toledo	611,000	7	1876	76
1st General Mortgage (S. F.)	2,850,000	7	1885	98
2d General Mortgage	2,465,000	7	1877	82
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	---
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	96
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	876,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	98
Preferred Stock	1,175,000	10	------	117
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
2d Mortgage	-------	---	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	586,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	95½
Funding (S. F.) Bonds	1,553,000	7	1876	106½
Stock Exchange (S. F.) Bonds	680,000	6	1883	100
Real Estate (S. F.) Bonds	166,000	6	1883	98
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	106
Convertible Bonds	970,000	7	1876	106½
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	98
New York and Erie:				
1st Mortgage	3,000,000	7	1867	105½
2d Mortgage	4,000,000	7	1864	105
3d Mortgage	6,000,000	7	1883	98
4th Mortgage	4,900,000	7	1880	90½
5th Mortgage	1,792,500	7	1883	89⅜
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	103
2d Mortgage	1,000,000	7	1864	100
3d Mortgage	862,300	7	1867	82
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	78½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	71
2d Mortgage	3,077,000	7†	1861	4½
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	76
Chattel Mortgage	360,000	10	1883	94
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1883	104
2d Mortgage	2,319,000	6	1875	98
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	89
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	----
" 1836, "	192,000	5	1880	----
" 1849, "	3,103,600	6	1870	94
" 1861, "	436,000	6	1871	----
" 1843, "	1,548,300	6	1880	100
" 1844, (convertible)	863,000	6	1880	100
" 1848, "	124,000	6	1880	100
" 1849, "	83,000	6	1880	100
" 1857, "	3,586,500	6	1886	85½
" 1856, "	1,475,000	7	1886	85½
Bonds and Mortg's—real estate	592,200	---	------	----
Preferred Stock	1,551,800	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1880	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	95
2d Mortgage	5,100,000	7	1911	----
3d Mortgage	2,000,000	7	1911	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	33
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	339,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	800,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	800,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	83
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	105
2d Mortgage (convertible)	2,000,000	7†	'68-'70	85
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible)	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	90
2d M. (Toledo and Wabash)	1,000,000	7	1869	53
2d M. (Wabash and Western)	1,500,000	7	1899	53
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Dollar Bonds	802,000	6	1875	----
Albany City Bonds	1,000,000	6	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	85
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,736	*	—	877,653	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	....	....	58.1	2	2	19	*Alabama and Mississippi*	461.505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,806	—	1,067,006	777,777	240,486	2,476,048	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,778	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	.....	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	253	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	792,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	.....	.....	23.8	45,543	77,028	34,866	16	....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,456	302,511	—	1,936,739	1,810,506	319,444	4,323,922	122.4	252,906	359,147	149,477	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	136½
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,586,534	120.0	213,253	319,106	77,038	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,281,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	—	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	1,717,523	117.4	579,659	925,075	325,573	—	....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	37½
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271.877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '59	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	723,551	—	—	744,520	—	4,641	749,171	5.9	.....	21,195	—	6	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	—	—	—	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153.5	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	58	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,716,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	$96,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	—	5,500,000	4,500,000	.....	10,000,000	220.0	.....	1,098,455	452,693	4	....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,728,930	4,689,340	3,814,516	.....	10,195,257	168.0	.....	1,514,478	242,564	....	72½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,594	67,869	120,000	988,000	762,885	188,085	2,060,065	45.0	14 mo.	243.282	135,284	—	....
1 Apr. '60	194.0	—	....	—	—	—	—	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,084	76,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
30 Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	64½
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '60	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,000	—	10,489,355	261.3	792,029	1,462,752	652,260	....	71½
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	.....	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,096	16,277,500	172,929	33,504,024	768.3	2,458,023	2,965,758	1,150,903	—	61
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. ..	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,556	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,283.413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	364,122	400,397	133,009	—	58
31 Dec. '58	89.8	20.2	....	—	23	19	318	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,106	110.0	.....	448,858	230,834	9	20
31 Dec. '60	84.0	—	....	—	—	—	—	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37.219	2,031,942	84.0	.....	277,952	119,745	—	....
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
.. .. '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31Dec. '60	86.0	49.0	....	—	23	....	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,949	3,080,128	135.0	291,402	230,563	99,080	—	....
.. .. '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	....
.. .. '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '61	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,975,801	73 0	325,707	377,692	216,184	10	....
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	782,733	665,000	92,663	1,542,768	80.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745.703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,406	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	—	—	—	—	—	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	.....	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	—	13	10	230		Louisville and Frankfort	1,383.526	126,735	6,540	1,104,587	414,519	—	1,649,651	65.1	244,773	345,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 B	613,903	716,478	371,12	—	....
.. .. '59	18.8	—	....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West's*	3,954,420	505,260	—	3,242,318	566,000	339,207	5,855,320	80.0	180,204	481,922	223,649	—	....
1 Mar. '61	206.0	—	....	205.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	556 434	—	....
31 Aug. '60	58.7	—	....	135.3	....	....	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	245,000	108,494	1,710,819	58.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,988,475	149.0	.....	707,144	177,318	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,330	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,284	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	...	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,478	104,019	78,014	557,779	1,105,400	95,068	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May,'61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,476	245,348	115,732	6	104
31 May,'59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May,'61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,333	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	64
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	23
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	98½
31 May,'61	74.3	8.8	49.7	—	32	54	606	Boston and Maine	4,300,849	*	465,758	4,076,974	—	86,655	.....	118.3	.....	776,065	316,071	6¼	110
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	132,720	—	.....	61.8	.....	588,871	272,429	8	110½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	114½
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,691,100	300,000	—	.....	52.3	.....	250,836	122,956	6	90
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	58
30 Nov. '61	19.2	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	.....	71.6	.....	543,158	217,064	6	100½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	.....	.....
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	110
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	—	21.6	.....	123,015	24,907	2	78½
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	.....	.....
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	.....	.....	.....	18,291	—	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	107½
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,450	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	—
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....	—	—	.....	.....	.....	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	13
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	120
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	54
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....
30 Sep. '60	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- --	--	—	--	—	—	—	.....	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- --	--	—	--	183.0	—	—	.....	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May,'61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	62½
31 Mar. '61	246.0	298.0	.....	—	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,175,790	339.0	1,592,377	2,075,459	1,035,629	—	26½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	—	—	.....	600,000	—	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	—	—	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	—	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	—	—	.....	—	—	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,782	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	...	...	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	.....	.....
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	—	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	—
...	...	...	...	...	...	...	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	—	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	5
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,763,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	868,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	56
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	60
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	105
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	388,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	363,101	187,136	4	53
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,397	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	.....	.....	.....	...	...	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	182½
31 Dec. '60	60.2	.....	.....	.....	...	...	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	122
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	—	—	—	New Jersey	3,609,089	400,378	1,249,621	4,397820	683,000	—	5,628,931	33.8	—	992,767	579,981	10	135
31 Dec. '61	21.3	—	.....	2	6	17	—	Northern New Jersey	386,344	*	—	154,157	—	—	.....	—	—	—	—	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	58,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6¼	70
31 Dec. '60	13 0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	58,582	.....	—	—	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	oper. by Rens. & Sarat.		—	—	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	oper. by Western.		—	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	593 845	187,704	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	122½
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	880,000	70,000	—	450,000	oper. by Erie.		—	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	oper. by Erie.		—	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	42½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12 283	2,620,997	101.5	258,763	843,021	119,454	—	15
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	664.9	—	7,309,042	2,601,063	6	8⅝
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,328,505	2,074,795	38,401,300	496.0	3,019,000	5,180,321	1,827,406	—	38¼
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,100	6,055,752	—	—	152.9	—	1,142,851	438,716	—	14
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.		—	60,000	6	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,126	468,912	163,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,902	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,600	—	59.2	119,325	269,653	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	oper. by B., N. Y. & E.		22,047	—	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	63	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	oper. by Ren. & Sar.		—	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	5	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	130,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	oper. by Hud. River.		—	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	689,000	—	—	oper. by other Co's.		—	—	—	—
1 Jan. '62	10½	—	½	30.0	—	—	—	Warwick Valley	185,000	—	—	100,000	85,000	—	185,000	10½	oper. by Erie R. W. Co.			—	—
30 Sep. '60	98.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	98.7	212,235	351,167	178,067	10	35
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,218	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	—	314,091	102,765	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,675,000	1,126,458	6,810,432	141.0	—	699,716	230,551	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	58
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,768,123	141.2	655,162	1,085,799	580,621	10	116½
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,353,000	—	—	96.6	—	1,120,370	662,948	14	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	23½
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	—	919,971	493,956	—	44½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,900	112,734	1,490,000	290,700	50,500	1,966,539	oper. w. Lit. Miami.		—	170,795	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,196,762	2,521,700	350,824	5,241,812	144.0	—	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	102,180	62,408	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,258,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	—	69,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	39	32	602	Little Miami	4,004,4 3	*	—	2,981,270	1,407,000	—	—	138.0	—	1,380,061	529,981	8	100
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,298	*	—	8,781,699	235,789	106,895	9,792,293	226.6	—	434,290	99,554	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,864	2,697,090	2,613,384	140,906	5,523,135	206.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,068	2,588,876	125.0	—	185,934	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper. by C., C. & C.		—	—	—	—
30 Nov. '58	49.6	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	865,502	1,012,236	400,559	—	13½
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	186.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	58½
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	219,548	22,490	—	2
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	—	2,169,946	1,389,680	—	90
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	366,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	oper. b. Buf. & S. L.		—	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	55
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.8	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	242,039	6	52½
30 Nov. '59	23.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	oper. by C., W. & E.		—	—	—	18½
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	—	753,318	670,227	6	55
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,028	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	47
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,167	—	3,147,130	2,860,000	22,820	6,205,067	65.7	247 662	364,225	202,124	—	8½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	28,581,158	3,065,289	3,474,545	13,261,960	17,168,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	—	47½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,206,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	48½
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	—	25,225,483	151.4	1,796,927	2,906,838	1 412,905	—	24½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by Cam. & Amboy			—	125
31 Oct. '60	98.0	6.0	—	—	30	96	521	Phila., Wilmington and Balt.	7,800,000	*	—	5,600,000	2,300,000	—	—	200.5	48,677	1,226,597	471,712	6½	53½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line *	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,223	21,217	—	15
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,286,367	10,192,155	1,791,166	18,487,385	467.5	1,948,501	2,336,353	761,554	—	.....
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	54.0	—	3.0	—	7	7	28	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	.....
30 Sep. '59	9.2	15.3	14.9	—	.....	.....	.....	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	.....	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	114,126	61,848	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	896,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	.....	78.0	199,878	238,420	860,339	—	10½
		*						RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	—	.....	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	4.7,917	8,500	—	.....	13.6	.....	26,454	6,914	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	.....	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	.....	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,408	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	.....	.....
31 Dec. '60	136.0	106.0	.....	62	59	790		South Carolina	.....	*	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859.....	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,387	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	200,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859.....	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859.....	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859.....	30.0	—	0.6	8.0	.....	.....	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	—	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275,000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	.....
31 Aug. '60	62.0	.....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	.....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	.....
31 Aug. '60	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	—	—	1,350,000	—	.....	1,380,695	ope	r. by Vt.	Central	.....	—	121
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	.....	23.7	47,950	45,930	8,522	—	.....
31 Aug. '60	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b. Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,989,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '60	83.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,800	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	—883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	24.9	—	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	329,580	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '61	191.9	42.5	23.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,842,600	2,526,000	68,549	8,036,604	234.4	.....	1,108,354	436,039	—	29½
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
10 May, '61	104.0	—	.....	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,892,471	104.0	228,627	220,850	68,438	—	.....
— — '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								CANADA.													
31 July '61	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	.....
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	11
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,551,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— — '59	95.0	1.6	.....	—	17	20	237	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12 0	—	14	18	235	European & North American	4,543,564	*	—	4,637,852	—	—	4,637,852	108 0	.....	130,678	36,432	—	—
1 July,'61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,383	—	1,380,000	13,100	136,000	1,799,232	60 0	.....	132,555	36,670	—	.....
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	4,268,717	*	—	.....	.....	.....	.....	61.5	.....	120,918	26,803	—	.....
								NEW GRANADA.													
31 Dec. '60	48.7	—	.....	—	—	—	.....	Panama	5,000,000	*	620,804	5,000,000	2,400,000	—	9,008,530	48.7	.....	1,539,859	1,110,652	13	121

New York Stock Exchange.

Highest Sale Prices for the week ending May 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21.
FEDERAL STOCKS:—						
U. S. 6s, 1871	....	....	....	....	....	....
U. S. 5s, 1874	94⅛	94⅛	....	....	....	94⅛
U. S. 5s, 1865	97	....	....	....	....	....
U. S. 6s, 1881, reg.	104⅛	104⅛	104	104	104	103⅛
U. S. 6s, 1881, cou.	104⅛	104⅛	104	104	104⅛	103⅛
U. S. 6s, 1862	....	....	....	....	....	....
U. S. 6s, 1867	....	....	....	....	....	....
U. S. 6s, 1868	....	....	....	101⅛	....	101⅛
Treasury 7 3-10 Notes	105	104⅞	....	104⅞	104⅝	104⅝
STATE STOCKS:—						
California 7s	....	95	96	....	....	95⅛
Georgia 6s	....	....	....	....	....	....
Illinois Coupon bonds	97	97⅛	97	....	....	....
" Canal bonds	....	....	....	94⅛	95⅛	95⅛
Illinois War Loan	....	96⅛	....	....	96⅜	96⅜
Indiana 5s	....	84	....	....	84	83
Indiana War Loan	94	93	95	94	94	....
Kentucky 6s	....	....	92⅛	....	93	92
Louisiana 6s	66	....	....	....	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	....	....	....
Minnesota 8s	....	....	....	....	....	97
Missouri 6s	52⅛	52⅛	52⅛	52	52	51⅛
Do. iss. to H. & St. J. R.	....	....	62⅛	62⅛	62	61⅛
New York 6s, 1872	....	....	....	....	....	....
North Carolina 6s	73	72⅛	....	72⅛	....	....
South Carolina 6s	....	....	....	....	....	....
Ohio 6s	....	103	103	103	....	103
Tennessee 6s, 1890	....	59⅛	59	58⅛	59⅛	58⅛
Virginia 6s	59	....	....	59	59	57
RAILROAD SHARES:—						
Buffalo & State Line	....	....	....	....	....	....
Chicago, Burl. and Q.	70	....	70	71⅛	72	72⅛
Chicago and Rock Isl.	65⅛	65⅛	65⅝	64⅛	64⅛	63
Clev., Col. and Cin.	....	....	....	116⅛	....	116⅛
Clev. and Pittsburg	20⅛	21	21⅛	22⅛	23⅛	....
Clev. and Toledo	46⅛	46⅛	46⅛	46⅛	44⅛	....
Del., Lack. and West.	....	91	....	....	....	92
Galena and Chicago	72⅛	....	72⅛	71⅛	....	71⅛
Hudson River	43⅛	43⅛	4›	42⅛	43⅛	42⅛
Illinois Central (scrip)	62⅛	62⅛	61⅛	62	62	61
Michigan Central	60⅛	60⅛	61⅛	60⅛	62	62⅛
M. S. and N. I. guar'd,	61⅛	58	56⅛	56⅛	58⅛	56⅛
M. S. and N. I.	25	25⅛	26⅛	26⅛	25⅝	....
Mil. and P. du Chien	29⅛	....	30	....	29⅛	....
M. and P. du C. 1st pref.	....	....	....	....	....	....
M. and P. du C. 2d pref.	....	....	....	....	64	....
New Jersey	....	....	....	....	....	....
New Jersey Central	....	....	....	....	....	....
New York Central	89⅛	89⅛	89⅛	88⅞	89⅛	88⅛
Erie	39⅛	39⅛	39⅛	39⅛	39⅛	38⅛
Erie pref.	66⅛	66⅛	67⅛	66⅛	66⅛	65⅛
N. York and Harlem	13⅛	....	....	14	14	14
N. Y. and H. "pref."	35	....	....	....	35⅛	35⅛
Panama	....	....	129⅛	130	133	131
Phila. and Reading	49	....	....	48⅛	49⅛	48
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	....	....	....	96	....	....
Ohio. and N. W. 1st M.	58	58	....	61	63	62
" " 2d M.	24⅛	24	24⅛	24⅛	25	25
" " S. F.	....	....	....	95	95	....
Ol. & Tol. S. F. 7 p.c.	....	95⅛	98	....	....	....
Ohi., Bur. and Q. 8 p.c.	....	....	....	....	105	105
Chi. and R. I. 1st M. '70	....	....	....	....	....	....
D. L. & W. 1 M. 8 p.c. '71-5	....	....	....	....	....	....
" 2M. 8 p.c. '81	100	....	....	....	....	....
Gal. & Ch. 1 M. 7 p.c. '63.	104	....	....	....	103	....
" 2M. 7 p.c. '75	....	99	....	....	....	....
Hann. & St. J. 1 M. 8s	46	....	....	46	46	....
Hudson R. 1 M. 7 p.c. '69	....	....	107⅛	....	107⅛	....
" 2 M. 7 p.c. '60	....	....	....	....	....	....
" 3 M. 7 p.c. '75	....	....	91	91	91	89
" sink. fund	....	....	105	....	....	....
Illinois Centr. 7 p.c. '75	92⅛	92⅛	....	....	94	94⅛
" " 6p.c. '75	92⅛	92⅛	....	....	94	94⅛
La Crosse & Mil. L. G.	....	....	....	....	....	....
Mil. and P. du C. 1st M.	....	95⅛	....	96	....	....
Mich. Cen. S. F. 8 p.c. '82	....	....	....	104	....	....
" conv. 8p.c. '69	105	106	....	....	....	....
Mich. Southern 1st M.	....	100	99⅛	....	99	....
" " 2d M. Ass.	....	....	....	....	....	....
" " 2d M.	79⅛	80	83⅛	83	83	82
" " S. F.	96⅛	97⅛	....	98	98⅛	98
M. S. & N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M. 8 p.c. '77	....	....	....	....	....	....
Northern Ind. 1 M.	98	100⅛	100⅛	100⅛	....	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
N. Y. C. 6p.c. certif. '83.	....	99⅛	100	....	....	....
" 1 M. 7 p.c. '64	....	105	....	....	106	....
" bonds 1876	....	....	....	....	....	....
N. Y. & E. 1 M. 7 p.c. '67	....	....	....	....	....	....
" 2 M. 7 p.c. '64	....	....	....	105	....	....
" 3 M. 7 p.c. '83	....	96	97	....	99	98
" 4 M. 7 p.c. '80	....	89⅛	90	90	90⅛	....
" 5 M. 7 p.c. '83	....	88	....	....	....	89⅛
N. Y. & H. 1 M. 7p.c. '73	....	103	....	103	....	....
" 2 M. 7p.c. '64	....	100	100	100	....	....
" 3 M. 7p.c. '67	....	....	....	....	....	....
Toledo & Wab. 1 M.	89⅛	90	90	90	91	91
" " 2 M.	55	58	58⅛	58⅛	65	64⅛
MISCELLANEOUS:—						
American Gold	103⅛	103⅛	103⅛	103⅛	103⅛	103⅛
Del. and Hud. Canal.	97⅛	97⅛	98⅛	....	99⅛	99⅛
Penn'a Coal Co.	....	86⅛	86⅛	86⅛	....	88
Pacific Mail S. S. Co.	114⅛	110⅛	117	115	117	115

The following are the closing prices in the London Market on the 10th May:

United States 5s, 1874	75	to	77
Maryland 6s	79	"	81
Virginia 6s	50	"	52
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	67	"	69
Erie shares, ex assessment scrip	32	"	33
Erie shares, 7 per cent. preference	53	"	54⅛
Erie shares, assessment scrip	1⅛	"	2
Illinois Central 6s, 1875	73	"	75
Illinois Central 7s, 1875 x. c.	77⅛	"	78⅛
Illinois Central $100 shares, $90 paid, dis.	47⅛	"	46⅛
Illinois Central, all paid	50	"	52
Michigan Central 8s, Convertible, 1869	83	"	85
Michigan Central Sinking Fund 8s, 1882	86	"	88
Michigan South. and North. Indiana 7s, 1885.	70	"	76
Do. do. do. $100 shares.	19	"	21
New York Central 6s, 1883	81	"	83
New York Central 7s, 1864	88	"	92
New York Central 7s, 1876	88	"	92
New York Central 7s, 1876	88	"	92
New York Central $100 shares	71	"	73
New York and Erie 7s, 1887	90	"	92
New York and Erie, 2d mort., 1859 x.c.	85	"	90
New York and Erie, 3d mort., '83, assented "	80	"	82
New York and Erie, 4th mort.	71	"	73
New York and Erie, 5th mort.	70	"	72
New York and Erie Bonds, 1862, '71, '75	..	"	..
New York and Erie shares, assented	..	"	..
Panama, 1st mortgage 7s, 1865	99	"	101
Panama, 2d mortgage 7s, 1872 x.c.	99	"	101
Pennsylvania Central 6s	86	"	88
Pennsylvania Central 2d mortgage	84	"	86
Pennsylvania Central $50 shares	41	"	43
Philadelphia and Reading $50 shares	18	"	22

American Railroad Journal.

Saturday, May 24, 1862.

The North Missouri Railroad.

The report of the North Missouri Railroad Co. which we publish elsewhere, shows a more satisfactory state of affairs than might have been anticipated. While there has been a large falling off in the gross earnings from ordinary sources, as compared with 1860 and 1859, the reduction in working expenses has more than kept pace with it, leaving the net profits fully up to the average of the two previous years. This sum, $78,219 82, will be further increased by $110,000 due by the general government for military services rendered by the road. The business, it will be seen, was the largest ever performed by the company, in spite of the difficulties and losses which befell them. As there is still a considerable portion of last year's crop to be taken to market, we do not apprehend so great a diminution in receipts for the current year as might be supposed.

The total losses of the company from insurrectionary raids are put at $86,312. The stockholders may felicitate themselves on their narrow escape. A much larger sum was expended on the construction of a single *bridge* on the Memphis and Clarkesville, the Louisville and Nashville, or the Baltimore and Ohio Railroad, whose destruction was only the work of an hour. The last named line, in locomotives, alone, sustained fourfold greater damages. But the North Missouri enjoyed an eminently favorable route, crossing no large river except the Missouri, which it passes by means of a ferry. Few roads in Virginia or Tennessee or even in Missouri will be able to show as satisfactory a condition at the year's end, as the one under notice.

The language used by President Sturgeon toward ex-Governor Jackson and his abettors is none of the mildest, but the circumstances will readily account for it. A question here presents itself of much importance to the railroad interests of the whole country. Who shall pay for the damages sustained by the company in this case? It would be preposterous to think that it should *not* be refunded in full, considering to how strict an account every railroad company is held by the public. If the community insist on corporations paying "the uttermost farthing" in the event of losses of life or property, the former most hold itself bound by an equally rigid rule. On ordinary occasions resort might be had to individual offenders; but in this case the work was that of an organized body, headed by the Governor of the State. While he was suffered to discharge the Executive functions, he involved in the consequences of his guilt the entire people of Missouri, and they should bear the burden, or at least the greater portion of it. It may be alleged that the general government, having failed to afford protection, should be held partly liable; but it must first be shown that a requisition for aid was made upon the latter by the State authorities and declined, before the misfortune can be laid to its door.

Under these circumstances, the State government of Missouri *owes* it to her railroad companies that they shall not be harrassed or even held to the letter of their engagements, as they might have been on ordinary occasions. The railroads of that State have been the means of saving millions of dollars to the people of Missouri, by affording timely aid to localities threatened with invasion. St. Louis might better have built the whole North Missouri road than have been besieged for a single week. The locomotive has been the messenger of peace and order in that State. The wealth that has been saved is taxable for all time to come. Let the railroad company be refunded every dollar; but from whatever sources this may be procured, the State of Missouri must remember the vast obligations under which she is placed to her railroads.

Leasing Railroads.

If it were possible to lease each of our railroads to private individuals for a term of years, we doubt not their value as a whole would be greatly improved by the change. The Philadelphia, Wilmington and Baltimore line first become productive by this method; and we have now the satisfaction of seeing the Long Island road placed on the list of dividend-paying interests, by the same agency. Mr. Stearns, formerly of the New Jersey Central, is a gentleman of eminent capacity and every way fitted to discharge the responsibilities which he has assumed. He will doubtless exert every energy to promote settlement along the line, thus developing a local business, upon which the road must depend, and which should be the chief dependence of all railroads leading to our large cities.

There is a too common prejudice against the light soils of Long Island and New Jersey, which are contrasted with the fertile prairies of the West. But everything to its own use. The counties lying contiguous to New York and Brooklyn have no object in competing with the West in raising grain and cattle. What is wanted, and what they are admirably fitted to produce, is *vegetables*, which remote regions cannot furnish us even by railroad. Within five miles of the City Hall nearly a million and a quarter of human beings are cooped up; and with the growth in numbers of this immense hive must be the increased demand for vegetables. Brooklyn of course has the first claim on the Long Island road, and the

number of her inhabitants is now close on three hundred thousand.

Should the leasing of that line prove satisfactory, as we think it will, other companies will follow the example. In the hands of individuals there is always found stricter attention to business on the part of employees, with less wastefulness, than in those of incorporated bodies, as the latter have the same advantages in comparison with a state or national government. To secure the maximum results at a minimum of expense, the management should first repose in the individual, next in the incorporated company, and lastly in the community.

Large Government Orders for Locomotives.

We understand that within a short time several heavy orders for locomotives have been received by the builders in New England and New Jersey for the general government. At the shops in Paterson thirty have been contracted for. The destruction of rolling stock at the South must call for a large number of engines and cars during the ensuing year, and tax the capacity of our existing shops to their utmost capacity. If the general government undertake to foot the bill, all the better for our manufacturing interests.

We learn also, that the locomotives ordered are to be of the 4 feet 8½ inch gauge, not the 5 feet which prevails in Virginia and the Southwest. The object of this alteration of the gauge was to enable the authorities to procure, with the least possible delay, engines and cars from the other roads, there being no time to await the construction of new stock. Mr. McCallum, formerly of the Erie, has charge of these works in Eastern Virginia, and finds it, as we are informed, better to place the rails a little closer together in reconstructing the roads, than to lose weeks or months before he could do anything at operating them. Heavy demands have, consequently, been made upon a number of our Northern lines for temporary supplies; but the orders to build look forward to permanent services.

Cleveland and Toledo Railroad Company.

The following circular of this company addressed to the bondholders, is given in connection with the advertisement of Messrs. VERMILYE & Co., in another column:

To the Bondholders of the Cleveland and Toledo Railroad Comany.

The almost unexpected degree of favor with which our issue of sinking fund mortgage bonds has been received induces us to call the attention of bondholders to the advantages afforded by the arrangement for converting the various issues of bonds into one class, under one comprehensive mortgage.

In 1855 an issue of three and a half millions, in one thousand dollar bonds, payable at the Corn Exchange Bank, New York, bearing interest at 7 per cent., payable semi-annually at the same place, was made under a new mortgage of the entire property of the company, a sinking fund of 1 per cent. being pledged for their redemption in 1855. None of these bonds have been sold, they being designed exclusively for the conversion of the various classes into one class of mortgage bonds. Exchanges are continually going on, and so great is now the demand for a good 7 per cent. first mortgage bond, with about twenty years to run, that these bonds are now selling in market for over 92 cents on the dollar, and few offering at that price, with a fair prospect of their reaching par. Already we have converted about $1,400,000 of the whole issue, and the sinking fund commissioners have in their hands over $175,000 of securities towards the ultimate liquidation of these bonds; and the prospect now is that before any very large proportion of our bonded debt matures we shall have issued those bonds in return for the principal part of our entire bonded debt. These bonds are superior to any class issued, except the T. N. and C. R. R. first and second mortgage, due in 1863, about $800,000 in amount. Being better known, they are more saleable; the security is ahead of all others, with the above exception, in value; there is a registry provided for them, which protects the holder, in case they are stolen from him, even although, as has been the case sometimes, in one known instance at least, the number may be altered by a chemical process to prevent identification. To improve the amount of mortgage security, therefore—to procure a more saleable bond; to get a bond capable of registry, so as to pass only by endorsement of the owner, like a certificate of stock—our bondholders will do well to bring in the old bonds and get sinking fund mortgage bonds for them. The exchange may be effected at the banking house of Vermilye & Co., No. 44 Wall street, New York, or at the company's office in Cleveland, when the old bonds are presented in sums of $1,000. The registry is at Cleveland. Bonds may be sent to Cleveland and returned by express: if by United States express at the expense of the company.

H. C. LUCE, Treasurer of C. & T. R. R. Co.
CLEVELAND, Ohio, May, 1862.

Bonded Debt of the Cleveland and Toledo Railroad Company.

Outstanding.	May, '58.	May, '62.
Junction R. inc., due June 1, 1862	$61,500	42,000
" Loyd's, " Oct. 1, 1862	5,000	5,000
" 2d m., " Nov 1, 1862	324,000	252,000
T. N. & C. R. R. 1st m., due Aug. 1, '63	522,000	521,000
" " 2d " Aug. 1, '63	299,600	293,300
C. & T. R. R. income, due Sept. 1, '63	208,250	112,000
" " " July 1, '64	877,000	500,000
" " div., " April 1, '65	220,185	153,710
" " " ctfs. " April 1, '65	5,100	3,735
Junction, 1st m., 1 div., " April 1, '67	377,000	314,000
C. & T. income, due Sept., '70	370,000	39,000
Junction, 1 m., 2d div., due Dec., '72	308,000	251,000
Sinking fund mortgage, due 1885	264,000	1,364,000

IRON PAINT.

To the thousand other uses made of "the King of Metals" in this age of iron, is to be added the manufacture of *paint*. The use of that metal as a basis suggests the idea of health, both on the part of the painter and the public. On this account alone it is invaluable for the coating of pipes to be used in conveying water for drinking purposes. This is not, however, the only advantage offered by the use of PRINCE'S METALLIC PAINT, advertised in another column. It has so much more body, and uses so much less oil than other preparations, that though costing more per pound than lead or zinc, it is admitted to be more economical in the end.

The article consists of seventy-two parts of oxide of iron and twenty-eight of cement lime stone, to the hundred. The ore, in this condition, was discovered in Carbon County, Pennsylvania, combined with sulphur. The last named ingredient is expelled by the agency of fire, when the stone turns from a bluish to a red color, feeling greasy to the touch. Much care is requisite in heating the stone properly, as too long continuance in the furnace would convert it into pig iron. After being taken out, it is crushed and ground to a very fine power, when it is ready to be mixed with the oil. For house-roofs, or articles made of iron, this paint is highly recommended, as being able to withstand a greater degree of heat, without scaling, than any other paint. It has been extensively used in railroad depots, repair shops, &c., in and about this city; also on sugar refineries and public buildings in general. Among these we might mention the New York and Brooklyn gas works, the Erie, Harlem and New Haven Railroad depots; in the Croton Aqueduct department; Stewart's new dry goods store, (first coat). Mr. DANIEL SLOAN, 71 Maiden Lane, is the general agent for this city.

☞ The Michigan Southern and Northern Indiana Railroad Company have commenced running through passenger trains between Chicago and Detroit, via Adrian, making direct connection at Detroit with trains on the Canadian roads.

Negotiability of Railroad Bonds.

LOST BONDS OF THE HUNTINGTON AND BROAD TOP RAILROAD COMPANY. A BONA FIDE PURCHASER OF THEM ACQUIRES A GOOD TITLE AGAINST THE FORMER OWNER.

A case has been reported in the District Court of Philadelphia, involving the question as to how far the title in them passes by the act of delivery to a purchaser who takes them without any notice of a defect of title in the party making the transfer, and parts with value for them. At common law no chose in action was assignable, but the demands of commerce finally induced the Parliament of Great Britain to enact a statute in the time of Queen Anne excepting from this rule, bills of exchange foreign and domestic and promissory notes. But as to all other choses in action, the rule remained the same; and the assignee was obliged to sue in the assignors name. This rule has been relaxed as the demands of commerce required greater facilities for the transfers of property, until as it is now settled the legal title passed with the assignment to the assignee. Still the defendant in a suit can set up that the defendant is not a *bona fide* holder for value; and if he establishes this fact, he may then set up any defense which he might have had against the assignor.

In this case, the complainant, one Carpenter, was the owner of certain bonds of the Huntington and Broad Top Mountain Railroad Company, payable to bearer, with coupons for interest attached. They were stolen from the possession of his attorney, and afterwards sold at the board of brokers, and purchased by the defendant, one Rommel at the market rate. The plaintiff now prayed for a decree of the court requiring the defendant to deliver up to him the bonds, so stolen and purchased by the defendant. It was not pretended that the defendant was not a *bona fide* purchaser for value, or that they were not negotiable as against the company; but the question was, whether as against any intermediate owner who may have lost or have been defrauded of them, the *bona fide* holder has a title.

The following is the opinion of the Court, delivered at the decision of the Court, denying the decree prayed for by the plaintiff, and holding the bonds to be negotiable, and that the purchaser had a good title to them against the plaintiff.

SHARSWOOD, P. J.—The bill prays that defendant may be decreed to deliver up the said bonds and coupons to the complainant.

It does not appear to be a question but that as against the company which issued these bonds in this form, they are strictly negotiable. They purport to be an agreement on their part to pay them

to the holder, and their evident design was that they should be negotiable; thus possessing an additional value from that character. They meant them to pass from hand to hand, and are estopped from setting up any equity which they might have against the party to whom they were originally issued. But the cases both in England and in this country go further and hold that not only as against the company originally issuing them, but as against any intermediate owner who may have lost or been defrauded of them, the *bona fide* holder has a perfect title. Thus in the Morris Canal and Banking Co. *vs.* Fisher, it is said that, "even as between third parties, we suppose the common usage to transfer by delivery, without inquiry as to the title of the transferee, would justify us in holding these securities, to differ from common obligations in being so far negotiable that the *bona fide* possessor, shall be held to have good title. And in Delafield *vs.* State of Illinois, it was held that "the bonds are negotiable instruments, the title to which will pass by mere delivery, and though void in the hands of the appellant (the party to whom issued) they will be valid securities in the hands of a *bona fide* holder. Such is the settled law of England; in Gorgier *vs.* Melville, such a bond was there held to be in its nature precisely analogous to a bank note payable to bearer, or to a bill of exchange endorsed in blank. Being an instrument, therefrom, of the same description, it must be subject to the same rule of law that whoever is the holder of it has power to give title to any person honestly acquiring it.

It is supposed that the case of Diamond *vs.* Lawrence Co. establishes a different rule of law in Pennsylvania. But the decision there is placed upon peculiar grounds—that the bonds were those of a municipal corporation, issued under the authority of an act of Assembly, of the terms of which the buyer was bound to take notice, and inquire whether they had been issued in conformity to its provisions.

The seal, it is said, prevents their ever being negotiable. At common law no chose in action was assignable. The commercial law and the Statute of Anne excepted from this, bills of exchange foreign and domestic, and promissory notes. But as to all other choses in action, under seal or not, the assignment was in equity a mere declaration of trust; the legal title was still in the original party, and the suit at law must be in his name. A court of chancery controlled it for the benefit of the assignee or *cestuique trust*, and even courts of law soon came to recognize the latter as the true plaintiff, and to protect his rights. While things were in this position, it followed from established equitable priciples, that the debtor having a legal defence, and equal equity with the assignee, stood on higher and better grounds than the latter. As soon, however, as it is settled that the legal title passes by the assignment to the assignee, then the condition of the parties is changed. The assignee has the law and equal equity with the debtor and ought to prevail. All that the defendant can then do, is to attack the equity of the assignee, and show that he is not a *bona fide* holder for value, and without notice. It may be asked then, why does not the legal assignee of a common money bond, assigned agreeably to the provisions of the act of May 28th, 1715, have the same advantage? The answer is, because the act says he shall not. His right is expressly confined to the recovery of so much "as shall appear to be due at the time of such assignment, in like manner as the person or persons to whom the same was or were made payable, might or could have done. As the act of 1715 included in its terms "notes in writing" as well as bonds and specialities, the Supreme Court decided in McCulloughs *vs.* Houston that the endorsee of a promissory note took it subject to all equitable considerations to which it was subject in the hands of the original payee. This led to some legislation providing that the principle should not apply to notes dated in Philadelphia, and expressed upon their face to be without defalcation, nor to notes discounted by banks, or placed in those institutions for collection. When after having stood unquestioned, though regretted, for forty-nine years, McCullough *vs.* Houston was overruled by the Supreme Court in Bullock *vs.* Wilcox, it was put expressly on the ground that the assignability of promissory notes, did not depend upon the act of 1715. As soon as the endorsee was recognized as the legal assignee or holder, unclogged with the restriction of the statute, it followed that his title was superior to any equities of the debtor, of which he had no notice prior to parting with the value he had given for the note.

When therefore the Supreme Court decided, as they did in Carr *vs.* Le Fevre, that the holder of such bonds as those in question, has the legal title in him, and can sue in his own name without any reference to the act of 1715, and independently of its provisions, they decided a principle which, in its logical results, rules the question now before us. The defendant in this bill has the legal title, and having purchased these bonds *bona fide* for value, without any notice or knowledge that they had been lost or stolen, his equity is equal to that of the complainant. When the equities are equal the law must prevail. Bill dismissed with costs.

The Resources of Canada.

(Continued from p. 368.)

According to the official statement of the Agricultural Bureau of Canada, the average yield of wheat in some townships exceeds 22 bushels per acre; and where an approach to good farming prevails, the yield rises to 30 and often 40 bushels to the acre. On new land, 50 bushels is not very uncommon; and Canadian wheat, grown near the city of Toronto, won a first prize at the Paris Exhibition. The quality of Canadian wheat is so superior, that the American millers buy it for the purpose of mixing it with grain grown in the United States, in order to improve the quality of their flour. The agricultual portion of Canada, which comprises four-fifth of the inhabited portion, and a vast area still in the hands of the Government, and now open for settlement, is unexceptionable; and when deterioration takes place, it is the fault of the farmer, and not of the soil.

The products of the forests in Canada are second only to those of agriculture in importance; and, including the ships built and sold, are nearly equal in value.

Amongst the monarchs of the forest may be found white and red pine, the former of which is frequently met with 100 feet high to the first branch, and will occasionally reach 200 feet in height. The average size of the timber cut for the Quebec market will be in logs of about 20 inches square and 60 feet in length; white oak will cut to about 18 inches square and about 50 feet in length, although sticks of both timbers are occasionally cut considerably larger. Of both these kinds of timber immense quantities are annually sent to England; and large quantities of white oak are split up into staves for the manufacture of puncheons, hogsheads, barrels, &c., for the supply of the English and West Indian markets.

The quantity of the timber exported is as follows:—25,000 to 30,000 tons of elm; 35,000 to 40,000 tons of oak; about 400,000 tons of white pine, and 50,000 or 60,000 tons of red pine; about 1,000 sticks of timber suited for masts; about 3,000 M standard staves, and 5,500 M other staves; 50,000 standard hundred of deals, and 350,000 M feet of planks and boards.

The white ash is valuable for making oars. The prickly or black ash, as it is sometimes called, is an ornamental wood, some of which is very handsome, and used for making furniture. Among the other useful cabinet woods are the butternut, which is highly ornamental; the well-known bird's-eye or curled maple; and the black walnut, which furnshes the most beautiful wood for cabinet work grown on the American continent. This wood is less known and appreciated in Europe than it deserves to be. Much of it is most beautifully veined, and some of it is richer in color and far more handsome in appearance than the finest specimens of rosewood. The wild cherry and the cedar are hard and durable woods for many purposes.

In the process of clearing the wood-lands for settlement, the ashes obtained from burning the trees felled often goes a long way toward enabling the settler to meet the first cost of his land. Thus, in 1859, there were exported from Canada 25,698 barrels of potash, and 12,221 barrels of pearlash of the aggregate value of £221,000. Our direct imports of these wood-ashes from Canada in five years ending with 1860, averaged 115,000 cwts., which may be valued at £180,000.

Many of the indigenous plants of Canada may yet become available in medicine and the arts. Ginseng root, which is considered a sovereign remedy for most diseases by the Chinese, and fetches a high price, was at one time an article of considerable export from Canada, but, owing to neglect in the preparation, the market was lost. The introduction and growth of chicory might be carried on with profit, and would prove highly remunerative. Attention could also be given with advantage to the growth of flax and hemp; and Canada should grow more tobacco, and be less dependent on foreign imports. Agricultural seeds, grass, clover, &c., and Indian corn, are very much neglected.

There are no recent statistics which furnish the number of live stock in Canada. By the census of 1851, it appears there were in the colony—horses 385,377; sheep 1,597,849; horned stock 741,106. These numbers, it is probable, have all nearly doubled since then. The Canadian horses are celebrated for their hardihood and useful paces, and especially as trotters.

Dairy produce must increase with the growth of the country, and embrace no inconsiderable part of the profitable labor of the farmer in Canada. Exclusive of the home consumption, the value of the butter, pork, wool, hides, &c., exported exceeds £300,000 per annum.

The fisheries of both Upper and Lower Canada are valuable, although not developed to anything like their extent. The value of the fish production in 1860 was stated at £300,000.

On a coast line of 100 miles in Lower Canada, the cod, herring, mackarel, salmon, and other fisheries are carried on successfully. There are about 70 salmon-fishing rivers in Lower Canada, which the Government are now fostering, with a view to enhance the commerce in this valuable fish. From the Bay of Chaleur above 10,000 barrels used to exported. Much remains yet to be done in smoking and drying choice fish for the British market.

Passing now to mineral products, we may state that no man has done more than Sir W. E. Logan to develop the subterranean treasures of Canada, which are scarcely yet fully appreciated in proper quarters. The large masses of magnetic and specular iron ore, and of the rare silicate of iron

the blocks of limestone and marble and other minerals and building stones shown at Paris, and those which will be exhibited in London in May, will serve to convey a fair impression of the economic value of the mineral resources of the province. The north-west extending from the Georgian Bay to the western portion of Lake Superior, presenting a range of coast of about 1000 miles, which is washed by the waves of the largest lakes in the world, is rich in copper ores—rich to an extent which cannot be yet estimated, simply because it has not yet been explored. It is in no sense inferior to the American side of the lakes in this respect, so far as slight examinations have proved.

The mineral oil-springs of Western Canada, which now furnish in abundance an important article of commerce, have developed a new source of wealth.

The following statement gives the gross value in dollars of articles of Canadian Produce and Manufactures exported in :—

	1855.	1860.
Produce of the Mines....	$125,835	$558,306
" Fisheries..	459,920	832,646
" Forests ...	7,947,923	11,012,253
Animals and their products	1,595,184	4,221,257
Agricultural products	13,630,400	14,259,225
Manufactures.....	476,077	502,037
Other articles, and Ships built at Quebec.....	1,288,107	1,475,736
Estimated short returned..	3,265,014	2,270,430
	$28,188,460	$34,631,890
	£5,637,692	£6,926,378

The value of the direct exports of British produce and manufactures to Canada now averages £2,250,000 sterling, whilst the computed value of the imports from Canada is over £4,000,000.

Canada made one of the best displays of colonial produce at Paris: 348 exhibitors occupied 3145 superficial feet of space. Improving upon the experience of 1851, when there were 220 exhibitors, and satisfied that the exhibition of its products on that occasion had been of immense value to its commerce, the Colonial Legislature voted a large sum of money. Very great exertions were made by the province to be properly represented at the Paris Exhibition of 1855, and the sum of £12,000 was expended with this view. It was thought by the colonists that this expenditure was not so judiciously made as it might have been, and that there much unnecessary outlay on commissioners and their expenses, prize essays printed, and other payments; and instead of the products being sold to defray some of the incidental expenses, they were handed over to the directors of the Crystal Palace at Sydenham.

In consequence of the exhausted state of the finances of the province, and the feeling prevalent respecting the large outlay incurred at Paris, although a most influential commission was appointed, no grant could be obtained from the Canadian Parliament, in the session of 1861, to enable the commission to procure the necessary articles to forward a complete collection to represent the mineral and industrial resources of Canada at the forthcoming Exhibition. Sir W. E. Logan, the chairman of the commission, however, undertook, upon his own responsibility, to procure a proper collection of specimens of Economic Minerals. The Boards of Agriculture and Manufactures of the two divisions of the province, represented by their presidents, who are members of the Colonial Commission, also agreed to furnish a collection of cereals and other agricultural products and manufactures, and a small grant of £1200 has been obtained from the Canadian Government to pay the incidental expenses; so that the collection will, after all, be creditable, if not so extensive as on the last occasion.

* * * The British provinces of North America, of which Canada is the chief, are steadily advancing in wealth and population. In the last ten years their population has increased by one million and a half of souls, and by the end of the next ten years it is probable they will have an aggregate population of six or eight millions. The communication between the agricultural districts of the west and the seaboard of the Atlantic, direct by railway, will ere long make them commercially independent. The large cities of Halifax and St. John will then rival some of those of the States. The average import trade of Canada in the five years ending with 1859 was £8,807,000, and its export £5,936,000. The territory of which Canada is the centre extends over an area equal to more than one-tenth part of the surface of the globe. Its resources, as our rough glance will have shown, even when every allowance has been made for the sterile and desert districts of the north and west, may be said, without any figure of speech, to be exhaustless.

The agriculture, commerce, and wealth of Canada will compare favorably with that of any other British colony, although unaided by any of the extraordinary advantages which Australia, British Columbia, and some others have enjoyed. To sum up in the words of one of its former governors, Lord Metcalf,—'Long may it be one of the most splendid gems of the British Crown!—long may it flourish, a land of liberty, loyalty, industry, and enterprise, increasing daily in population and wealth—a place of refuge and comfort for a large portion of the superabundant numbers which the genius of Britain sends forth to fertilise and civilise the untenanted regions of the earth!—long may the happy connection of the United Kingdom and this colony in the voluntary bonds of mutual affection, be an unfailing source of benefit and prosperity to both!—and long may Canada rejoice in aiding and upholding the grandeur, might, and integrity of the British empire!'—*The London Exchange, April*, 1862, *No.* 1.

NATIONAL WIRE WORKS,
WAREHOUSE, 63 Fulton st., N. Y.

WIRE & SHEET BRASS,
Locomotive Wire Cloth.
HOWARD & MORSE.

CLEVELAND & TOLEDO RAILROAD BONDS, of all the various issues, including those of the Junction and the Toledo, Norwalk and Cleveland Railroad Companies, may be CONVERTED into the SINKING FUND MORTGAGE BONDS, when presented in sums of $1,000 to VERMILYE & CO., No. 44 Wall st., N. Y., or to the undersigned, at Cleveland, Ohio. The Sinking Fund Mortgage Bonds may be registered in the name of the owner, on application to H. C. LUCE, Treasurer.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co., New York, May 8, 1862.

THE ANNUAL MEETING OF THE SHAREholders of the Illinois Central Railroad Company, for the election of Directors and the transaction of any other business, will be held at the office of the Company, in the City of Chicago, on WEDNESDAY, May 28, 1862, at 10½ o'clock A. M. The transfer books will be closed on the 20th of May, and re-opened on the 2d of June.

2t20 W. M. PHILLIPS, Secretary.

THE RECEIVER OF THE CLEVELAND AND PITTSBURG RAILROAD COMPANY gives notice that the assets of the Company are in his hands, subject to the direction of the United States Court for the Northern District of Ohio; that by the order of the Court no portion of the earnings of the road can be applied to the payment of any of the unsecured indebtedness of the Company. All the earnings, after paying operating expenses, rent and mortgage interest, will be applied to the principal of those debts, which are due and secured, amounting at the present time to about a million of dollars.

The accrued interest on the three old mortgages has all been provided for from the earnings of the road, and the next interest to be paid is on the funded debt mortgage bonds (given in exchange for the unsecured indebtedness) on the 1st day of July, 1862. The holders of the River Line Bonds, Income Bonds, Dividend Bonds and Bills Payable, who have not yet accepted the terms of compromise offered them with the approval of the United States Court are notified to exchange their bonds and notes before the 25th day of June, 1862, or they will not be entitled to receive any portion of the earnings of the road. Interest will be paid only to those who accept the compromise.

The new bonds can be obtained in exchange for any unsecured indebtedness at the office of the Company in Cleveland, or at No. 25 William st., New York City, of H. C. KINGSLEY.

1m20 J. N. McCULLOUGH, Receiver.

Prince's Metallic Paint,
AN INDESTRUCTIBLE COATING
FOR
IRON, TIN AND WOOD.

IT consists of seventy-two parts **Oxide of Iron,** and twenty-eight parts **Cement Lime Stone** in the one hundred pounds.

It has much more body than red or white lead. It is warranted perfectly water and fire-proof and to withstand a greater heat on metals, without scaling, than any other paint in use.

It is a perfect cover for all kinds of iron, tin or woodwork, out-houses and canvas coverings. It prevents and arrests the corrosion of metals, and is not affected by the action of salt, gases, acids or ammonia.

As a coating for patterns of iron or wood, when mixed with shellac, it is much superior to beeswax, oil, or shellac alone as has been proven at the largest foundries in the country.

For patching boilers and making joints, it is considered superior to red lead, or any other preparation.

For cleaning metals it takes the place of crocus, rouge and emery, being better and cheaper.

This Paint requires no more oil than dry lead or zinc, and much less than the ordinary mineral paints. It is free from any waste, and possesses a **spreading and covering power unequalled.**

TERMS,
By the Barrel or Half Barrel, } **FOUR CENTS per pound.**

A liberal discount made to parties purchasing by the ton.
A Barrel or Ton will be forwarded to any Railroad companies desirous of testing its qualities, for which there will be no charge if it does not give entire satisfaction.

DANIEL SLOAN, Gen'l Agent,
71 Maiden Lane, New York.

LOCAL AGENTS:
S. R. WILLIAMS, } 204 South Front st., **Philadelphia.**
CALVIN GAY, 81 State st., **Boston.**

MINING ENGINEER
AND METALLURGIST.

A YOUNG gentleman just returned from Europe, a graduate of the Royal Mining Academies of Freiberg and Clausthal, offers his professional advice and opinion on the value of Mines, Mineral Lands and Mining operations generally.

Having directed his attention particularly to the smelting of ores and to the extraction of useful products from their natural mineral, he offers his services in this particular branch of the business, and would have no objection to give to a limited number of pupils private lessons on the subject of smelting.

For further particulars apply to

WM. A. KOBBE,
3m21 **No. 37 Murray Street, N. Y.**

CUMBERLAND COAL.

THE BORDEN MINING COMPANY

ARE now prepared to fill orders and to make contracts for the season of 1862, for **CUMBERLAND COAL,** DELIVERABLE ON BOARD VESSEL AT **Baltimore, Md., Alexandria, Va.,** or **Georgetown, D. C.** Purchasers may rely upon the Coal proving equal in quality to that heretofore furnished.

The Company also have the pleasure of announcing that they have completed, after two years' labor, their shaft and machinery upon their new property in the VALLEY OF GEORGES CREEK, and are lifting from the very heart of the Coal Basin a superior and perfect article of **BITUMINOUS COAL,** remarkably free from impurities of every description, and possessing qualities peculiarly adapting it to Locomotive use, and to generating steam under all circumstances. This Coal will be known in market as **"BORDEN'S PIT COAL."**

Our Railroad friends, and others requiring a superior Coal, will find it to their interest to give this a trial before contracting elsewhere.

For prices and other information apply to

WILLIAM BORDEN.
3m21 **Nos. 70 and 71 West st., New York.**

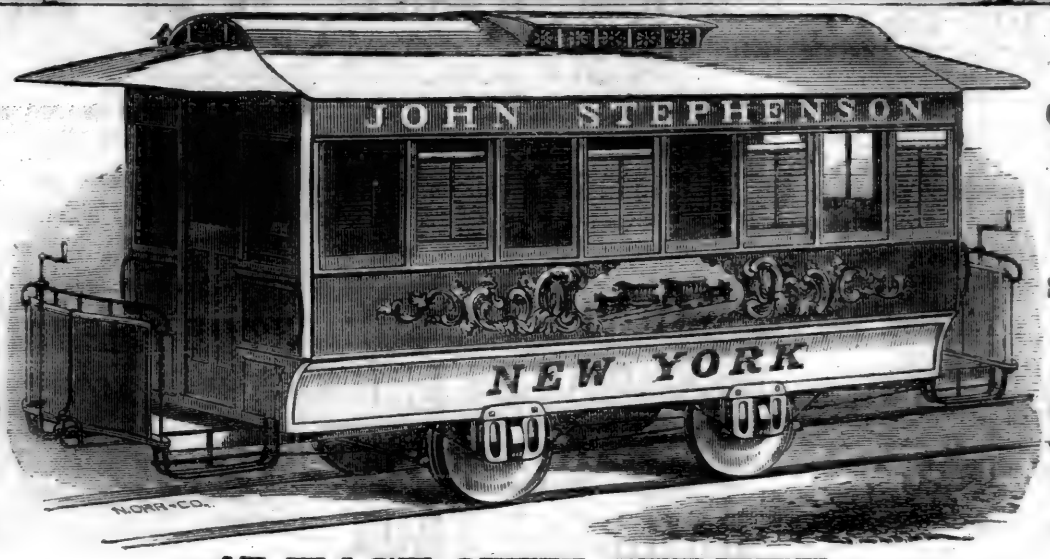
LEMUEL W. SERRELL,
SOLICITOR OF
AMERICAN & FOREIGN PATENTS,
No. 121 NASSAU ST.,
NEW YORK.

VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS,** etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.

Address **HENRY RUTTAN,**
Coburg, Canada.

CARS FOR TWO HORSES COMBINING ALL Valuable Inventions, **ELEGANT STYLE,** Light & Durable, **Full Size** AND REDUCED WEIGHT



CARS FOR ONE HORSE, WITH or WITHOUT **Platforms,** OR TO Swing on Trucks.

EVERY **STYLE AND** VARIETY OF CONSTRUCTION.

47 EAST 27TH STREET.

This Establishment commenced building STREET CARS in 1832, and is famed for superior ELEGANCE of workmanship and SUBSTANTIAL practical results.

Its location, in the PORT of NEW YORK, is most favorable for shipments, and its CARS, CONSTRUCTED in SECTIONS, may be ENTIRELY COMPLETED before being packed for transportation.

PASCAL IRON WORKS,
ESTABLISHED 1821.
MORRIS, TASKER & CO.,
MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ¼ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also, fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, etc.

Gas Works Castings, etc., etc.

PHILADELPHIA.

TODD & RAFFERTY,
ENGINEERS AND MACHINISTS,
MANUFACTURERS of STATIONARY and PORTABLE STEAM ENGINES and BOILERS. Also, FLAX, HEMP, TOW, OAKUM and ROPE MACHINERY. MACHINISTS' TOOLS, MILL GEARING, SHAFTING, etc. IRON AND BRASS CASTINGS, and
GENERAL MACHINERY MERCHANTS,
DEPOT AND STORE, { No. 13 Dey st., NEW YORK,
Where a general supply of RAILROAD AND MANUFACTURERS' FINDINGS may be had.
WORKS AT PATERSON, N. J.
New and second-hand Machinery constantly on hand.

DELAFIELD & BAXTER'S,
Late OGDEN & DELAFIELD,
ROSENDALE CEMENT.
WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength.
For sale in tight barrels, well papered, on application at their office, by **DELAFIELD & BAXTER, 104** Wall st.
The above CEMENT is used in most of the fortifications building by government. 45

P. W. HOLMES,
STOCK AND BOND COMMISSION BROKER,
No. 51 EXCHANGE PLACE,
NEW YORK.
REFERENCES. { DUNCAN, SHERMAN & Co., New York. I. SEYMOUR, Pres't Bank North America. AMERICAN EXPRESS Co., New York. Hon. ERASTUS CORNING, Albany, N. Y. Hon. C. VIBBARD, Albany, N. Y. INTERNATIONAL BANK, Buffalo, N. Y.

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BANKERS and BROKERS,
No. 44 EXCHANGE PLACE,
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BOUGHT AND SOLD ON COMMISSION.
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REGULAR AUCTION SALES
AT 36 PINE ST., EVERY DAY.
STOCKS and BONDS bought and sold at private sale
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BANKERS,
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GOLD, TREASURY NOTES
And all first-class SECURITIES
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BUYS AND SELLS STOCKS, BONDS AND Public Securities of every kind, on Commission.
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ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

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P. W. GALLAUDET,
NOTE BROKER,
HAS REMOVED FROM 11 PINE ST., TO
No. 1 WALL ST., corner Broadway.

WILLIAM H. MARSTON,
BANKER AND BROKER,
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TREASURY NOTES,
UNITED STATES ONE-YEAR CERTIFICATES,
QUARTERMASTERS' AND ORDNANCE VOUCHERS,
SPECIE, LAND WARRANTS, AND
DOMESTIC EXCHANGE,
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STOCKS, BONDS and GOLD bought and sold on Commission at the Board of Brokers.
LOANS negotiated and Advances made on marketable Securities.

RICHARDS KINGSLAND,
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GOVERNMENT CLAIMS, BONDS, QUARTERMASTERS' VOUCHERS and U. S. 6 PER CENT. CERTIFICATES,
Fire and Marine Insurance Stock and Scrip
BOUGHT, SOLD and ADVANCED UPON.
MERCANTILE PAPER AND LOANS NEGOTIATED.
INTEREST ALLOWED ON DEPOSITS.

H. MEIGS, Jr. & SMITH,
BANKERS and BROKERS,
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(FIRST BUILDING BELOW WALL STREET.)
STOCKS and BONDS Bought and Sold on Commission
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SAMUEL HALLETT & CO.,
BANKERS,
58 BEAVER STREET,
NEW YORK CITY.
DEALERS IN
Foreign and Domestic Exchange,
AND NEGOTIATORS OF
STATE AND RAILROAD BONDS.

REMOVAL AND CHANGE OF NAME.
THE business heretofore conducted by A. BRIDGES & Co., at 64 Courtlandt st., will be continued by the same parties hereafter under the firm of—
BRIDGES & LANE,
at 50 Courtlandt, corner of Greenwich st.
New York, March 31, 1862.
See Advertisement. } ALBERT BRIDGES. JOEL C. LANE.

CHAS. A. MEIGS & SON,
BANKERS AND BROKERS,
No. 50 EXCHANGE PLACE, N. Y.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

Babbit Metal! Babbit Metal!
BEST and CHEAPEST in the WORLD!!!—"That's modest!"—says Mr. McGrowler. Well, it is true also, and if the Railroad Committees on supplies will call on me, they will find it so.
BLOCK TIN, ANTIMONY and LEAD for the use of Railroads also sold at the lowest rates by
LUCIUS HART,
Nos. 4 and 6 Burling Slip,
NEW YORK.

RAILROAD IRON.
THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,
OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.
OLD RAILS
received in exchange for new, or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
TROY, N. Y.
New York Agency:
BUSSING, CROCKER & CO.,
32 Cliff st.

RAILROAD IRON.
THE UNDERSIGNED are prepared to contract for the sale of
RAILROAD IRON
on advantageous terms, delivered at ports of England, Wales, or the United States.
MEAD & BELL,
13 Cliff Street, N. Y.

RAILROAD IRON.
ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by
E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.
2,000 TONS Railroad Iron, New York and Erie pattern, "Crawshay's" make,—50, 56 and 58 pounds per lineal yard, afloat, or in yard at Brooklyn, ready for immediate delivery; for sale by
FIRM, **THEODORE DEHON,**
May 8th, 1862. **38 Beaver st.**

RAILROAD IRON.
THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States
M. K. JESUP & COMP'Y,
44 Exchange Place.
New York, 1st June, 1859.

RAILROAD IRON.
3,400 TONS BEST QUALITY WELSH RAILS—T pattern—53 lbs. per lineal yard, for sale by
CHAS. L. PERKINS, or
E. LIVINGSTON,
3m15 **54 Exchange Place.**

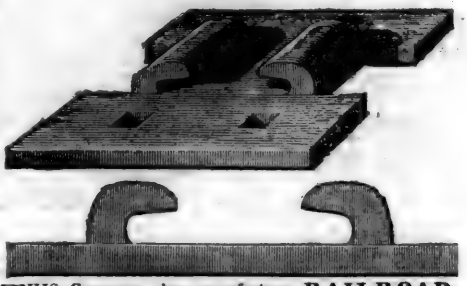
RAILROAD IRON.
THE subscriber is prepared to enter into **Contracts for RAILS** delivered at an English port or at a port in the United States.
JAMES TINKER,
54 Exchange Place,
NEW YORK.
Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

MORRIS, WHEELER & CO.,
SUCCESSORS TO
MORRIS & JONES & CO.,
IRON MERCHANTS,
MARKET AND SIXTEENTH STREETS,
PHILADELPHIA.
IRON AND STEEL
IN ALL THEIR VARIETIES.
BOILER PLATE, CAR AXLES,
BOILER RIVETS, RAILROAD IRON,
CUT NAILS and SPIKES, PIG IRON, etc.
Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.

RAILROAD IRON
AND COMMON BARS.
THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.
R. & J. MAKIN, 70 Broad st.

CAR DUCK.
HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS, 9 to 140 inches, PLUSHES, BURLAPS, CAR HEAD LININGS, and all kinds of RAILROAD SUPPLIES.
For sale by
WILLIAMS & PAGE,
67 Water st., Boston

NEW YORK
Railroad Chair Works,
J. S. BREESE, *Pres't.* J. S. DAVENPORT, *Secr'y and Treas.*
Office, No. 89 Maiden Lane, cor. Gold St.,
NEW YORK.
JOSIAH S. LEVERETT & CO.,
SOLE AGENTS.



THIS Company also manufacture **RAILROAD, SHIP AND BOAT SPIKES** of a superior quality, which they are prepared to supply at the shortest notice.

PHŒNIX IRON COMPANY'S



SUPERIOR WROUGHT IRON
RAILWAY CHAIRS,
With continuous lips, made to fit exactly the flanges of the rails.
SAML. J. REEVES, V. Pres't,
410 Walnut st., Philadelphia.

UNION COAL & OIL CO.,
MAYSVILLE, KY.
BRANCH OFFICE } **No. 126 Maiden Lane, NEW YORK.**
MARCUS A. FINCH, Agent.
MANUFACTURERS of Paraffine Lubricating Oil for Railroad Cars, Locomotive Engines, and Stationary Machinery of all kinds, including Cotton Spindles, Woollen Machinery, etc., etc.
TRIAL of PARAFFINE LUBRICATING OIL.
By W. B. LEONARD, Esq., Sec'y of the American Institute.
ON HIS PATENT DYNAMOMETER FOR TESTING OILS.

Revolutions.	Pure Sperm Oil, Power Exhausted.	Paraffine Oil, Power Exhausted.	In favor of Paraffine.
500	2	1	100 per cent.
1,000	4	2	100 "
1,500	6¼	3½	90 "
2,000, Practical point of Oiling	9½	5	90 "
2,500	13	7	85 "
3,000, Sperm entirely exhausted,	17½	10	75 "
3,500, Paraffine entirely exhausted	14		500 more revolutions, and 25 per ct. less power exh'sted than the sperm.

CERTIFICATE.
OFFICE No. 1 SPRUCE ST., NEW YORK.
I hereby certify that the above is a true copy of a trial of Paraffine Oil, manufactured by the Union Coal and Oil Company, of Maysville, Ky., as tried on my Patent Dynamometer, on the 20th day of September, 1858, showing that said Paraffine Oil contains 75 per cent. more lubricating properties than pure Summer Strained Sperm Oil.
[Signed,] W. B. LEONARD.
P. S.—All Oils **warranted** for the purposes for which they are recommended.

ISAIAH W. SYLVESTER,
ATTORNEY AND COUNSELLOR AT LAW,
Law Reporter for the "AMERICAN RAILROAD JOURNAL,"
No. 8 WALL STREET, NEW YORK.
PATENT RIGHTS SECURED

COL. LONG'S PATENT IRON RAILWAY BRIDGE.



THE plan of this Bridge is upon the principle of the **SUSPENSION TRUSS**; and the Iron is so arranged in its construction as to impart its greatest **longitudinal strength** to the whole work.

The subscribers are prepared to furnish large quantities of **IRON BRIDGING**, for Railroad or other purposes, at short notice, and at moderate prices.

M. M. WHITE & CO., Proprietors,
GLOBE IRON WORKS, 33d St., near 11th Avenue, N. Y.

INSTRUMENTS.

Wm. J. Young
HAS removed his Engineering and Surveying Instrument Manfactory to No. 43 North Seventh Street, Philadelphia



E. BROWN'S SON,
MANUFACTURER OF
TRANSITS, LEVELS,
RODS, CHAINS, ETC.
No. 27 FULTON SLIP, N. Y.

J. T. Hobby, (formerly SAWYER & HOBBY
MATHEMATICAL Instrument Maker, at the old stand, 156 Water st., NEW YORK. 1y33

W. & L. E. Gurley, Troy, N.Y.,
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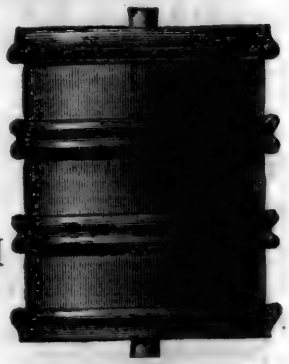
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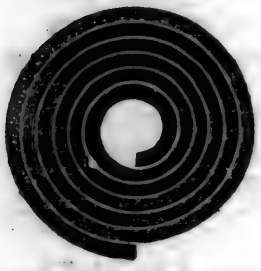
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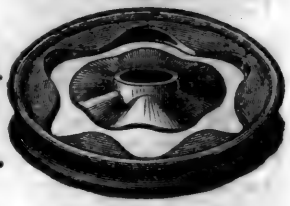
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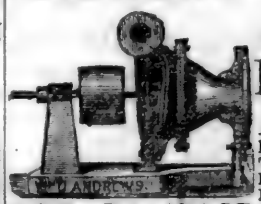
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5.	"	15	" ¾ to 1	17.	"	25	" 1½ to 1
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9.	"	16	" 1 to 1	21.	"	30	" 1¼ to 1
10.	"	18	" ¾ to 1	22.	"	30	" 1½ to 1
11.	"	18	" ¾ to 1	23.	"	32	" 1 to 1
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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, May 31, 1862.

Business Prospects after the War.

Is there not too common a belief that with the restoration of peace there must be a general prostration of business, such as has not been witnessed for many years? It seems to us there is. We would be slow to maintain that there may not be a good deal of temporary distress in some localities; but to assert that this must be universal and lasting seems to us to be unwarranted. Not only so, but it tends to produce that very state of affairs that the alarmists would so greatly deprecate. Let a dozen persons tell any one that he looks ill, and the chances are that he will take to his bed. In like manner let the community take it into its head that the conditions of another financial relapse exist, and it needs nothing more to induce that abnormal condition. The public will take to its bed, and probably there remain until the diseased imagination has been cured, perhaps by remedies as simple as bread pills.

The notion that after the termination of a severe struggle there must ensue a period of depression in business, is merely an European idea. For proof we are referred to the old French war, followed by the resumption of specie payment by the Bank of England, and the general dead lock in British industry. But it is enough to say that entirely different conditions from those which existed in that country half a century ago, exist here to-day. The United Kingdom was then emerging out of a twenty years' war, almost every State on the continent having been ravaged by it. What England had to sell, the world was too poor to buy, except in very small quantities. There was little resource left but idleness and starvation, the latter assisted materially by a succession of bad harvests.

But the situation of this country will be essentially different. The war is not going to be waged twenty years, or even twenty months. We have an abundant stock of grain on hand from last year, with a good prospect for the present, so that no one anticipates a lack of bread. Assuming that "the staff of life" has been provided for, it is easy to see that every other form of industry will be quickened into almost its usual activity. The North and Northwest can afford to purchase freely the products of the factories both of this country and Europe. In these sections the people have gone on short allowance for nearly two years, and in fact, ever since the reverse of 1857. With peace restored, the necessity for so much self-denial will gradually relax its hold on the mind. The channels of trade have been well cleared out; and with the return of a tolerable demand there will be a general rush upon the importer and the manufacturer, increasing the call for and the remuneration of labor of every kind.

The view here taken is confined altogether to this section of the country; but there can be no doubt that a very large demand will shortly make itself felt from the South. Merchandise of every description has for some time been at extravagant prices. The West must send a supply of grain and pork to feed the people of the Gulf States; the Northeast must supply manufactures of iron, wood, cotton, wool, flax, &c., of which that market has been depleted. Whatever may be alleged about individual poverty, the fact remains that probably 3,000,000 bales of cotton await shipment, worth twenty-five per cent. more than the usual prices. There has doubtless also been considerable hoarding of the precious metals going on among the people, which will gradually return to the channels of circulation. As to the proposed destruction of the cotton and tobacco crops, we think the worst has passed; at any rate, we have not been hearing much of it lately, and probably the first accounts received were largely exaggerated.

There must, therefore, be a pressing demand for the products of our stores, our mills and shops; while the means of payment at the South will be considerable, and at the North immense. With these two elements at the outset, only a third is required—*money*. It is unnecessary to add that we have this in abundance, of the precious metals as well as government paper. Though our shipments to Europe have been increasing for some time, we have not sent back by any means the amount which we received from it last year, so that the country finds itself with a much larger stock on hand than when the troubles commenced.

If we have demands for the products of our industry, with the means of meeting those demands and money to carry on commercial intercourse, what more is necessary, except *confidence* in one another?

It is not true that a state of hostilities is always followed by stagnation in business. The Crimean war was not either in France or Great Britain, but the very reverse. Supposing, however, that it had been, this country, with its vast extent, resources, and industrial activity, cannot be considered as bound by foreign precedents? If the history of this war proves one thing more than another, it proves the great danger of our being bound by European rules and examples. Had not our government departed from them, its securities might now be offered at twelve per cent. interest, without finding a purchaser. It is henceforth the destiny of the United States to establish precedents for other countries rather than slavishly follow those provided abroad ready for our use. We cannot admit the force of the logic were it ever so strictly founded on fact, that because the close of war brings a financial revulsion in England, France or Russia, therefore it must do so in this country. The fact is, we had our crisis during the winter of 1860–1. The storm which then visited these States carried off the decayed wood, and with it all well-guarded mistrust of each other's solvency. There has been no unhealthy expansion, no general extravagance, no wild speculation indulged in during the last eighteen months, to generate *the causes* of another revulsion. In-

dividual sufferings may and will exist in particular localities; but we incline to think that the community is now disposed rather to over-estimate their extent and intensity, than the contrary.

Telegraph Lines.

Efforts are being made to extend the line of the American Telegraph Company from Eagle Bridge to Rutland, Vt., over the Rutland and Washington R. R., with offices at Cambridge, Shushan, salem, Poultney, &c.

Mr. Preece, the engineer to the Electric International Telegraph Company, states that in 1845 there were only 500 miles of telegraph in the United Kingdom; in 1850 there were 1,800 miles, in 1855 there were 3,400 miles, and at the present time there are 60,000 miles. In America there 40,000 miles. On the European continent there are 30,000 miles. In India, canada, and Australia there are 15,000 miles.

Pittsburg, Fort Wayne and Chicago R. R.

The gross earnings of this road during the fiscal year ending December 31, 1861, were:

From through freights		$1,484,273 48
" local "		421,433 87
" through passengers		419,376 98
" local "		483,329 48
" express matter		53,482 82
" mails		93,900 00
" rent of railroad		84,939 44
" rents of other property		4,843 98
" miscellaneous sources		6,207 46
		$3,031,787 51

And the expenses were:

Conducting transportation	$500,981 14	
Motive power	598,226 06	
Maintenance of way	435,824 53	
" cars	146,858 40	
General expenses	50,176 33	
		1,732,066 46
Net earnings (nearly 43 per cent.)		$1,299,721 07

Disbursed as follows:

One year's interest on bonds		$648,490 00
" " floating debt		80,654 00
Taxes		53,813 26
Discount on currency		18,102 46
Overcharges refunded		21,810 46
Claims incurred prior to receivership, adjusted since	$10,812 26	
Less sundry credits	1,273 15	
		9,539 11
Expenses of receivership, reorganization, and trusteeship		36,729 45
Losses of previous years to December 31, 1860		309,913 16
Surplus to carry forward		120,669 15
		$1,299,721 05
Compared with the previous year the gross earnings show an increase of		$696,433 68
With an increase in expenses of		158,267 59
Making the increase in net earnings		$538,166 09

Comparing the different classes of earnings with those of 1860, we find that the revenue from through freights has increased $638,950 53, or 75.5 per cent.; from local passengers $47,889 76, or 11 per cent.; from through passengers, $49,336 66, or 13 per cent.; from express matter, $2,182 82, or 7 per cent.; from rent of railway, $1,130 11, or 1.35 per cent.; and from miscellaneous, $2,440 57, or 64.80 per cent—while a decrease is shown of $42,957 97, or 9.3 per cent. in the earnings from local freights; and $2,532 80, or 34.3 per cent., in rents of property. The net increase in the earnings over those of the previous year being about 29.9 per cent.

The increase in the expenses were: for conducting transportation, $168,472 47, or 50.67 per cent.; for motive power, $68,877 01, or 12.17 per cent.; for general expenses, $3,534 75, or 7.58 per cent. —while a decrease is shown of $74,754 81, or 14.64 per cent., for maintenance of way; and $3,861 83, or 2.56 per cent., for maintenance of cars. The net increase in expenses are about 10.5 per cent.

The gross earnings per mile of railway were $6,492 05; and the expenses $3,708 92. The gross earnings per mile run by engines $1.38·8; and the expenses $0.75·8. The gross earnings per mile run by cars $0.13·4; and the expenses $0.07·6. The per centage of earnings absorbed by expenses was 57.2.

The increase in expenses of conducting transportation is more than equivalent to the increase in the earnings, but as the expenses connected with the transfer of through freight in Pittsburg, in 1860 deducted from earnings, were in 1861 charged to expenses, the ratio of this class of expenses may thereby be reduced; yet with this deduction, the expenses for conducting transportation per mile run by engine and per mile run by cars, exceeds that of the previous year.

The increase in the expenses of motive power is much below the increased mileage of trains. The number of miles run in 1860 was 1,984,501, and in 1861, 2,434,641, being an increase in 1861 of 486,140 miles, or about 20 per cent. The increase in the expenses of motive was only 12.17 per cent.

General expenses shows an increase of $3,534 75. This occurred in the legal department of the company's service. The increased expense in this department was $5,971 32, and the difference between this sum and the net increase of general expenses is accounted for by a reduction of expenses in the general offices.

The reduction of expenses of maintenance of way has occurred entirely on the eastern division, by reason of the heavy renewals of iron rails, cross ties, etc., in 1860. The decrease in this department in 1860, on the Eastern division was $110,962 58, the increase having been $36,207 77 on the Western division.

A much larger reduction in the expenses of maintenance of cars has occurred than is apparent by the foregoing statement. The total mileage of cars in 1861 was 22,646,634 miles, and in 1860, 17,024,279 miles, showing an increase in 1861 of 5,622,355 miles, or about 25 per cent. The cost of maintenance of cars per mile run in 1861 was 6½ mills, and 1860 a fraction less than 9 mills, being a decrease of nearly 2½ mills, equal on the whole mileage to a reduction in this class of expenses of $53,637 96, or 35½ per cent.

There were transported over the road during the year, 526,379 tons of freight, of which 164,755 were local, and 361,624 tons through freight. The eastward movement was, of local freight, 88,445 tons, and of through freight, 237,458 tons. The movement westward was, of local freight, 76,310 tons, and of through freight 124,166 tons. These figures show a preponderance of 149,013 tons, or 168½ per cent., in the through business eastward, and in the westward, 47,856 tons, or 62.7 per cent.; in the aggregate, 196,849 tons or 119½ per cent. Compared with the year 1860, the local tonnage exhibits a decrease of 50,130 tons, of which 30,761 tons were in the eastward, and 19,268 tons in the westward business. In through freight, an increase of 111,305 tons is shown, and of this increase, 106,604 were carried eastward, and 4,701 tons westward. The reduction in the amount of local tonnage is 23.3 per cent., with a reduction in the revenue of only 9.2 per cent. The average number of miles that each ton was transported being about the same in both years, this comparatively small decrease in revenue can only be accounted for by the company having obtained higher rates in 1861 than in the previous year. This addition to the rates amounted, on an average, to three mills per ton per mile, and on the entire mileage to $63,413 56. Had the rates remained as low as in 1860, a reduction of $106,371 53 would have taken place in the revenue from local tonnage.

It is in the through tonnage that the large increase of freight earnings has occurred. The number of tons carried show an increase of 44½ per cent., originating almost wholly from the eastward business. An increase of 77.1 per cent. is exhibited in the number of tons carried one mile, adding 21.2 per cent. to the average miles one ton was hauled. This, with the addition of one mill per ton per mile to the rates, has produced the large increase in the revenue from this class of freights.

The most profitable business was done in the westward movement; and it is a noticeable fact that, although the tonnage in this direction increased only about 4 per cent., the revenue was augmented nearly 27 per cent. This is partly owing to the increased length of the average haul, but chiefly to the addition of 5 mills to the rate per ton per mile, over that obtained the previous year. Had the same average rate been obtained upon the eastward as on the westward business, the freight earnings would have been still further increased by the amount of $342,301 81. The average rate obtained on the westward business was 2 cents per ton per mile, and on the eastward 1½ cents. The latter shows a very slight increase of less than one mill per ton per mile.

The total number of passengers of all classes, including U. S. troops, transported was 541,251, of which 457,050 were local, and 84,201 through, exhibiting an increase of 92,448 in the former, and 12,139 in the latter. Of the local passengers, 271,266 were carried in first class, 689 in second class, and 185,094 in accommodation trains. Of the through passengers, 73,696 were carried in first class, 5,225 in second class, and 5,281 in emigrant trains. The rate obtained for local first class passengers was 2.9 cents per mile; the reduction from the regular fare having been caused by the company being obliged to carry troops in first class cars at 2 cents per mile. The rate for second class local passengers was 2.2 cents per mile. For first class through travel, an average rate of 2.4 cents per mile was obtained; for second class, 1.6 cents, and for emigrants, 1.4 cents.

The movement of local passengers was 223,033 eastward, and 234,017 westward; and of through travel, 45,576 eastward, and 38,635 westward. The increase in the eastward through travel was 6,418; and in the westward, 5,722. The rate for eastward through passengers was 2.8 cents per mile; and on those going westward but 2.2 cents.

The financial condition of the company at the close of the fiscal year, December 31, 1861, was as follows:

Capital stock		$6,249,432 81
Funded debt, (10,264,995,) viz:		
1st mortgage bonds O. & P. R. R. Co.	1,000,000 00	
2d " " "	750,000 00	
Income " "	1,988,000 00	
Bridge " "	198,000 00	
1st mort. bonds O. & I. R.R. Co	1,000,000 00	
2d " " "	380,000 00	
3d " " "	17,000 00	
1st mort. bonds Ft. W. & C. R. R. Co.	1,250 000 00	
Real estate " "	498,000 00	
Mortgage construction bonds	2,142,000 00	
" redemption "	2,000 00	
Real estate bonds	99,000 00	
Sinking fund bonds	604,170 00	
Chicago depot bonds	336,825 00	
Certificates of Purchasing Committee, convertible into the 3d mortgage bonds of the Pittsburg, Fort Wayne and Chicago Railway Co., at par	126,543 88	
Floating debt, ($1,847,327 82) viz:		
Bills payable O. & P. R. R. Co	6,000 00	
" O. & I. R. R. Co.	4,795 90	
" Ft. W. & C. R. R. Co.	3,200 00	
" P., Ft. W. & C.R.R.Co.	239,761 32	
Warrants payable	23,639 46	
Certificates of Purchasing Committee payable by receiver in cash	1,492 76	
Construction accounts payable	12,499 98	
Transportation " "	21,545 14	
Other " "	15,181 66	
Coupons past due	1,519,212 50	
Current Liabilities ($340,612.45):		
Bills payable of receiver and trustees	13,500 00	
Construction accounts payable	37,422 64	
Transportation " "	226,494 18	
Other " "	63,195 63	
Balance to credit of income account	120,669 15	
		$18,947,581 11
Cost of road August 1, 1856:		
Ohio and Pennsylvania Railroad	$6,079,971 23	
Ohio and Indiana Railroad	3,235,057 99	
Fort Wayne and Chicago Railroad	1,757,555 46	
		$11,072,544 68
Balance of account chargeable to cost of each road prior to Aug. 1, 1856:		
With Ohio and Penn. R. R. Co.	235,689 56	
" Ohio and Ind. R. R. Co	254,419 90	
" Ft. W. and Chicago R. R. Co.	88,397 87	
Total cost to August 1, 1856		$11,651,052 11
Construction expenditure since:		
On Eastern division	1,272,849 20	
On Western "	2,641,737 85	
Discount on bonds:		
Pennsylvania Railroad Co.'s	2,975 00	
Bridge bonds of O. & P. R. R. Co.	32,561 25	
Ft. W. and C. R. R. Co	169,080 01	
Mortgage construction bonds	563,904 74	
Real estate bonds	65,982 78	
Chicago depot bonds	542 50	
Premium on stock—		
Of Ohio and Penn. R. R. Co	530,825 95	
Ft. Wayne and Chicago R. R. Co.	70,610 07	
Total cost of road Dec. 31, 1861		$17,002,121 41
Real estate	768,567 27	
Cash on hand	176,812 55	
Stocks and bonds of other Co.'s	31,408 00	
Unapplied materials on hand	295,968 86	
Bills and accounts receivable	450,767 74	
Uncollected revenue at stations	97,046 80	
Cash remitted by agents and conductors, *in transitu*	35,396 24	
Sundry accounts receivable, bad and doubtful	91,492 24	
		$18,947,581 11

This amount, representing the cost of the property and assets of the company, compared with the statement for the year ending December 31, 1860, shows an increase of $781,296 35, viz:

Increase in balance to debit of O. & P. R. R. Co		$4,450 50
Increase in balance to debit of O. & I. R. R. Co		6,484 91
Expended for construction		505,874 78
Disco't on mort. construction bonds		99,293 60
" real estate bonds		913 25
" Chicago depot bonds		542 50
Increase of cash on hand		52,455 47
" unapplied materials		114,078 37
" bills and acc'ts recei'ble.		336,787 37
" bad and doubtful acc'ts.		62,497 97
		$1,183,378 62
Less reduction in cost of Ft. W. and Chicago R. R. Co	$14,088 87	
Discount on bridge bonds	1,545 00	
Premium on stock	912 70	
Real estate disposed of	15,930 54	
Stocks and bonds of other companies	59,692 00	
Balance to debit of income account Dec. 31, 1860	309,913 16	
		402,082 27
Net increase of property and assets		$781,296 35

The corresponding increase of the capital of the company will be exhibited by the following:

Mortgage construction bonds issued in settlement of floating debt		$364,000 00
Chicago depot bonds issued		3,340 00
Increase of certificates convertible into bonds at par		124,787 88
Increase of floating debt		120,166 30
Increase of unpaid liabilities		78,267 33
Balance to credit of income account		120,669 15
		$811,230 66
Less decrease of capital stock	$16,934 31	
Bridge bonds retired by sinking fund	9,000 00	
Real estate bonds convertible into lands	4,000 00	
		29,934 31
Net increase of capital		$781,296 37

Of the expenditure during the year for construction and equipment, $216,813 96 were charged to the Eastern division for account of ballast, bridge masonry, bridge superstructure, cross-ties, graduation, iron chairs and splices, iron rails, railway superstructure, and spikes and bolts for track used mainly in the construction of a second track from Allegheny to Sewickley, a distance of 12 miles, and the improvement of the cut near Wooster Summit. The amount charged to machine shops was for additions to the shops at Allegheny, and branch at Crestline. Additions have also been made to the engines and cars on this division.

The expenditure of $289,060 82, on the Western division was, mainly, for the completion of the connections with other lines at Chicago; the graduation of three street approaches in that city; the building of an engine house, freight depot, and graduation of the dock front on the south branch of Chicago river, all in that city; the building of a new freight station; additions to the machine shops and machinery; the building of new bridges at Bucyrus and Upper Sandusky; the purchase of land at Dunkirk for station purposes, and additions to the equipment of engines and cars.

An apparent decrease of $59,692 is shown in the amount of stocks and bonds of other companies. There has in fact been an addition to these securities—the company having received 296 shares in the stock of the Dubuque and Sioux City Railroad Company, at 60 per cent., in payment for the transportation of iron for that road. The property of the Springfield, Mt. Vernon and Pittsburg Railroad Company having been vested in the Cleveland, Columbus and Cincinnati Railroad Company by a judicial sale, the value of the shares has been extinguished, and the amount paid by this company, $77,500 on their subscription of $100,000 has been embraced in the item of "sundry accounts receivable, bad and doubtful." The addition to the latter of $62,497 97 is thus explained; with this exception, these accounts have been reduced.

It will be observed that the balance of $309,913 16 appearing to the debit of income account Dec. 31, 1860, has been completely absorbed by the profits of the business the past year, leaving a balance to credit of that account Dec. 31, 1861, of $120,669 15.

There have been issued in the liquidation of the floating debt $364,000 of the mortgage construction bonds, at prices, with one exception, favorable to the company. These bonds were all held as collateral security for the payment of a portion of the floating debt, and were taken by the parties in full settlement thereof, with the exception before noted. Of the real estate bonds, there have been issued $6,000, in payment of unsecured claims, which with the redemption of $10,000 by the trustees, by the exchange of lands therefor, show a reduction of $4,000. There have also been issued $3,340 of the bonds created for the purchase of the Chicago depot property.

A large portion of the floating debt has been settled since the last summer, by the issue of certificates of the Purchasing Committee to the amount of $124,787 88, entitling the holders to convert them at par into the third mortgage bonds of the re-organized company. These certificates were issued for the principal and interest of all construction claims, and for three-fourths of the principal and interest of all claims incurred prior to the suspension of the company for transportation purposes, the remaining one-fourth of the latter having been paid in cash. This arrangement, while not absorbing an undue amount of revenue, has been generally satisfactory to the holders of unsecured claims, especially since it has been made apparent to them that the interest on the third mortgage bonds will be paid in a short time, and in this wise imparting a marketable value to the bonds.

There has been retired during the year $486,368 70 of the floating debt by the issue of bonds, certificates, and small payments in cash.

By the addition of the unpaid interest on the bonds, maturing during the year, amounting to $606,535, provision for the payment of which is made by its conversion into the bonds of the re-organized company, the floating debt which stood $1,727,161 52, Dec. 31, 1860, has been increased at the close of the past year to $1,847,327 82—being a net increase of $120,166 30. Practically, however, it has been reduced by the before mentioned payments, and the provision for the redemption of the matured coupons, to $328,115 32. This amount is about 5 per cent. of the capital stock. The cash in hand and cash assets were more than sufficient to extinguish this debt, part

of which is not matured, together with the remaining current liabilities. By the terms of the agreement, under which the re-organization has been effected, the greater portion of this debt is to be funded into the second and third mortgage bonds of the new company. Since the 1st of January a large amount of it has been so redeemed.

The increase in the current liabilities of the company is entirely due to the extended business of the company, and the unsettled accounts with the government. The accounts payable to other companies, etc., show alone an increase of $50,027 69.

Important Railway Suit.

A VERDICT INVOLVING $1,000,000.

In the Kingston (C. W.) papers we find a synopsis of one of the most important suits ever tried on this continent. It began in that place on the 12th instant, Mr. Justice Burns presiding. The action was brought by the Commercial Bank of Canada against the Great Western Railway Company, to recover loans granted to the latter amounting in the aggregate to $942,000, with interest for between three and four years.

It appears that the Detroit and Milwaukee road, having got into difficulty in 1857, the managers of the Great Western of Canada undertook to advance money sufficient to complete and equip the former, in order to control its business. Application was made to the English stockholders, who voted, on two separate occasions, £150,000 and £100,000 for this purpose, to be expended by Messrs. Brydges and Reynolds as their trustees. These gentlemen were officers in both roads at the date when the dispute began. The former was managing Director and the latter financial Director of the Great Western, while they were respectively President and Vice-President of the Detroit and Milwaukee line. The point involved is whether financial negotiations with the bank concerned them in one or other capacity, or in neither.

In December, 1857, Mr. Reynolds had an interview in Toronto with Mr. Ross, the manager of the Commercial Bank at Kingston, and Mr. Parke, its cashier at Hamilton. He proposed to open an account on behalf of the Detroit and Milwaukee Company for £150,000, payable in twelve months; but to this Mr. Ross objected on the ground of their financial condition. The latter offered to extend the requisite credit, by opening an account as "Great Western No. 2;" but to this Mr. Reynolds objected. Finally, it was arranged that this should take the form of "Great Western, Detroit and Milwaukee," by which name sums were drawn amounting to $742,270 92 up to the Spring of 1859. Subsequently $200,000 was advanced on mixed accounts to the Great Western on the Detroit and Milwaukee, when the bank managers received an intimation that it would not be safe to extend any further.

The agreement, however, had been only a verbal one at the outset; and so it remained until the first £150,000 voted had been overdrawn. Suspicion being entertained, application was made to Messrs. Brydges and Reynolds for a written assurance as to liability. The reply was to the effect that the Great Western would cover all overdrafts on the Detroit and Milwaukee account. On this assurance the additional aid was granted. The evidence shows that in the bank correspondence with Mr. Reynolds he was most frequently addressed as an officer of the Detroit and Milwaukee line, but this was at his own request, the alleged object being to keep the accounts from getting mixed.

Subsequently application was made to the Great Western Company for payment of the money; but the demand was denied on the ground that the money had been advanced to the Detroit and Milwaukee, which was then in a position of financial difficulty. Mr. Reynolds testified that the authority to draw from the Bank was made upon that of the D. & M. R. R., and that as a Great Western official he had no power to make such an engagement. The latter company have a seal which it requires two persons to obtain; this was never used in the transactions. The testimony of Mr. Brydges was equally to the effect that the loans obtained were on account of the Detroit and Milwaukee exclusively, with which the Great Western had properly nothing to do, the two accounts being kept entirely separate. The letter referred to above was only intended to apply to the balance of the loan.

VERDICT.

The Jury gave the following answers to questions put by his Lordship.

The account was given to the Great Western Company.

Messrs. Brydges and Reynolds had the authority to open the account.

The Bank had no notice that Messrs. Brydges and Reynolds had no authority to make the overdrafts.

There was no limitation, and the account was conducted in the same manner after the letter of guarantee was given as before.

The Great Western received the benefit of the loans and drafts.

His Lordship said this was a verdict for the plaintiffs.

The case has been appealed to the higher Courts of the Province.

Delaware and Raritan Canal and Camden and Amboy Railroad and Transp. Co.

In compliance with an act of the Legislature of the State of New Jersey, approved the 24th day of February, 1852, the Delaware and Raritan Canal, and Camden and Amboy Railroad and Transportation Companies make the following report:

The capital stock paid in of the Del. and Raritan Canal	$1,500,000 00	
To which has been added by authority of Legislature	798,400 00	
		$2,298,400 00
The capital stock paid in of the Camden and Amboy Railroad and Transportation Co.	$1,500,000 00	
To which has been added by authority	1,210,800 00	
		$2,710,800 00

The funded debts of the above companies are:

A loan at	6	per cent. interest	$	800,000
"	5	" "	£	210,000
"	6	" "	£	225,000
"	6	" "	$	867,000
"	6	" "	$	800,000
"	6	" "	$	1,700,000

Also a loan of $2,500,000, authorized by the stockholders, for straightening and doubling the track of branch railroad, and for subscriptions and advances to associated companies. Of this loan only $867,000 has been issued.

In addition to the above, there has been issued a loan for £185,000 sterling for the stock of the Philadelphia and Trenton Railroad Company, since converted into funds, at four dollars and eighty cents per pound sterling, bearing an interest of five per cent. per annum.

Also a loan of $1,175,000, bearing an interest of six per cent. per annum, for subscription to the Belvidere Delaware Railroad and branches, and Freehold and Jamesburg Agricultural Railroad Companies.

Also a premium loan of £48,333 6s. 8d., for the extension to the year 1880, of the sterling loan of £210,000 and £225,000 for the redemption of which loans, before the expiration of the year 1880, a sinking fund has been provided.

And the companies are under obligations to pay certain small annuities to persons who have been injured on the railroad.

The cost of the Delaware and Raritan Canal and appurtenances	$3,955,302 55	
The cost of the Camden and Amboy Railroad and equipments	5,918,658 15	
The receipts of the Delaware and Raritan Canal for twelve months ending the 31st of December, 1861	469,895 73	
Expenses of the Delaware and Raritan Canal for the same period	157,509 53	
Leaving net		$312,387 20
The receipts of the Camden and Amboy Railroad and Transportation Company for twelve months ending the 31st of December, 1861	$2,058,989 65	
Expenses of the Camden and Amboy Railroad and Transp. Co. for the same period	1,145,159 85	
Leaving net		$913,829 80

Dividends have been paid in cash during the year 1861 of eleven per cent. on the capital stock of the joint companies.

There has been invested during the past year on account of the sinking fund, the sum of	$107,213 12	
Which, added to the former sum of	112,367 19	
Makes		$219,580 31

Warren Railroad Company.

Subjoined is the annual report of the Warren Railroad Company for 1861, showing the operations of the road for that year, and the condition of the company at date January 1, 1862:

Capital stock issued and actually paid in	$1,270,000 00	
First mortg. bonds, due 1875, sold	600,000 00	
Other indebtedness on the books	712 92	
		$1,870,712 92

Which is the total cost thus far of the Warren Railroad, including lands for right of way, depot buildings, temporary track and expenditures on the Van Ness Gap Tunnel up to the above date.

The earnings of the road from 1st of January to 31st December, 1861, were:

Freight on coal	$163,167 01
" merchandise	43,794 29
Express business	1,531 27
Passenger fares	10,842 61
Transportation and mails	1,371 96
Telegraph earnings	119 98
	$220,827 12
The running expenses of the road, including depot agents, telegraph, extra repairs, trestle work, etc., estimated at 52 per cent.	114,830 10
Net earnings of the road	$105,997 02

INTEREST PAID ON $600,000.

First mortgage bonds	$42,000 00	
Amount applicable to paying a dividend on the capital stock of $1,270,000 of the 5 per cent.	63,500 00	
		105,500 00
Balance applicable to debts		$497 02

No injury has occurred to any person on the trains during the year.

During the past year the Company have expended on the Van Ness Gap Tunnel about $130,000, having been engaged most of the time in working upon six faces simultaneously with night and day forces, assisted by two powerful steam engines. They now take pleasure in announcing that on the 7th January inst., at 11.30 o'clock A. M., the heading was completed, and an opening effected, enabling a person, for the first time, to pass through the entire length of this great work, and that they are encouraged to hope that the whole will be completed and the new line occupied by the regular trains on or before the 1st of May next. This tunnel was commenced in 1854, since which time, or during a period of about eight years, the work has been prosecuted with untiring industry. It is constructed for a double track, and is three thousand feet in length. The rock is of the hardest kind, so that at different points it has been impossible with a night and day force to progress more than twelve or fifteen feet on one face during the month. The tunnel, when completed, will reduce the present length of the road about three miles, will lessen the current expenses, and dispense with the relieving engines now used for assisting heavy trains over the high grades.

The Warren Railroad commences at a point on the west or Pennsylvania bank of the Delaware river, about five miles below the Delaware Water Gap, at the eastern terminus of the Delaware, Lackawanna and Western Railroad, and running from that point in nearly an easterly direction across the county of Warren, connects with the Central Railroad of New Jersey at New Hampton summit, a distance of eighteen and a half miles. When completed it will cost nearly two millions of dollars, which is over one hundred thousand dollars to the mile, making it one of the most, if not the most, expensive road, in proportion to its length, in the country.

The mountains of Warren, as well as her streams and valleys, run north and south, while the road runs east and west, thereby making it necessary, in order to bring the grade to twenty-one feet to the mile, in conformity to those of the New Jersey Central and the Delaware, Lackawanna and Western Railroads, its eastern and western connections, to construct two tunnels, one 1,000 feet long, three miles east of the Delaware and at Van Ness Gap 3,000 feet in length, through Oxford mountain, nine miles east of the Delaware; in all over three-fourths of a mile of tunnelling; to bridge the Delaware river, as well as to bridge every stream, and fill every valley and ravine from the Delaware to New Hampton. This road must ever be a link in a trunk line between the east and the west, while its connection with the Delaware, Lackawanna and Western Railroad, and the coal fields of Pennsylvania, will place it among the heaviest tonnage roads of the country. The mountainous regions of Northern New Jersey are such that no east and west line of road of equally low grade can be constructed between this and the New York State line.

Finally, the Company look anxiously forward to the time which must speedily follow its completion, when fair dividends will be earned for the stockholders, and a revenue accrue to the State.

Freight Tolls on the New York Railroads.

THE ACT, PASSED JULY 10TH, 1851, DECLARED CONSTITUTIONAL. THE RAILROAD TOLLS NO PART OF THE REVENUES OF THE STATE CANAL, NOR OF THE CANAL ITSELF. THEREFORE THE RAILROADS ARE LEGALLY RELEASED FROM THE PAYMENT OF TOLLS.

An action was brought by the Attorney General, in behalf of the people, against the New York Central Railroad Company, to recover the tolls upon the freight transported by the defendant upon its railroad, since December 1, 1851. By the terms of an act passed by the Legislature of the State of New York, July 10th, 1851, it was enacted that it should not be necessary for any railroad company in the State to pay any sums of money into the treasury transported on its road; this act was entitled "An act to abolish tolls on railroads." The defendant claimed to be exempt from the payment of the tolls in question, by virtue of this act.

The defendants were incorporated by an act consolidating several existing roads passed in 1853. The right to carry freight from Buffalo to Albany, or over all the separate railroads then composing the continuous line of railway from the lakes to the Hudson River, was conferred by an act passed May 7, 1844. Some of these companies were indeed previous to that time authorized to carry freight, but others were not: and therefore no freight could before that time have been carried by railroad from Lake Erie to tide-water, so as to compete with the canals of the State. The right to carry freight upon these railroads in competition with the canals was therefore in effect conferred by the act of May 7th, 1844, and by that act the railroad companies were required to pay to the State toll on all the freight thus transported. These tolls were fixed by the statute at the same rates as the tolls upon the freight carried on the canals; and were directed to be paid to the commissioners of the canal fund. This act was in force, and these tolls were thus required and received, in the year 1846, when the present constitution was framed and adopted, and on the 1st of January, 1847, when it went into effect. It may be observed, however, that it was not until May 12th, 1847, that a distinct appropriation of these railroad tolls was made to the canal fund, or that they were expressly declared to belong to that fund, and directed to be applied in the same manner as the canal tolls. The act releasing the then existing railroads, and consequently the defendant, from the payment of these tolls, was passed as already stated July 10, 1851, and went into operation December 1, 1851.

The plaintiff contended that the act releasing the railroads from the payment of the tolls was unconstitutional, and therefore inoperative and void; because first, section 1, 2 and 3 of the seventh article of the constitution pledges and appropriates all the "revenues of the State canals" to the payment of the interest and redemption of the principal of the debts of the State, and for the use and benefit of the general fund, and for the completion of the Erie Canal enlargement, and the Genesee Valley and Black River canals, until the said canals shall be completed; that the tolls imposed upon the freight carried by the railroads were a part of the "revenues of the State canal," and therefore the Legislature had no power to divert them from the object, for which they were reserved and appropriated by the Constitution, and second, because by section 6, article 7, of the Constitution the Legislature are prohibited from selling, leasing or otherwise disposing of any of the canals of the State, but they are to remain the property of the State, and under its management forever; and the revenue derived from said tolls being a part of the canal, the act came in conflict with this provision of the Constitution, and was therefore void.

The case came on for trial at the Orange County Circuit Court held in January, 1861. After hearing the evidence on both sides, a motion was made by the defendant's counsel to dismiss the complaint, or non-suit the plaintiffs, on several grounds, which motion was granted by the court. It was then ordered that the exceptions taken by the plaintiff's counsel should be heard in the first instance, at the general term.

The following is a portion of the opinion delivered by the court in deciding the case; the court holding the act relieving the railroads from the obligation of paying the tolls to be constitutional.

EMOTT, J.—The magnitude of the interests and the importance of the principles involved in this cause, forbid our giving a formal or even a silent judgment. At the same time, the announcement that the parties will litigate the question to the last tribunal of appeal renders it unnecessary, and in our opinion inexpedient, that we should do more than briefly to indicate the grounds on which our judgment rests.

The action is brought to recover from the defendant tolls upon freight which has been transported over its road since December 1, 1851. Previous to that day the railroad companies to which the defendant succeeded, paid into the treasury of the State tolls at rates fixed by law, upon all the freight which it carried. Since that day no such tolls have been received from the large quantities of merchandise, which have passed over these avenues of trade. The amount of the claim now made for these taxes or tolls is obviously very large: it is put by the plaintiffs at $5,000,000.

The argument for the plaintiffs may be summoned up thus; the act releasing the railroad companies, afterwards consolidated into the defendant's from the payment of tolls, is constitutional: because, 1st, the constitution pledges to certain purposes all the revenues of the State canals; these railroad tolls were a part of the revenues of the canals, and to release them or discharge the railroads from the obligation to pay them, was a violation of this pledge; 2d, because the constitution forbid the sale or disposal of the canals of the State; the railroad tolls were a part of the "canals of the State," and the release to them, or of the liability to pay them, was a disposal of a part of the canals.

With respect to the latter argument, it is sufficient to say that we perceive no reason or rule of construction which would authorize or require us to hold that the tolls payable by railroads to the Commissioners of the canal fund, constituted a part of the canals. If they are a part of the revenues of the canals, which is the fundimental proposition upon which the main argument for the plaintiffs rests, they are not a part of the canals. The revenues of a person, natural or artificial, are not the person, nor in any proper use of language, a part of the person. It is not as one appellation including all which the canals may earn or produce, as well as what they are, that the word "canals" is used in the constitution. The phrase must be understood in its ordinary sense, meaning the material structures. Their ownership and possession will involve of course the right to their use, and any profit or income to be dorived from such use. But these would pass with or belong to the canals from the necessity of the thing, because they are consequent upon their possession, and not because the revenue thus to be earned is a part of the canals themselves. * * * *

The principal argument of the Attorney General was made upon the other branch of the case. His

reasoning rests upon two propositions: 1st, That the tolls required in 1846 by the then existing statutes to be paid to the Commissioners of the canal fund, upon all property transported by these railroads, were a part of the "revenues of the State canals," mentioned in section 1, 2 and 3 of the 7th article of the constitution. 2d, That releasing or relinquishing these tolls, and allowing the railroads to transport property without paying them, violated the provisions of these sections, which pledged or appropriated certain amounts of these revenues, first for a sinking fund to pay the interest and redeem the principal of the canal debt; next for a like sinking fund to pay the general fund debt, and then to defray the expenses of the State, and to complete the canals.

The first of these propositions presents a question of the meaning of words, or of the sense in which a particular phrase is used in the constitution of the State. The plain and natural import of the phrase "revenues of the canals," construed without reference to any extrinsic facts, would certainly be the revenues earned by or upon the canals. If it could be construed to mean anything else, taken in connection with the fact that the canal fund, that is, the fund established for the support of the canals, is replenished from other sources of income, yet this is clearly its primary meaning.

Looking at the meaning of the phrase more narrowly, however, and looking at the instrument in which it occurs, we think that in this article of the constitution the words "revenues of the canals," wherever they occur, mean only the tolls received for the use of the canal for transportation, and the rents received for the use of their surplus water. Revenue is the yearly income of a government, or a person natural or artificial, from the property belonging to such government or person. Thus we speak of the revenues of the State of New York, of the New York Central Railroad Company, and the like; and we may also speak of the revenue of any individual, although the word is not so often applied to individuals * * *

The canals themselves yield an income from their use, and that is their revenue, although the canal fund may have other sources of supply. But these sources of income or supply and among them railroad tolls, when these are appropriated to the canal fund, do not become a part of the canals, nor are they the property of the canals; and therefore the revenue thence derived in any year is not a part of the revenues of the canals, even if it might in a qualified sense be spoken of as part of the revenues of the canal fund. If it were otherwise, and the next proposition of the attorney general were correct, that these supples of income are sacredly and perpetually pledged and protected, not only against the obstruction or the diversion of their proceeds, but against their diminution, any tax or toll which may be levied at any time by the legislature for the benefit of the canal fund would become at once irrepealable and altogether beyond legislative control. * * * *

We do not find in the facts and documents adduced to explain the meaning which has been given to this phrase, enough to shake our conclusion that the phrase "revenues of the canals" does not include the tolls levied upon railroads for the transportation of freight under the statutes existing January 1st, 1847, and by the act of May 12th in that year, expressly appropriated to the canal fund. * * *

Judgment for the defendant.

Erie, and Atlantic and Great Western Railroads.

The Erie Railway is fast assuming, if it does not already occupy, the front rank among American railroads. Everything is in keeping with its character as the great Continental line. It is not only based upon the harbor of New York, but it strikes this at three different points—Jersey City, Piermont and Newburg—like a great river that requires several outlets for its accumulated waters. The vast volume of freight delivered at tide-water is received and distributed at the lowest possible cost, by means and facilities so ample, that there are never any accumulations to obstruct the regular business of the road. The main depot at its Eastern terminus is at Jersey City, opposite New York, the best point, probably, in the whole harbor for such a station, as it is accessible at all times by the largest-class merchant vessels, which may always receive their cargoes, unaffected either by wind or ice. The value of the improvements at Jersey City is fully proved by the enormous increase of the business of the road since these have come into use. When completed, which will soon be the case, nothing will be wanting, on the eastern portion of the line, to render the road by far the best situated, and the most perfect in its arrangements for business, of any on the continent.

The road, after leaving the Hudson and threading its way by an excellent route through mountain ranges for some two hundred miles, enters upon the elevated table land of Western New York, where it throws out branches touching every considerable town in this portion of the State, and every important port on the Lakes. If, at its eastern terminus, the road resembles a great river in the delta formed by its various outlets, the resemblance is equally kept up upon the western portion of its line, by the numerous tributaries which collect the flood that rolls along its channel. But nearly all of these tributaries come from the north, from debatable ground occupied in part by the Central railroad. In fact the only drawback to the Erie has been the want of an extension, westerly, *independent* of that of the Central which controlled, west of Lake Erie, the routes apparently common to both roads. This monopoly of the Central has always worked greatly to the injury of the Erie, which was almost wholly cut off from the Canada lines, and always occupied a subordinate position on the line following the lake shore to Cleveland. To avoid such drawbacks upon its prosperity, it was proposed to continue the legitimate extension of the Erie, along the great plain or table reached in Western New York, through Northwestern Pennsylvania, Central Ohio, and on to Cincinnati, where an important line, the Ohio and Mississippi, would carry the wide gauge of the Erie to the city of St. Louis. By keeping on the plateau, nothing would be lost by falling into the basin of the Lakes, to rise again some thousand feet to the summit to be crossed, before descending toward tide-water. The great plateau presented other inducements for a railroad. It is one of the best settled and fertile portions of the country, capable of supplying a very large business—a territory up to the present time almost wholly without railways. As soon as the eastern boundary of Ohio was reached, the line would begin to strike the railways which compose the system of that State, and which would at once open the most direct and convenient communication with every important section and town in the West, and Southwest—with Cleveland, Columbus, Cincinnati, Indianapolis, Louisville, St. Louis and Chicago.

This great prolongation and complement of the Erie Railroad—its Western division—is now known under the title of the ATLANTIC AND GREAT WESTERN. It starts from the Erie road, at Great Valley, a station now called Salamanca, from one of the contractors of the Great Western, and to whose aid and energy the new enterprise has been greatly indebted for success. It then extends about 48 miles in New York, to the boundary line of Pennsylvania. The length of line in the last named State is about 88 miles. The most important point touched in it is Meadville, a thriving town of some 6 or 7,000 inhabitants. Soon after crossing the boundary of Ohio the line strikes the Cleveland and Mahoning Railroad at Warren, and with this road forms a very direct connection with Cleveland. When Warren is reached, the Cleveland and Mahoning Company agree to adapt their road to the gauge of the Erie. At Ravenna, on the Cleveland and Pittsburg Railroad, another line will also be formed connecting with Cleveland. The importance of this connection can hardly be overestimated. It is a city of some 50,000 people, having a very large and rapidly growing commerce, and is the terminus of an important system of roads extending westward. It will prove of the utmost value to the Erie and to the Atlantic and Great Western to reach this system by duplicated lines, independent of the Central and Lake Shore route. The latter, the past winter was unable to transport the freight offering at Cleveland, to the great detriment of the lines entering that city from the West, as well as to the general trade of the country. All this obstruction will be completely removed by the opening of the Atlantic and Great Western to the points named.

The next important point to be reached will be Akron on the Cleveland, Zanesville and Cincinnati Railroad. Through this road communications will be opened with Central and Southern Ohio, and with every portion of the Western States. When Akron is reached, the Erie, and Atlantic and Great Western have fully tapped the Western system, at points which will give them a great advantage over every other competing route. They will collect the produce of the West from the very district where it is grown, and will command the trade of the connecting lines by the facilities offered for cheap and expeditious communication with New York. When the whole line, with a uniform gauge from New York to St. Louis is completed, it will stand as the most imposing monument of railway enterprise that the world has yet seen, and must serve as the great thoroughfare between the extremes of our widely extended country.

That portion of the line from the Erie Railway to the line of the Sunbury and Erie Railroad of Pennsylvania, is now in successful operation. From the line of the Sunbury and Erie Railroad, westward, the work of construction is being most vigoriously prosecuted, the contractors having some 5,000 hands at work. All the rails for the line to Akron a distance of 200 miles from Salamanca have been purchased, together with an adequate equipment. A contract for 30 locomotives has just been concluded in this city. The object of the company is to reach Akron, if possible by the first of January next. Means have been provided for the rapid prosecution of the work, and no efforts will be spared for its construction to the point indicated, by the date named.—*Hallett's Financial Circular.*

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec :				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western :				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence :				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	88
" "	700,000	6	1880	84
" "	1,128,500	6	1875	95
" "	1,000,000	6	1867	91
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	200,000	7	1870	91½
3d Mortgage Coupons	150,000	6.	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie :				
1st Mortgage coupon	2,000,000	7	1877	96
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	95
Income ½ in '59, ½ in '62)	200,000	7.	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'73-'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	100
Mort. (chgd from Sterl'g)	888,000	5	1884	100
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa :**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Central of Georgia :				
Mortgage	86,067	7	1863	----
Central of New Jersey :				
1st Mortgage	1,400,000	7	'65-'70	105
2d Mortgage	600,000	7	1875	100
Central Ohio :				
1st Mortgage W Div.	450,000	7	1861	62½
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	62
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	105½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	105½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island :				
1st Mortgage	2,000,000	7	1870	106
Chicago and Northwestern :				
Sinking Fund Preferred	1,250,000	7	------	92
1st Mortgage	3,600,000	7	------	61
2d Mortgage	2,000,000	7	------	24½
Cincinn., Hamilton and Dayton :				
1st Mortgage	$406,000	7	1867	100
2d Mortgage	950,000	7	1880	90
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning :				
1st Mortgage	850,000	7	------	80
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	65
Clev., Columbus and Cin. :				
1st Mortgage, Coupon	509,000	7	64-'90	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1883	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296 000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	96
Columbus and Xenia :				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River :				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60) :				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware :				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	104
1st Mortgage (E. Extension)	1,499,000	---	1875	104
2d Mortgage	2,516,500	---	1881	100½
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000	------	------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	275,000	6	var.	100½
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	450,000	6	1874	102½
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennesa.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida :—				
Internal Improvement (State)	1,655.000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley :				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union :				
1st Mortgage Coupon	1,971,000	7	'62-'63	102
1st Mortgage (Extended)	22,000	7	1882	----
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	100
***Great Western, Ill :**				
1st Mortgage (W. Div. 100 m.)	$1,041,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	47
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster :				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven :				
1st Mortgage	927,000	6	1873	99
Housatonic :				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69-'70	107½
2d Mortgage	2,000,000	7	1860	86½
3d Mortgage	1,840,000	7	1875	88
Convertible	1,092,000	7	1867	----
Illinois Central :				
Optional Right bonds	38,000	7	1868	64
Construction	10,798,500	7	1875	93½
Construction	4,115,000	6	1875	93½
Eight per cent. bonds	326,000	8	1865	----
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	
2d Mortgage	284,500	10	------	
Income	281,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	65
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville :				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,900	6	------	100
La Crosse and Milwaukee :				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	20
2d Land Grant (Western Div.)	353,600	†	------	20
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort :				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami :				
Mortgage (Coupon)	1,300,000	6	1883	89
Long Island :				
1st Mortgage	500,000	6	1870	85
Extension Bonds	175,000	7	1880	82½
Louisville and Frankfort :				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville :				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester :				
State [Tenn.]	372.000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis :				
Mortgage	600,000	7	1861	----
Marietta and Cincinnati :				
Mortgage Bonds	235,759	7	1891	90
Memphis and Charleston :				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv. :				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	104
2d Mortgage (S. F.), convertible	4,153,000	8	1882	105½
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	991,000	7	1860	99
Northern Indiana, 1st	985,000	7	1861	100½
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	67,000	7	1863	90
Northern Indiana, conv.	123,000	7	1863	81
Jackson Branch	130,000	7	1863	88
Goshen Air Line	1,168,000	7	1868	100½
Detroit and Toledo	611,000	7	1876	76
1st General Mortgage (S. F.)	2,850,000	7	1885	98
2d General Mortgage	2,465,000	7	1877	81
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	96
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	98
Preferred Stock	1,175,000	10	------	117
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
2d Mortgage	------	------	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4 '8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	100
Funding (S. F.) Bonds	1,553,000	7	1876	108
Stock Exchange (S. F.) Bonds	680,000	6	1883	100
Real Estate (S. F.) Bonds	166,000	6	1883	100
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	105
Convertible Bonds	970,000	7	1876	108
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	100
New York and Erie:				
1st Mortgage	3,000,000	7	1867	105½
2d Mortgage	4,000,000	7	1864	105
3d Mortgage	6,000,000	7	1883	97
4th Mortgage	4,900,000	7	1880	89½
5th Mortgage	1,792,500	7	1888	88½
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	102½
2d Mortgage	1,000,000	7	1864	100
3d Mortgage	862,300	7	1867	83
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	78½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	71
2d Mortgage	3,077,000	7†	1861	4½
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	75½
Chattel Mortgage	360,000	10	1883	91
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	104
2d Mortgage	2,319,000	6	1875	98½
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	89
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	865,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	----
" 1836, "	192,000	5	1880	100
" 1849, "	3,103,600	6	1870	93½
" 1861, "	436,000	6	1871	----
" 1843, "	1,543,300	6	1880	100
" 1844, (convertible)	863,000	6	1880	100
" 1848, "	124,000	6	1880	100
" 1849, "	83,000	6	1880	100
" 1857, "	3,586,500	6	1886	86½
" 1856, "	1,475,000	7	1886	86½
Bonds and Mortg's—real estate	592,200	---	------	----
Preferred Stock	1,551,800	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	95
2d Mortgage	5,100,000	7	1911	----
3d Mortgage	2,000,000	7	1911	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	----	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	767,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	----	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	----	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	33
2d Mortgage	937,500	7	1886	----
3d Mortgage	436,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1853	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1868	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1885	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	83
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	105
2d Mortgage (convertible)	2,000,000	7†	'68–'70	85
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	90
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	1865	90
2d M. (Toledo and Wabash)	1,000,000	7	1869	63
2d M. (Wabash and Western)	1,500,000	7	1899	63
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Dollar Bonds	802,000	6	1875	----
Albany City Bonds	1,000,000	6	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	85
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	-------	101,102	37,886	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	-------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,023	109.6	-------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	236,791	76,773	21,006	—	----
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	-------	-------	600,431	-------	-------	-------	-------	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	-------	-------	-------	-------	-------	-------	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	----	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	-------	505,156	260,269	6	----
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
30 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	-------	-------	-------	-------	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	-------	230,251	104,594	----	----
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	345,103	59,373	—	307,010	96,500	-------	-------	23.8	45,543	77,028	34,866	16	----
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,147	149,477	—	----
31 Aug. '61	61.4	1.0	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	136½
31 Dec. '60	74.0	—	----	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	----
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	----
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	-------	—	----
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	-------	1,422,500	55.2	120,671	149,317	149,317	5	----
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	----
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	-------	1,717,523	117.4	579,65o	925,075	325,573	----	----
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	-------	66.4	-------	288,512	108,626	—	37½
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	-------	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,460	—	----
31 Oct. '59	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	723,551	-------	—	744,520	-------	4,641	749,171	5.0	-------	21,195	-------	6	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	-------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	-----	*Fla., Atlantic and Gulf Central*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
-- -- '62	100.0	3.9	10.0	158.5	---	---	-----	*Pensacola and Georgia*	-------	-------	-------	-------	-------	-------	-------	29.4	-------	-------	-------	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	-------	418,086	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	-------	-------	-------	-------	-------	30.0	-------	-------	-------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	-------	-------	53.0	-------	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-------	-------	-------	31.0	-------	-------	-------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	-------	-------	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	-------	8,123,343	232.0	-------	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	-------	12,295	1,658,976	102.5	226,241	404.618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	-------	1,026,868	50.0	-------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	-------	-------	-------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	-------	-------	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,991,497	*	—	built and	own'd by	State.	-------	138.0	-------	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '61	220.0	—	----	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	-------	—	3,500,000	4,500,000	-------	10,000,000	220.0	-------	1,098,465	452,693	4	----
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	-------	10.195,257	168.0	-------	1,514,478	242,564	----	72½
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,060,065	45.0	14 mo.	243,282	135,284	----	----
1 Apr. '60	194.0	—	----	—	---	---	-----	Chicago and Northwestern	9,344,863	-------	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	----	----
30 Jun. '60	181.8	—	----	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,203,000	1,397,000	-------	7,473,049	228.4	-------	1,092,934	309,567	3½	60½
10 Nov. '58	33.2	—	----	—	—	—	—	Fox River Valley	580,000	-------	—	-------	580,000	-------	-------	84.0	-------	-------	-------	—	----
31 Dec. '60	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,000	-------	10,469,355	261.3	792,029	1,462,752	652,260	----	67½
31 May, '61	175.0	—	----	—	---	---	-----	Great Western	5,022,926	*	—	1,600,000	2,391,000	-------	-------	175.0	-------	485,943	181,529	----	----
31 Dec. '61	454.8	252.5	----	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,023	2,965,758	1,150,903	—	60½
-- -- --	—	—	—	81.5	—	—	—	Illinois River	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
-- -- --	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	-------	-------	148.0	-------	-------	-------	—	----
-- -- --	46.6	—	----	—	---	---	-----	Peoria and Bureau Valley	-------	-------	-------	-------	600,000	-------	-------	oper	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
-- -- '58	186.0	—	----	—	---	---	-----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	-------	-------	186.0	-------	-------	-------	—	----
31 Dec. '58	100.0	—	----	—	---	---	-----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	-------	2,000,000	100.0	oper.by	Bur. &	Quincy	—	----
-- -- --	1.0	—	----	—	---	---	-----	Rock Island Bridge	-------	-------	-------	-------	-------	-------	-------	oper	by Chic.	& R. Is.	-------	—	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	-------	823,767	-------	—	----
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	-------	1,106,879	1,006,125	-------	-------	108.0	-------	-------	-------	—	----
-- -- --	29.0	—	----	73.0	---	---	-----	Cincinnati, Peru and Chicago	-------	-------	-------	-------	-------	-------	-------	29 0	-------	-------	-------	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	-------	249,867	119,342	—	----
31 Dec. '60	72.4	—	----	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	366,122	400,397	133,009	—	58
31 Dec. '58	89.8	20.2	----	—	23	19	318	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	-------	448,858	230,834	9	20
31 Dec. '60	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37.219	2,031,942	84.0	-------	277,952	119,745	—	----
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,506	2,188,881	108.0	303,161	297,988	121,416	—	----
-- -- '59	64.0	—	----	—	---	---	-----	Lafayette and Indianapolis	1,850,000	*	-------	1,000,000	600,000	-------	2,000,000	64.0	-------	-------	-------	—	----
1Dec. '60	86.0	49.0	----	—	23	----	-----	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,999	3,060,128	135.0	201,402	230,563	99,060	—	----
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	645,827	271,402	—	----
-- -- '58	74.0	—	----	—	---	---	-----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	-------	-------	-------	—	----
30 Nov. '61	73.0	—	----	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,976,801	73.0	325,707	377,692	216,184	10	----
								IOWA.													
1 Jan. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	-------	762,733	665,000	92,663	1,542,768	50.0	-------	-------	-------	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	-------	516,072	860,000	369,084	-------	86 0	7 mo's.	85,239	46,771	—	----
31 Dec. '61	111.0	—	----	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,583	—	2,469,777	-------	287,143	2,870,015	111.0	107,646	200,160	81,779	—	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	-------	-------	-------	245,000	755,000	-------	-------	-------	-------	-------	-------	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	-------	-------	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	---	---	-----	Keok., Mt. Pleasant and Musc.	745,708	*	—	548,216	414,000	60,452	1,022,608	11.2	-------	-------	-------	—	----
-- -- '59	55.0	52.6	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	-------	-------	-------	-------	107.6	-------	-------	-------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	-------	426,406	227,434	—	86
30 Jun. '57	20.0	—	----	113.0	---	---	-----	Lexington and Big Sandy	604,024	*	—	sold, 1859,	for $26,0	00.	-------	20.0	-------	-------	-------	—	----
-- -- '58	13.0	—	----	22.0	---	---	-----	Lexington and Danville	765,500	-------	—	694,444	71,000	-------	-------	13.0	oper.by	Cov. &	Lex.	—	----
30 Jun. '61	29.0	—	----	—	}	13	10	230 } Lexington and Frankfort	591,121	52,300	—	514,433	130,000	-------	735,312	29.0	-------	108,944	43,267	—	80
30 Jun. '61	65.1	—	----	—	}			} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	-------	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,256,500	661,269	9,455,250	269 0	613,803	716,478	271,122	—	----
-- -- '59	18.8	—	----	70.2	---	---	-----	Maysville and Lexington	-------	-------	-------	-------	-------	-------	-------	18.8	oper.by	Cov. &	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	---	---	-----	Clinton and Port Hudson	750,666	*	-------	-------	-------	-------	-------	22.0	-------	-------	-------	—	----
-- -- --	27.0	—	----	—	---	---	-----	Mexican Gulf	662,911	*	-------	-------	-------	-------	-------	27.0	-------	-------	-------	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	228,849	—	----
1 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	-------	3,665,000	1,150,717	-------	206.0	-------	1,232,624	555 434	—	----
31 Aug. '60	53.7	—	----	135.3	---	---	-----	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108.434	1,710,819	53.7	-------	-------	-------	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	——	.....	——	4	4	21	Androscoggin	757,381	*	——	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	——	——
31 May, '61	55.0	——	.....	——	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,743,857	138,817	2,345,574	137.0	.....	318,505	94,088	——	6
31 Dec. '60	149.0	——	25.0	——	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	——	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	78
30 Jun. '59	12.5	——	2.0	——	4	3	45	Bangor, Oldtown and Milford	244,726	*	——	135,000	——	40,576	244,726	12.5	.....	30,830	Loss.	——	——
30 Sep. '61	63.0	9.5	8.0	——	12	11	129	Kennebec and Portland	2,871,264	*	——	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,437	——	——
31 Dec. '59	——	——	——	14.0	——	——	——	Penobscot	328,412	——	——	180,497	300,000	75,000	——	——	——	——	——	——	——
31 May, '61	54.7	——	.....	——	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	——	——
31 May, '61	51.3	——	.....	——	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,206	1,500,000	——	——	1,500,000	51.3	169,475	245,348	115,732	6	104
31 May, '59	37.0	——	.....	——	——	——	——	Somerset and Kennebec	783,763	*	——	169,200	556,600	——	——	37.0	.....	55,403	28,404	——	——
31 May, '61	18.5	——	.....	33.5	——	——	——	York and Cumberland	1,090,000	*	——	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	——	——	——
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	——	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	65
30 Sep. '60	30.0	——	.....	——	7	33	167	Washington Branch	1,650,000	*	——	1,650,000	——	——	1,824,806	30.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	——	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	——	20½
								MASSACHUSETTS.													
30 Nov. '61	21.2	——	2.0	——	6	4	80	Berkshire	500,560	100,000	——	600,000	——	——	601,360	ope	rat. by	Housat.	42,000	7	——
30 Nov. '61	28.7	1.8	43.4	——	21	26	566	Boston and Lowell	2,428,592	*	——	1,830,000	440,000	22,382	——	57.7	.....	449,051	128,783	7	98½
31 May, '61	74.3	8.8	49.7	——	32	54	606	Boston and Maine	4,300,849	*	465,758	4,076,974	——	86,655	——	118.3	.....	776,065	315,071	6½	110
30 Nov. '61	47.0	7.0	32.5	——	22	27	210	Boston and Providence	3,057,900	102,100	——	3,160,000	132,720	——	——	61.8	.....	588,871	272,429	8	111½
30 Nov. '61	44.6	24.0	60.1	——	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	——	126,104	——	83.6	.....	928,932	408,594	8	115
30 Nov. '61	46.0	1.1	2.7	——	7	10	109	Cape Cod Branch	907,761	123,864	——	681,689	163,400	——	——	47.2	.....	95,871	34,072	——	26
30 Nov. '61	50.0	2.3	8.8	——	12	13	331	Connecticut River	1,614,385	187,558	——	1,591,100	300,000	——	——	52.3	.....	250,836	122,956	6	90
30 Nov. '61	44.2	36.4	25.3	——	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	58
30 Nov. '61	19.9	1.3	3.8	——	——	——	——	Essex	742,592	4,416	——	299,107	280,261	197,428	776,796	——	.....	56,060	10,188	——	67
30 Nov. '61	50.9	30.9	73.5	——	29	28	655	Fitchburg	3,189,851	350,149	——	3,540,000	——	——	——	71.6	.....	543,158	217,054	6	100½
30 Nov. '61	14.0	——	2.4	——	3	3	37	Fitchburg and Worcester	293,658	40,226	——	217,825	55,450	5,900	333,884	26.4	.....	33,320	7,663	6	97
30 Nov. '61	25.0	——	3.0	——	——	——	——	Hampshire and Hampden	596,651	——	——	292,950	303,014	97,706	——	ope	r. by N.	H. & N'h	——	——	——
30 Nov. '61	12.3	——	2.3	——	2	3	27	Lowell and Lawrence	332,883	30,275	——	200,000	75,000	15,656	363,158	ope	r. by B.	and L'll	——	6	——
30 Nov. '61	14.5	——	17.2	——	12	12	324	Nashua and Lowell	558,920	95,683	——	600,000	——	——	698,583	27.7	.....	204,374	48,542	3	110
30 Nov. '61	20.1	1.5	1.0	——	7	16	146	New Bedford and Taunton	553,014	*	——	500,000	213,000	108,500	——	21.6	.....	128,015	24,907	2	73½
30 Nov. '61	27.0	——	2.4	——	——	——	——	Newburyport	597,386	——	——	220,840	234,900	140,902	——	——	.....	——	——	——	——
30 Nov. '61	21.5	——	0.3	11.5	——	——	——	N. York and Boston Air Line	744,130	——	——	283,037	459,693	133,585	——	——	.....	18,291	——	——	6
30 Nov. '61	79.5	7.7	26.5	——	27	46	358	Old Colony and Fall River	3,434,164	*	——	3,015,100	81,000	121,778	——	87.3	.....	505,320	219,608	6	107
30 Nov. '61	18.6	——	0.7	——	1	2	1	Pittsfield and North Adams	432,430	11,247	——	450,000	——	——	——	——	.....	36,538	19,060	6	——
30 Nov. '61	43.4	1.0	14.9	——	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	——	——	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	——	1.7	——	3	3	1	Salem and Lowell	381,470	82,543	——	243,305	226,900	270	——	ope	r. by B.	and L'll	——	——	——
30 Nov. '61	11.5	——	0.4	——	2	7	17	South Shore	462,167	39,426	——	259,685	150,000	2,768	——	11.5	.....	60,155	11,578	——	97
30 Nov. '61	21.9	——	1.1	——	——	——	——	Stockbridge and Pittsfield	448,700	——	——	448,700	——	——	——	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	——	7	18	144	Taunton Branch	250,000	——	——	250,000	——	——	——	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	——	.....	36.5	——	——	——	Troy and Greenfield	——	——	——	——	——	——	——	ope	r. by T.	and B.	.....	——	40½
30 Nov. '61	69.0	8.0	5.5	——	11	8	192	Vermont and Massachusetts	3,268,415	*	——	2,214,225	991,125	——	——	77.0	.....	200,648	95,739	——	13
30 Nov. '61	156.0	17.3	118.1	——	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*	——	5,150,000	6,271,520	75,354	14,242,462	217.9	.....	1,894,568	812,997	8	120½
30 Nov. '61	45.7	——	9.2	——	10	8	149	Worcester and Nashua	1,278,898	*	——	1,141,000	150,000	812	——	45.7	.....	195,669	83,188	5.3	85
								MICHIGAN.													
1 Jun. '59	17.3	——	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	——	.....	.....	.....	——	.....
30 Sep. '59	57.0	——	.....	——	——	——	——	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	——	——	.....	——	——	——	——
30 Sep. '60	188.0	——	.....	——	——	——	——	*Detroit and Milwaukee*	8,270,623	647,596	——	2,950,000	4,250,000	——	9,006,389	188.0	.....	365,038	144,270	——	.....
— — —	——	——	——	——	——	——	——	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
— — —	——	——	——	183.0	——	——	——	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '61	284.8	——	23.4	——	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.8	1,281,263	2,126,699	910,169	8	60½
31 Mar. '61	246.0	293.0	.....	——	83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,252,574	9,018,200	9,719,704	437,886	19,175,790	539.0	1,592,377	2,075,459	1,035,629	——	24½
— — —	——	——	——	89.8	——	——	——	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
— — '59	——	——	——	620.0	——	——	——	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
— — '59	——	——	——	175.0	——	——	——	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
— — '59	——	——	——	112.5	——	——	——	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,180	.....	.....	.....	.....	.....	.....	.....
— — '59	——	——	——	200.0	——	——	——	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
— — '59	——	——	——	60.0	——	——	——	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	——	.....	——	25	22	336	*Mississippi Central*	4,966,022	756,292	——	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	——	.....
31 Oct. '59	71.4	——	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	——	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	——	.....
31 Dec. '58	83.2	——	.....	60.4	——	——	——	*Southern Mississippi*	2,750,000	*	——	1,000,000	1,400,000	——	——	83.2	.....	250,047	121,659	——	.....
								MISSOURI.													
30 Nov. '61	37.0	——	.....	51.0	——	——	——	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	.....	.....
31 Aug. '60	206.8	——	.....	——	——	——	——	*Hannibal and St. Joseph*	12,364,134	*	——	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,833	——	48
31 Jan. '61	168.8	——	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	——	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	——	.....
— — —	——	——	——	.....	——	——	——	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '61	189.0	——	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	——	3,364,336	7,013,000	674,359	18,614,439	189.0	327,708	683,644	277,629	——	.....
28 Feb. '61	77.0	——	.....	206.0	——	——	——	*South-Western Branch*	4,201,216	——	——	68,413	3,860,000	——	——	114.0	311,666	67,866	1,516	——	.....
30 Sep. '61	86.5	3.6	.....	——	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	——	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	——	3.2	——	——	——	——	Ashuelot	506,000	——	——	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	——	.....
31 Mar. '59	93.5	——	5.6	——	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,016,880	93.5	353,000	227,720	86,338	——	8
30 Nov. '59	53.6	——	8.0	——	18	11	289	Cheshire (preferred)	2,758,697	322,267	——	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	——	12½
30 Nov. '59	28.1	——	2.5	——	4	4	26	Cocheco	825,200	*	——	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	——	.....
31 Mar. '59	34.5	——	44.0	——	21	22	494	Concord (par $50)	1,500,000	*	——	1,500,000	——	——	1,564,506	61.3	334,532	459,659	128,366	8	56
30 Sep. '59	46.8	——	.....	——	——	——	——	Concord and Portsmouth	250,000	*	——	250,000	——	——	250,000	ope	r. by Con	cord.	15,000	——	70
31 Mar. '59	14.6	——	.....	——	——	——	——	Contoocook River	200,000	——	——	200,000	——	——	200,000	14.6	4,182	16,603	1,528	——	.....
30 Nov. '59	16.5	——	.....	——	——	——	——	Eastern	525,205	——	——	492,500	——	42,795	525,205	ope	r. by Eas	tern Ma	ss.	——	60
31 Mar. '59	20.5	——	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	——	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	——	.....
31 Mar. '59	26.8	——	.....	——	——	——	——	Manchester and Lawrence	1,000,000	——	——	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	105
31 Mar. '59	52.7	——	4.0	——	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	——	695,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	——	.....
31 Mar. '59	69.2	12.8	10.4	——	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	53
30 Apr. '59	24.7	——	2.2	——	5	2	50	Sullivan	847,032	78,832	——	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	——	.....
								NEW JERSEY.													
31 Dec. '60	64.2	——	.....	——	——	——	——	Belvidere Delaware	3,128,257	*	——	997,862	2,082,000	108,879	3,183,741	76.0	.....	274,204	162,841	——	.....
31 Dec. '61	63.9	32.3	.....	8.0	——	——	——	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	182
31 Dec. '60	60.2	——	.....	——	——	——	——	Camden and Atlantic	1,829,473	*	——	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	——	1½
31 Dec. '61	64.0	——	48.0	——	39	21	284	Central of New Jersey	5,254,576	504,500	——	3,630,000	3,000,000	29,087	5,970,496	64.0	662,393	1,201,895	673,443	10	122
1 Jan. '61	2.9	——	2.9	——	——	——	——	Long Dock	2,553,554	——	——	600,000	973,810	779,744	2,553,584	——	Leased	to Erie	Co.	——	.....
31 Dec. '59	53.0	——	.....	45.5	11	15	91	Morris and Essex	1,628,987	*	57,000	1,157,800	340,000	1,766,236	1,768,241	53.0	168,703	263,495	109,111	8	.....
31 Dec. '61	33.8	——	.....	——	——	——	——	New Jersey	3,609,089	400,378	1,249,621	4,397,820	688,000	——	5,628,931	33.8	.....	992,767	579,981	10	185
31 Dec. '60	21.3	——	.....	——	2	6	17	Northern New Jersey	365,344	*	——	154,157	——	——	——	——	.....	——	——	——	.....
31 Dec. '60	13.5	——	.....	——	——	——	——	Paterson and Hudson	630,000	*	——	630,000	——	——	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	——	.....	——	——	——	——	Paterson and Ramapo	350,000	*	——	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	——	.....
31 Dec. '61	24.0	——	.....	——	——	——	——	Warren	1,876,713	*	——	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	70
31 Dec. '60	13 0	——	.....	47.0	——	——	——	West Jersey	280,278	——	——	216,794	——	63,483	——	——	——	15,344	3,968	——	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. p.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	na. & S	arat.	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,289	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	7½	—
30 Sep. '60	34.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	593 845	187,704	—	130½
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	—
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Er	ie.	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Er	ie.	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	[175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	44½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	15
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	.....	7,309,042	2,601,063	6	86½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,826,505	2,074,795	38,401,300	496.0	3,019,000	5,180,321	1,827,406	—	34½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	.....	1,142,851	433,716	—	13½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60,000	6	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by B.,	N. Y. &	E. 22,047	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	176,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	.....	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
1 Jan. '62	10½	—	¼	30.0	—	—	—	Warwick Valley	185,000	—	—	100,000	85,000	—	185,000	10½	oper. by	Erie R.	W. Co.	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	35
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,272	2,419,401	94.9	.....	103,953	35,572	—	—
— — '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
— — '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,685	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	264,072	—	.....	—	—	—	—
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	.....	—	—	—	—
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	.....	314,091	102,765	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	3,673,000	1,126,458	—	6,810,432	141.0	.....	699,716	280,551	—	—
31 Mar. '61	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,800	1,356,000	—	3,708,392	198.3	382,987	644,229	282,700	7	88
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	—	—	—	25
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	*	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	116½
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,353,000	—	—	96.6	.....	1,120,370	662,948	14	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	21½
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	.....	919,971	493,956	—	42½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	.....	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	—	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	.....	102,180	52,408	—	—
— — '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	.....	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	.....	69,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	88.5	—	37.8	—	39	32	602	Little Miami	4,004,4 3	*	—	2,981,270	1,407,000	—	—	138.0	.....	1,330,051	529,981	8	100
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	.....	434,290	99,554	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,658	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	—	898,518	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	.....	—	—	—	—
30 Jun. '61	158.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	18	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,388,200	132,063	2,388,876	125.0	.....	185,934	34,167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,295,000	*	—	1,000,000	1,050,000	200,000	2,256,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	865,502	1,012,236	400,559	—	12½
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	29.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	.....	311,201	164,554	10	58½
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	.....	219,548	22,490	—	2
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	.....	2,169,946	1,339,680	—	93
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	.....	436,237	158,334	6	55
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	208,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,609	—	58½
30 Nov. '60	45.7	—	22.3	20.2	15	6	.....	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	52½
30 Nov. '59	28.0	5.0	13.5	—	9	—	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & K.	—	—	18½
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,982	—	.....	753,318	670,227	6	55
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,028	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	.....	566,192	379,976	10	47
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	—	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364.225	202,124	—	8
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,54b	13,261,960	17,163,947	367,489	32,407,124	423.0	2,476,812	5,982,701	2,296,402	—	47½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	.....	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,557	157,194	—	48½
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	—	25,225,483	151.4	1,795,927	2,905,888	1,412,905	—	24
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '60	98.9	8.0	—	—	30	28	593	Phila., Wilmington and Balt'r	7,800,000	*	—	5,000,000	2,800,000	—	—	209.5	48,677	1,126,597	471,712	6½	68

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	—
30 Jun. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,479,905	*	31,408	6,266,367	10,192,155	1,791,166	18,487,835	467.5	1,948,501	2,335,353	761,554	—	15
30 Sep. '59	31.0	—	—	11.0	—	—	—	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	—	—	—	—	—	—	—	—
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	—	1,355,700	54.0	—	—	—	—	—
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	—	—	573,616	24.5	—	34,501	29,604	1½	—
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	—	—	96,227	54,582	—	—
31 Dec. '59	148.0	—	20.0	140.0	—	—	—	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	—	114,126	61,848	—	—
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	—	—	29.6	—	83,072	47,007	6	—
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	—	125,597	4,502	—	—
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	—	78.0	199,878	238,420	860,239	—	10½
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	—	—	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	4?7,917	8,500	—	—	13.6	—	26,454	6,914	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	—	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	—
31 Dec. '58	54.9	—	—	47.4	4	8	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	—
— — '58	40.3	—	—	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	—	49.3	—	—	—	—	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	—	341,190	125,871	—	—
31 Aug. '58	22.5	—	—	—	—	—	—	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	—	—	—	5	—
31 July '58	32.0	—	—	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	—	27,568	8,527	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	—	—	92	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	—
31 July '58	25.1	—	—	41.9	—	—	—	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859	—	—	—	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	139.3	150,142	297,806	3 149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,264	3,809,949	2,659,000	280,112	7,627,797	291.0	—	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	—	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	20,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	860,000	204,544	—	45.8	57,950	127,963	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	—	158.0	—	—	—	Buffalo Bayou, Braz.& Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56 0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,563	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
— — '59	28.0	—	—	756.0	—	—	—	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	—
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	—	90.7	113,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	579,119	6,385,045	119.6	349 440	534,368	113,319	—	—
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	—	—	—	62.0	142,839	150,318	30,288	—	—
31 Aug. '60	119 0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,589	127,727	—	—
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	—	—	121
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	—	23.7	47,950	45,930	8,522	—	—
31 Aug. '60	54.0	10.5	—	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	1,083,500	ope	r.b. Troy	& Bost.	55,858	—	—
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,402,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10 0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	—	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	328,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,724,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	198	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep. '60	178 2	—	21.3	7.0	27	19	2?8	Virginia Central	4,952,763	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	47½
31 Jan. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32 0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	—	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '60	60.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	—	55.0	—	—	—	—	—
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	756,476	329,580	—	—
31 Dec. '58	40.0	—	—	—	5	10	75	Milwaukee and Chicago	1,830,073	*	21,304	1,000,000	800,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	—	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,066	—	—	—
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,842.600	2,526,000	58,549	8,036,604	234.4	—	1,108,354	436,039	—	27½
— — '57	50.0	—	—	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	—	—	345,861	132,000	—	—	50.0	—	121,401	—	—	—
10 May, '61	104.0	—	—	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	63,438	—	—
— — '59	10.0	—	—	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	—	—	—
								CANADA.													
31 July '61	161.0	—	—	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	—
— — '59	81.0	—	—	—	16	17	214	Montreal and Champlain	—	—	—	—	—	—	—	81.0	166,245	—	—	—	11
— — '59	37.0	11.0	—	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—	48.0	—	—	—	—	12
30 Sep. '58	624.0	137.0	—	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	—	—	87	126	1,689	Great Western	22,163,321	*	—	14,054,908	8,480,849	—	—	357.0	1,360,900	—	—	3	—
— — '59	24.0	—	—	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	—	24.0	37,081	—	—	—	—
— — '59	95.0	1.6	—	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	254,530	—	—	—	—
— — '59	54.0	—	—	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—	54.0	89,222	—	—	—	—
— — '59	25.0	—	—	—	4	—	57	Welland	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12 0	—	14	18	235	European & North American	4,548,504	*	—	4,637,852	—	—	4,637,852	108 0	—	180,673	36,432	—	—
1 July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60.0	—	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	—	60.1	—	—	—	Nova Scotia	4,268,717	*	—	—	—	—	—	61.5	—	120,918	28,808	—	—
								NEW GRANADA.													
31 Dec. '60	48.7	—	—	—	—	—	—	Panama	8,000,000	*	620,864	5,000,000	2,400,000	—	9,603,530	48.7	—	1,539,859	1,110,652	18	—

New York Stock Exchange.

Highest Sale Prices for the week ending May 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28.
Federal Stocks:—						
U. S. 5s, 1871	....	....	....	93	....	....
U. S. 5s, 1874	94	93½	....	94⅞	92⅝	93½
U. S. 5s, 1865	....	....	....	....	....	95½
U. S. 6s, 1881, reg.	103½	....	....	103½	103½	103½
U. S. 6s, 1881, cou.	104½	104½	104	103½	103½	103½
U. S. 6s, 1862	....	....	....	....	....	....
U. S. 6s, 1867	....	....	....	....	....	....
U. S. 6s, 1868	....	101½	....	....	101½	....
Treasury 7 3-10 Notes	104⅝	104⅝	104⅝	104⅝	104⅝	104⅝
State Stocks:—						
California 7s	95½	95½	95	....	94	....
Georgia 6s	....	....	....	....	....	....
Illinois Coupon bonds	97⅛	97⅛	98	....	96½	....
" Canal bonds	93½	....	....	....	....	....
Illinois War Loan	96⅛	96	96	....	96	....
Indiana 5s	82½	82	....	....	....	....
Indiana War Loan	93	....	92	....	....	11
Kentucky 6s	....	....	....	....	....	....
Louisiana 6s	....	....	....	....	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	99	98⅜	....	98
Minnesota 8s	....	97	....	....	97	....
Missouri 6s	52	52½	51⅛	50½	51½	51½
Do. iss. to H. & St. J. R.	....	62	62	....	....	....
New York 6s, 1872	....	....	....	115	....	....
North Carolina 6s	....	....	....	....	....	71
South Carolina 6s	....	....	....	....	....	....
Ohio 6s	....	....	....	....	....	....
Tennessee 6s, 1890	59	58½	58⅜	57	57⅜	57⅜
Virginia 6s	....	....	....	....	57	....
Railroad Shares:—						
Buffalo & State Line	130½	....	....	....	....	....
Chicago, Burl. and Q.	73	72½	....	....	72½	....
Chicago and Rock Isl.	63	61⅜	62½	60½	61½	60⅜
Clev., Col. and Cin.	....	....	....	....	....	116½
Clev. and Pittsburg	....	21½	20⅞	21⅛	21⅛	21⅜
Clev. and Toledo	....	45½	44½	45	43⅜	43⅜
Del., Lack. and West	92	93	....	....	....	....
Galena and Chicago	....	70½	69⅜	70½	67⅜	68⅜
Hudson River	....	43⅜	43	4 4	44	44½
Illinois Central (scrip)	61½	60⅝	61½	60⅜	61	60⅜
Michigan Central	62½	61½	61⅜	60⅜	60½	60⅜
M. S. and N. I. guar'd	56½	55	55⅜	53¼	55⅜	54⅜
M. S. and N. I.	25	24½	24½	23⅜	24	23⅞
Mil. and P. du Chien	....	29	28	....	28	27½
M. and P. du C. 1st pref.	....	....	....	....	....	....
M. and P. du C. 2d pref.	....	....	....	....	....	....
New Jersey	....	....	....	....	....	....
New Jersey Central	....	....	....	....	....	....
New York Central	85⅛	85⅜	88	87	87⅛	86⅛
Erie	38⅜	37⅞	37⅞	35⅞	36⅛	35⅞
Erie pref.	65⅛	64⅛	64⅞	62⅛	64	63
N. York and Harlem	14½	14½	14	13⅜	....	13⅜
N. Y. and H. "pref."	35	....	35⅛	34⅛	....	34⅛
Panama	131	....	130	....	....	....
Phila. and Reading	49	....	49	48	....	....
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N. W. 1st M.	....	....	....	61	....	....
" " 2d M. 24	24	24½	....	....	....	....
" " S. F.	....	....	....	....	....	....
Cl. & Tol. S. F. 7 p.c.	96	....	....	....	....	....
Chi., Bur. and Q. 8 p.c.	....	....	....	....	105½	....
Chi. and R. I. 1st M. '70	....	....	....	106	....	....
D. L. & W. 1 M. 8 p.c. '71-5	....	....	....	....	....	....
" 2 M. 8 p.c. '81	....	....	....	....	100½	....
Gal. & Ch. 1 M. 7 p.c. '63	....	....	....	....	....	102
" 2 M. 7 p.c. '75	....	....	....	....	100	....
Hann. & St. J. 1 M. 8s	....	....	....	....	....	....
Hudson R. 1 M. 7 p.c. '69	....	....	....	....	....	....
" 2 M. 7 p.c. '60	....	....	....	....	....	....
" 3 M. 7 p.c. '75	89½	....	....	88	....	....
" sink. fund. 105	....	....	....	....	....	....
Illinois Centr. 7 p.c. '75	94½	94½	94½	94	93⅛	93⅛
" " 6 p.c. '75	94½	94½	94½	94	93⅛	93⅛
La Crosse & Mil. L. G.	....	....	....	....	....	....
Mil. and P. du C. 1st M.	96	96½	96½	....	96	....
Mich. Cen. S. F. 8 p.c. '52	....	....	....	....	....	....
" conv. 8 p.c. '69	....	....	....	....	105⅛	....
Mich. Southern 1st M.	....	99	....	....	....	....
" " 2d M. Ass.	....	....	....	....	....	....
" " 2d M.	82	80	....	....	80	81
" " S. F.	....	....	....	....	93	93
M. S. & N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M. 8 p.c. '77	....	....	....	....	....	....
Northern Ind. 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
N. Y. C. 6 p.c. certif. '83.	100	....	....	100	100	100
" 1 M. 7 p.c. '64	105	105	....	....	....	....
" bonds 1876	108	....	....	....	....	....
N. Y. & E. 1 M. 7 p.c. '67	....	....	....	....	....	....
" 2 M. 7 p.c. '64	....	....	....	....	....	....
" 3 M. 7 p.c. '83	97⅛	....	....	97	....	....
" 4 M. 7 p.c. '80	....	....	....	....	....	89½
" 5 M. 7 p.c. '83	....	....	....	88½	....	....
N. Y. & H. 1 M. 7 p.c. '73	....	....	102½	102½	....	....
" 2 M. 7 p.c. '64	....	....	....	....	....	....
" 3 M. 7 p.c. '67	....	....	....	....	....	83
Toledo & Wab. 1 M.	....	90	90	....	....	....
" " 2 M.	63	62	....	61½	62½	63
Miscellaneous:—						
American Gold	103⅛	103⅛	103⅛	104	104⅛	104
Del. and Hud. Canal	99½	99⅝	....	....	....	99½
Penn'a Coal Co.	88	90	90½	90	....	....
Pacific Mail S. S. Co.	114	113	114	112	112½	110½

The following are the closing prices in the London Market on the 14th May:

United States 5s, 1874	78	to	80
Maryland 5s	79	"	81
Virginia 6s	51	"	53
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	67	"	69
Erie shares, ex assessment scrip	32½	"	33½
Erie shares, 7 per cent. preference	53½	"	54½
Erie shares, assessment scrip	[illegible]		2
Illinois Central 6s, 1875	73	"	75
Illinois Central 7s, 1875 x.c.	78	"	79
Illinois Central $100 shares, $90 paid, dis.	47	"	48
Illinois Central, all paid	51	"	52
Michigan Central 8s, Convertible, 1869	84	"	86
Michigan Central Sinking Fund 8s, 1852	87	"	89
Michigan South. and North. Indiana 7s, 1885	70	"	75
Do. do. do. $100 shares	19	"	21
New York Central 6s, 1883	81	"	83
New York Central 7s, 1864	88	"	91
New York Central 7s, 1876	88	"	91
New York Central 7s, 1876	88	"	91
New York Central $100 shares	72	"	74
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 x.c.	85	"	90
New York and Erie, 3d mort., '83, assented	82	"	84
New York and Erie, 4th mort.	74	"	76
New York and Erie, 5th mort.	73	"	75
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	99	"	101
Panama, 2d mortgage 7s, 1872 x.c.	99	"	101
Pennsylvania Central 6s	86	"	88
Pennsylvania Central 2d mortgage	84	"	86
Pennsylvania Central $50 shares	41	"	43
Philadelphia and Reading $50 shares	18	"	22

American Railroad Journal.

Saturday, May 31, 1862.

Washington and Georgetown Railroad.

The act to incorporate the Washington and Georgetown Railroad Company, constitutes as corporators Messrs. Elias Kingman, Franklin Terrey, J. J. Coombs, Sayles J. Bowen, Chas. H. Upton, Henry Addison, Hallet Kilbourne, and their associates. They are authorized to lay down a double track railroad in the cities of Washington and Georgetown, D. C., commencing in the latter at the intersection of Bridge and High streets, along Bridge street to Pennsylvania avenue, taking on its way the Capitol grounds, the Navy-Yard, and the depot of the Baltimore and Ohio Railroad. A branch line from Boundary street north running down Seventh street west to Pennsylvania avenue and the Potomac, is also authorized, also one from Boundary street running down Fourteenth street west and New York avenue, to Pennsylvania avenue. Fare not to exceed five cents per passenger. Gauge to be that of the Baltimore and Ohio road. The company's capital is to be not less than $300,000, nor more than $500,000, in shares of $50 each. Cars must be run every fifteen minutes during the day and every half-hour after night or oftener. Cars laden with freight for the United States must be allowed to pass over the road at a fair remuneration. The authorities of Washington and Georgetown are expressly prohibited from doing any thing to hinder, delay or obstruct the construction and operation of the road; and suitable penalties are imposed on any individuals who shall do so, or damage the company's property. Sixty working days are allowed in which to complete the road from Georgetown to the Capitol, as many more from the Capitol to the Navy-Yard, and the whole line must be in operation within six months from the date of organizing.

☞ Arrangements have been made for the immediate extension of the Chicago and Northwestern road from Appleton to Green Bay, a distance of twenty-five miles. The road will be open to that point in August next.

Lengthening the Rail.

In repairing the track with rails previously in use, the Erie Company are making these about twice their former length, by welding two together. Piles of rails may often be seen near their repair shops from 30 to 36 feet in length. This makes the track smoother as well as diminishes danger from irregularity at the joints.

☞ The attention of capitalists and others interested in the development of mines and mineral lands, is asked to the advertisement headed "*Mining Engineer and Metallurgist*" which appears in another column. The young gentleman seeks a situation either as an adviser of the value of such property, or as a teacher. He comes with high recommendations from some of the formost practical schools in Europe. Mr. Wm. A. Kobbe, No. 37 Murray street, will furnish further particulars.

PRINCE'S METALLIC PAINT.

In our edition of May 24th, under the head of Iron Paint, we inadvertently stated in reference to Prince's Metallic Paint that it cost more than Lead or Zinc, while, as may be seen by reference to the price as specified in the advertisement in our columns that it costs materially less. And we are advised that it is guarantied to cover any given surface of iron, tin or wood at less cost per square foot than any other paint in use.

We make this correction in justice to Mr. Sloan, the General Agent, who assures us that out of some three thousand consumers to whom this article has been shipped, on the express condition that it should give entire satisfaction both as to economy and durability or no pay, he has never met with the first case of disapprobation; while the list of said consumers includes a large number of the most prominent Railroad Companies in the country, one of which roads alone (the New York Central) has had over sixty thousand pounds.

Railroads in Hindostan.

The British public are now prosecuting earnestly the construction of railroads in the peninsula of Hindostan. By the close of the present year it is considered probable that a passenger will be able to cross nearly the whole distance between Bombay and Calcutta by the iron track; while lines are being pushed into the interior from Madras and other points. The report of the East Indian Railway Company shows that of their line, running from Calcutta up the valleys of the Ganges and Jumna to Delhi, the first 303 miles are in successful operation, together with a branch coal road to Rameegunge. There are also 275 miles in operation between Allahabad and Agra, passing by Cawnpore, making in all 578 miles. The line follows the south bank of the Ganges, as it receives fewer large tributaries from that side than the opposite. Some of them, however, are of great magnitude, as the Soane, which is crossed by a bridge having 28 spans of 150 feet each, the whole being 4,600 feet. Some other sections of the road are about ready for opening.

It is also contemplated to run a branch railroad from near Allahabad to Jubbulpore on the South, where a junction would be formed with the Great Indian Peninsular Railway resting on Bombay. The branch line, however, is not begun and if undertaken at all will be kept entirely separate from the main line, so far as the accounts are concerned.

The cost of the main stem will be about £19,700,000; and it is stated as a curious circumstance that on the last occasion of raising money, the managers received over £2,000 of premium on the stock issued. As to its business prospects, we observe that on 320 miles the earnings have been £14,470 per work, which is equal to $11,000 per mile per annum—a pretty good beginning. Much the larger share of the passenger receipts comes from natives, who mingle quite freely together in the second and third class carriages, apparently forgetful of the claims of *caste*. The fact is the iron horse is entering on a struggle with Juggernaut & Co., and will doubtless prove the more powerful of the two.

The lines embraced in which may be termed the government system, in addition to those mentioned above, are one running up the valley of the Indus, termed the Punjaub Railway. From this a second, or rather an extension of the first, will diverge, passing through the province of Scinde to Delhi, its starting point being Umritsar. A section of the former has recently been opened; the latter is about commencing operations. Its capital stock will be £2,500,000, and its length 280 miles. Of the Great Indian Peninsular line 438 miles are in operation; but not in one continuous section, the mountain range known as the Bhore Gauts having to be crossed by bullock teams. The expense of conveying passengers and freight over these hills has eaten heavily into the company's profits. The total length of that road under construction is 675 miles, making the aggregate, from Bombay to Jubbulpore, 1,113 miles. The total expenditure so far is given at £7,452,825; gross revenue for six months, £112,116. The passenger rates for second and third class is almost half a cent per mile.

The Great Southern Railway has been opened from Madras to Trichinopoly, penetrating, like most of the others, a cotton growing country. We have not, however, noticed any recent statement of its length, cost or earnings.

It is announced that on the completion of the great line connecting Bombay and Calcutta, the mails will be transferred to it, saving two days now required to reach the latter, by sailing round the peninsula. The distance saved will be 1,000 miles. We see it stated that several coast lines of steamers are likely to go into operation before long, and an active rivalry between Suez and Bombay is expected. One great drawback on the development of trade by that route is the high tariff of rates on the Egyptian Railway, between Alexandria and Suez; but the canal of M. Lesseps is likely to bring about a reform in this respect.

In India the railroads, though not built by the government, have a guarantee of five per cent. on their stock. This circumstance has imparted the high value to those securities which they possess. At the same time, it is calculated to prevent the effects of ruinous competition between rival interests, such as in other countries have prevented many of them for years from being productive. The cost of the works varies from £10,000 to £20,000 per mile. Among the directors and contractors we find frequently the names of natives; though usually in small proportion to those of Englishmen resident in or out of the peninsula.

The course of events in this country, for the past eighteen months, has imparted a wonderful stimulus to the construction of railroads in India, not only to supply the cotton which is so urgently needed in Western Europe, but because the stagnation in business there has thrown vast amounts of capital idle. Under these circumstances a government guarantee of five per cent. is a godsend to the capitalists of Europe.

New York and Harlem Railroad.

The receipts of the New York and Harlem Railroad Company, for the first four months of 1862, as compared with those of last year, are as follows, viz:

	1861.	1862.
January	$103,494 63	$100,922 75
February	88,201 46	96,936 88
March	88,700 72	103,020 82
April	94,630 08	94,957 56
Eotal	$375,026 89	$395,837 01
Increase over last year		$20,810 12

The Harlem Company ran two express trains to Albany, also two express trains from Albany, during the above period last year, which they have omitted this year, thereby saving in running expenses about $15,000 a month, and notwithstanding leaving off these express trains the company show the above increase in their receipts. The company is about extending its track up Madison avenue to the Central Park, at Seventy-ninth street, under the recent act of the Legislature, and expect to be enabled to run their city cars to the Central Park during this Summer or early Fall. It is not only a great public necessity, but is of great pecuniary importance to the New York and Harlem Railroad Company, and will be completed as expeditiously as possible. The route is up Fourth avenue to Forty-second street, along Forty-second street to Madison avenue, and up Madison avenue to the Central Park and Seventy-ninth street.

The stockholders of this company held their annual meeting on the 20th, when the following gentlemen were elected Directors for the ensuing year: Allen Campbell, Cornelius Vanderbilt, Daniel Drew, John Harper, Horace Brooks, Francis W. Edmonds, Charles W. Sandford, Horace F. Clark, John Alstyne, William C. Wetmore, Albert Smith, Albert J. Akins, A. B. Baylis.

At a subsequent meeting of the Directors, the following officers were chosen for the ensuing year: Allen Campbell, President; W. C. Wetmore, Vice-President; W. H. Emerson, Treasurer and Secretary. John Burchill was appointed Superintendent.

Railroad Earnings--Monthly.

The following statement shows the business of the Philadelphia and Reading Railroad Company for April, 1862, compared with that of 1861:

	1862.	1861.
Rec'd from coal	$173,375 14	$167,415 41
" " merch'dise	44,874 87	41,361 63
" " travel, etc.	40,424 13	43,377 24
Total	$258,674 14	$252,154 28
Transportation, roadway, dumpage, renewal fund, and all charges	134,682 45	122,386 63
Net profit for the m'th,	$123,991 69	$129,767 65
Profit for the previous 4 months	465,270 93	339,353 47
Total net profit 5 mos.	$589,262 62	$469,121 12

Pacific Mail Steamship Company.

Annexed is the statement of the Pacific Mail Steamship Company up to May 1, 1862:

Assets.	
Cash on hand, loans and investments	$2,004,717 74
29,970 tons coal on hand and in transitu on which there has been paid	370,443 14
10 steamers, valued at	1,433,961 34
Payment on steamers now being built	65,013 33
Store ships, iron boats and scows	67,117 00
Real estate	173,166 66
Machinery at Benecia	50,000 00
Outfits and supplies in the hands of ag'ts and in transitu	153,675 44
Stock in North Atlantic Steamship Company (4-9 steamers Atlantic and Baltic)	221,665 65
Balance due from agents and pursers	13,590 31
Total	$4,546,351 61
Liabilities.	
Capital stock	$4,000,000 00
Sundry unsettled accounts	16,058 70
Profit and loss, surplus from last quarter	42,756 02
Profit and loss, net earnings (inclus'e of charter of steamer Constitution to U. S. Government) for the quarter ending April 30, 1862	487,536 89
Total	$4,546,351 61

Office of Pacific Mail Steamship Co., New York, May 13, 1862.

From the above surplus of $530,292 91, the Board of Directors have directed that the sum of $200,000 be charged to profit and loss, for depreciation in value of steamers now in service; also that a dividend of 5 per cent. on the capital stock be declared payable, on and after the 23d instant, and that the balance of $130,292 91 be carried to the credit of the next quarter's account.

Galena and Chicago Railroad.

The annexed circular has been issued by the Galena and Chicago Union Railroad Company:

Chicago, May 16, 1862.

Sir: An agreement has been entered into between the Directors of this Company and the Chicago, Iowa and Nebraska Railroad, and the Cedar Rapids and Missouri River Railroad Company, for a perpetual lease of their lines of road, the compensation to be fixed by a referee.

To the Chicago, Iowa and Nebraska Railroad the compensation is to be such a proportion of the gross earnings upon that road as the referee shall determine. To the Cedar Rapids and Missouri River Railroad Company the compensation is to be a certain proportion of the gross earnings on its road, or a specified sum per mile per annum, as the referee shall decide.

The lease of the Chicago, Iowa and Nebraska Road will also place the bridge and ferry across the Mississippi River at Clinton under the control and management of our company.

Capt. Wm. H. Swift of Boston has been appointed sole Referee, but being absent from home, we have not been notified of his acceptance of the office.

The agreement above referred to, to be binding when ratified by the stockholders of the respective companies.

You are aware that the lines of road proposed to be leased are an extension of our road westward from the Mississippi river, in nearly a direct line, and that these lines, when completed, will, with our Chicago, Fulton, and Iowa line, form a direct through route from Chicago to the Missouri river.

Strenuous efforts have heretofore been made to unite these lines under one management, without success, and the present arrangement is the result of much deliberation by Committees from the respect boards of directors, which met in the city of New York on the 10th inst.

Your Directors are unanimous in the opinion, that it is highly important for the interests of this

company, that the proposed leases should be made, and respectfully ask your sanction, at your annual meeting on the 4th June next, of their action, and of the award the referee who may be agreed upon in his stead.

A blank proxy is herewith inclosed, so that should you be unable to attend the meeting of person, you can fill the blank with the name in such person as you may think proper. All proxies sent to the secretary of the company will be used as the board of directors may direct.

Respectfully, your obedient servant,
W. M. LARRABEE, Secretary.

Milwaukee and Chicago Railroad.

The Committee appointed by the stockholders bondholders and creditors of this company have appointed, Benj. M. Price, of Rahway, N. J., and Charles L. Frost, of this city, a committee to purchase the road for account of all the parties concerned at the foreclosure sale of the same in June proximo. This property, when so purchased, will be reorganized, and the common stock reduced to one-half its present amount, and the unfunded debt of the company will be paid off with preferred stock at 7 per cent interest. The new company will then stand with, say:

Mortgage bonds	$600,000
Preferred stock	250,000
Common stock	500,000
Total capital account	$1,150,000

During the present year, the Racine and Mississippi railroad will be opened to the Mississippi river, and the Kenosha, Rockford and Rock Island railroad will be equipped for business. These roads are important tributaries of local business to the Milwaukee and Chicago railroad, as the larger portion of their grain must go to Milwaukee as a commercial necessity. The present earnings of the road are enough to pay interest on the bonds and interest on preferred stock. A very small increase of business will make the common stock a full dividend-paying stock. The purpose of the parties interested in the reorganization is to so gage down the capital account as to make all the securities of the company worth their face in market.

Coney Island Railroad.

The track of this road has just been extended from the corner of Tenth avenue and Ninth street to the village of Greenfield, about a mile beyond the city limits, and nearly four miles from the Fulton Ferry. A foot-bridge has been erected across Gowanus Creek, to accommodate passengers, while the permanent structure authorized by the Common Council is being erected. The entire line of the road to Coney Island will probably be completed by the latter part of June.

Interest and Dividends.

The receivers of the Terre Haute and Alton railroad give notice that the coupons on the first mortgage bonds of that company, due August 1, 1861, and on the first mortgage bonds of the Belleville and Illinoistown railroad, due September 1, 1861, will be paid on presentation at the Bank of North America.

The interest on the fifth mortgage bonds of the Erie railway company, due June 1st, will be paid on presentation of the coupons at the office of the treasurer, in Erie-place.

At the same time and place, the holders of the certificates of D. S. Gregory and J. C. B. Davis, trustees, will receive payment of the coupon of the fourth mortgage bonds due April 1, 1861, with interest from May 1, 1861, to June 1, 1862.

Michigan Southern and Northern Indiana Railroad.

The Michigan Southern and Northern Indiana Railroad Company make the following proposals to the holders of the Erie and Kalamazoo Railroad bonds, which fell due March 1, 1862: First, It is proposed to give in exchange to the holders of said bonds the first mortgage bonds of the Detroit, Monroe and Toledo Railroad Company, at par. These bonds mature in 1868, are secured by a first mortgage on the entire road of the Detroit, Monroe and Toledo Company, and the payment of both principal and interest is guaranteed by the Michigan Southern Company. Second, If any holder of the Erie and Kalamazoo bonds should decline to receive them, the interest will be promptly paid, as is now done in the case of the overdue first mortgage bonds of the Michigan Southern and Northern Indiana Railroad.

Shortest Road to California.

Emigrants from the States, bound to Carson Valley and California, are probably not aware that their shortest and best road is by the way of Denver. Starting from any point on the Missouri, they can save full two hundred miles travel, by following up the South Platte and through the mountains by the route surveyed by Mr. Berthond last season. Their course of travel is then almost direct, cutting off the great elbow made by the old road in its detour northward, to pass through the South Pass. This road is much better than the old one, being well supplied with wood, water, and grass. Here the Rocky Mountain region is fertile. On the North Platte and in the region of the South Pass it is barren, almost devoid of timber, and scantily supplied with grass.

Loaded wagons can now pass without difficulty from Dnever to Salt Lake City, and the traveler passes through the principal cities and the heart of the Pike's Peak mining region. Remember it, travelers from the States, that if you do not want to stop at Pike's Peak, that you can take a look at the country and at the same time save over two hundred miles' travel in your journey to California by coming by Denver.—*Denver (Colorado) News, April* 16.

Communication between Boston and the West.

By a recent arrangement, communication between Boston and the West has been made much more simple and rapid than ever before. A train which leaves Boston at 3.15 A. M. via the Worcester and Western roads, reaches Albany at noon, making a connection with the New York Central, and arriving in Buffalo the same evening. The early train from Boston connects with all the intervening railroads to Albany, among them the Connecticut River Railroad at Springfield, reaching Bellows Falls and other places in Vermont during the forenoon, or some four or six hours in advance of any preceding arrangement.

The Troy and Greenfield Railroad.

The Governor and Council have done themselves great credit in the selection they have made for commissioners to look into the affairs of the Troy and Greenfield Railroad. Messrs. Brooks of the Michigan, Felton of the Philadelphia, Wilmington and Baltimore, and Holmes of the Old Colony, are names combining as much of practical railroad engineering and business experience as could possibly be found in the State or out of the State.

The duty of these commissioners is to look into the condition of the road as it is at present, to report upon the feasibility of continuing the work, and upon what basis.

When their report is made and accepted by the Governor and Council, whichever way it may turn, will receive the entire confidence of the community.

If there is one man more than another better calculated or fitted to give a sound, practical, and thoroughly scientific opinion upon all matters in controversey upon this complicated matter, that man is Mr. S. M. Felton; and upon his decision, in connection with those of his associates, we are willing to trust the success of the enterprise.—*Boston Commercial Bulletin.*

☞ A Committee of the Canadian House of Assembly has reported adversely to a continuance of the charter privileges now enjoyed by the Clifton Bank, and the Western Bank of Canada. The greater portion of the circulation of these banks is said to be in the United States.

☞ The George's Creek Railroad Company are rebuilding their iron bridge over the north branch of the Potomac, at Piedmont, connecting it with Maryland, which was destroyed by the Rebels last year. An active coal trade is expected, and from Piedmont 500,000 tons of coal have been forwarded in one year to Baltimore and Washington.

☞ The office of auditor formerly existing in the organization of the late Pittsburg, Fort Wayne and Chicago Railroad Company is not preserved in the organization of the new company. Mr. THOMAS D. MESSLER has been appointed comptroller, and all settlements of accounts, adjustment of balances, &c., will be under his direction.

☞ The Cambridge Horse Railroad Company have commenced work on the extension of their track from Brighton to West Newton, and wil have it completed about July 1, when cars will commence running. There will be about two miles of track to lay, besides several turnouts on the present Brighton road.

☞ The Michigan Central Railroad Company is now running their own cars through to Buffalo, via Buffalo and Lake Huron Railway, thus making close connections at that city with the New York and Erie and the New York Central trains for the East.

☞ The sale of the land grant end of the La Crosse and Milwaukee railroad has been adjourned to the 28th of July. This has been done for the purpose of allowing commissioners to apportion the earnings of the road, and perfect their titles to the lands.

☞ The Erie *Observer* states that the stockholders of the Atlantic and Great Western road are required to pay "$5 per share on the capital stock on the first Monday of June next, and a like sum of $5 on every thirty days thereafter, until the entire amount of the stock subscribed is paid in."

☞ A scheme to consolidate the interests of the Grand Trunk and Great Western railways has been so far completed that a joint tariff of rates for freights and passengers to and from the Atlantic routes has been issued, and Mr. A. Wallingford appointed agent for the joint roads.

The Great Troy Fire—Iron Safes Destroyed.

Our readers are aware that the enterprising city of Troy has recently been visited with a most destructive conflagration. It burned over from fifty to seventy-five acres of ground, and consumed, in its ravages, upward of $3,000,000 worth of property. Bankers, merchants and housekeepers have hitherto been accustomed to trust their valuables to the custody of iron safes, but it now appears that too much reliance should not be placed upon the perfect fire-proof qualities of these safes. A valued correspondent, residing in Troy, who is fully conversant with the scientific facts in the case, writes us as follows on the subject:—"The fire was one of the largest that has ever occurred on this continent, and, allow me to advise you, as you are in the habit of keeping valuable papers in your safe, not to be too confident in the protection which it affords. Hardly a safe standing out uninclosed by brick has passed through the fiery

ordeal. Troy is, as you know, a great place for manufacturing safes, and the thing is being hushed up and kept out of the newspapers, but the fact is, the safes standing isolated in a building are little protection. I have seen three opened within a day or two, and none of them had a paper legible inside. The wood work was pretty much all burned up—one safe, which I did not see, was opened before it had got perfectly cool, and the owners had the satisfaction of seeing the charred contents entirely burn up upon the admission of air. The fact is the safe makers have departed from the original idea of filling the safe with plaster of Paris, which is the only thing which will answer as protection. The value of this is shown by the fact that you cannot boil water in a tin pan, thinly coated with plaster, over a hot fire."—*Scientific American.*

Railroad Earnings--Weekly.

The Michigan Central earned in the 2d week in May, 1862 ..... $40,508 42
Do., 1861 ..... 32,728 32

Increase $5,780 10

The earnings of the Toledo and Wabash Railroad for 2d week of May, 1862, were. $25,403 19
Do., 1861 ..... 19,938 87

Increase $5,464 32

The earnings of the Galena and Chicago Railroad the 2d week in May, 1862, were.. $33,091 09
Do., 1861 ..... 37,008 21

Decrease $3,917 12

The second week shows a gain on the first of $4,328.

The Chicago and Rock Island Railroad earned the 2d week of May, 1862 ..... $20,267
Do., 1861 19,517

Increase $750

The receipts of the Grand Trunk Railway of Canada for the week ending May 10th, 1862, were:

14,809 passengers $21,990 70
Mails and sundries 2,837 68
Freight and live stock, 14,343 tons... 48,350 38

Total $73,178 76
Corresponding week, 1861 ..... 63,228 71

Increase $9,950 05

The earnings of the St. Louis, Alton and Chicago Railroad for the 2d week in May, were:

1862 ..... $19,678 72
1861 ..... 20,788 89

Decrease $1,110 17

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 2d week of May, 1862, were $29,405 11
Corresponding week, 1861. ..... 24,011 53

Increase $5,393 58

The traffic of the Great Western Railway of Canada for the week ending May 23, 1862, was as follows:

Passenger $15,934 06
Freight and live stock 24,473 15
Mails and sundries 1,309 30

Total $41,716 51
Corresponding week of last year..... 36,348 37

Increase $5,368 14

The receipts of the Grand Trunk Railway for the week ending May 17, were $68,938 67
Corresponding week last year 62,056 30

Increase. $6,882 37

Locomotives in India.

The opening of the railway from Umritsir to Lahore, at the beginning of last month, seems to have excited interest among the Punjabees even more intense than that felt by the Bengalees in 1854. Day after day thousands congregate, from the most distant places, to see the *Lawrence* locomotive come into Umritsir. Its fame has spread to the Peshawur and Mooltan frontiers. Some daring spirits insist on a ride on the "fire horse," just as the Bengalees used to crowd round to examine the new "car of India," and would not be convinced of the danger they incurred till a cow was killed straying on the line. A Brahmin, looking on the locomotive at Umritsir, remarked, "All the incarnations of all the gods in India never produced such a thing as that." By this time the news has been carried by the trading caravans into Cabul and Central Asia, and so our prestige increases.—*London Engineer.*

Baltimore and Ohio Railroad.

It is gratifying to perceive the extensive operations in the way of transporting freight to the great West at the Camden Station of the Baltimore and Ohio Railroad. The repairs of the road in those sections which suffered to terribly from the outrageous acts of the Secessionists, and thereby greatly damaging the interest of Baltimore, enable the company to transport with their usual facility an immense amount of merchandise daily, and it has infused considerable interest in the trade of the city. At times the streets leading to the company's grounds are filled with drays and other vehicles, laden with sugar, coffee, boots, shoes, hats, caps, dry goods of almost every kind, and many other of the necessities of life, all of which are speedily conveyed to the Western cities and ports. In the department of Mr. Joseph T. England, the general receiving agent, a corps of clerks are kept hard at work from morning until night in the reception of goods and the transaction of other business pertaining to the department. The extent of this transportation speaks well for the business prospects of the city.—*Baltimore American.*

NATIONAL WIRE WORKS,
WAREHOUSE, 63 Fulton st., N. Y.

WIRE & SHEET BRASS,
Locomotive Wire Cloth.
HOWARD & MORSE.

CLEVELAND & TOLEDO RAILROAD BONDS, of all the various issues, including those of the Junction and the Toledo, Norwalk and Cleveland Railroad Companies, may be CONVERTED into the SINKING FUND MORTGAGE BONDS, when presented in sums of $1,000 to VERMILYE & CO., No. 44 Wall st., N. Y., or to the undersigned, at Cleveland, Ohio. The Sinking Fund Mortgage Bonds may be registered in the name of the owner, on application to H. C. LUCE, Treasurer.

THE RECEIVER OF THE CLEVELAND AND PITTSBURG RAILROAD COMPANY gives notice that the assets of the Company are in his hands, subject to the direction of the United States Court for the Northern District of Ohio; that by the order of the Court no portion of the earnings of the road can be applied to the payment of any of the unsecured indebtedness of the Company. All the earnings, after paying operating expenses, rent and mortgage interest, will be applied to the principal of those debts, which are due and secured, amounting at the present time to about a million of dollars.

The accrued interest on the three old mortgages has all been provided for from the earnings of the road, and the next interest to be paid is on the funded debt mortgage bonds (given in exchange for the unsecured indebtedness) on the 1st day of July, 1862. The holders of the River Line Bonds, Income Bonds, Dividend Bonds and Bills Payable, who have not yet accepted the terms of compromise offered them with the approval of the United States Court are notified to exchange their bonds and notes before the 25th day of June, 1862, or they will not be entitled to receive any portion of the earnings of the road. Interest will be paid only to those who accept the compromise.

The new bonds can be obtained in exchange for any unsecured indebtedness at the office of the Company in Cleveland, or at No. 25 William st., New York City, of H. C. KINGSLEY.

1m20 J. N. McCULLOUGH, Receiver.

Prince's Metallic Paint,
AN INDESTRUCTIBLE COATING
FOR
IRON, TIN AND WOOD.

IT consists of seventy-two parts **Oxide of Iron,** and twenty-eight parts **Cement Lime Stone** in the one hundred pounds.

It has much more body than red or white lead. It is warranted perfectly water and fire-proof and to withstand a greater heat on metals, without scaling, than any other paint in use.

It is a perfect cover for all kinds of iron, tin or woodwork, out-houses and canvas coverings. It prevents and arrests the corrosion of metals, and is not affected by the action of salt, gases, acids or ammonia.

As a coating for patterns of iron or wood, when mixed with shellac, it is much superior to beeswax, oil, or shellac alone as has been proven at the largest foundries in the country.

For patching boilers and making joints, it is considered superior to red lead, or any other preparation.

For cleaning metals it takes the place of crocus, rouge and emery, being better and cheaper.

This Paint requires no more oil than dry lead or zinc, and much less than the ordinary mineral paints. It is free from any waste, and possesses a **spreading and covering power unequalled.**

TERMS,
By the Barrel or Half Barrel, { **FOUR CENTS per pound.**

A liberal discount made to parties purchasing by the ton.
A Barrel or Ton will be forwarded to any Railroad companies desirous of testing its qualities, for which there will be no charge if it does not give entire satisfaction.

DANIEL SLOAN, Gen'l Agent,
71 Maiden Lane, New York.

LOCAL AGENTS:
S. R. WILLIAMS, { 204 South Front st., **Philadelphia.**
CALVIN GAY, 81 State st., **Boston.**

MINING ENGINEER
AND METALLURGIST.

A YOUNG gentleman just returned from Europe, a graduate of the Royal Mining Academies of Freiberg and Clausthal, offers his professional advice and opinion on the value of Mines, Mineral Lands and Mining operations generally.

Having directed his attention particularly to the smelting of ores and to the extraction of useful products from their natural mineral, he offers his services in this particular branch of the business, and would have no objection to give to a limited number of pupils private lessons on the subject of smelting.

For further particulars apply to

WM. A. KOBBE,
3m21 **No. 37 Murray Street, N. Y.**

CUMBERLAND COAL.

THE BORDEN MINING COMPANY

ARE now prepared to fill orders and to make contracts for the season of 1862, for **CUMBERLAND COAL,** DELIVERABLE ON BOARD VESSEL AT **Baltimore, Md., Alexandria, Va.,** or **Georgetown, D. C.** Purchasers may rely upon the Coal proving equal in quality to that heretofore furnished.

The Company also have the pleasure of announcing that they have completed, after two years' labor, their shaft and machinery upon their new property in the VALLEY OF GEORGE'S CREEK, and are lifting from the very heart of the Coal Basin a superior and perfect article of **BITUMINOUS COAL,** remarkably free from impurities of every description, and possessing qualities peculiarly adapting it to Locomotive use, and to generating steam under all circumstances. This Coal will be known in market as **"BORDEN'S PIT COAL."**

Our Railroad friends, and others requiring a superior Coal, will find it to their interest to give this a trial before contracting elsewhere.

For prices and other information apply to

WILLIAM BORDEN.
3m21 **Nos. 70 and 71 West st., New York.**

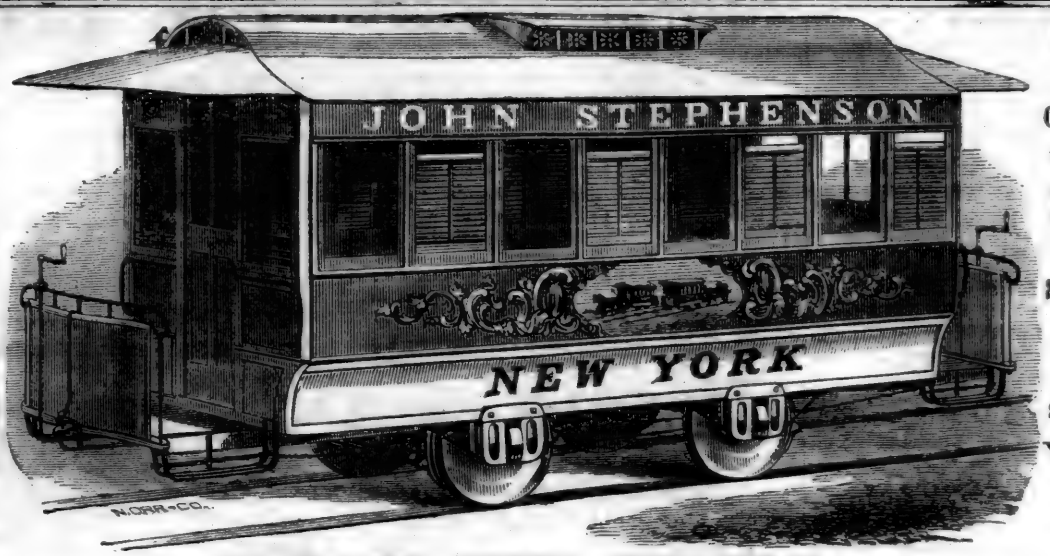
LEMUEL W. SERRELL,
SOLICITOR OF
AMERICAN & FOREIGN PATENTS,
No. 121 NASSAU ST.,
NEW YORK.

VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS,** etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.

Address **HENRY RUTTAN,**
Coburg, Canada.

CARS FOR TWO HORSES COMBINING ALL Valuable Inventions, **ELEGANT STYLE.** Light & Durable, **Full Size** AND REDUCED WEIGHT



CARS FOR ONE HORSE, WITH or WITHOUT **Platforms,** OR TO Swing on Trucks. EVERY **STYLE AND VARIETY** OF CONSTRUCTION.

47 EAST 27TH STREET.

This Establishment commenced building STREET CARS in 1832, and is famed for superior ELEGANCE of workmanship and SUBSTANTIAL practical results.

Its location, in the PORT of NEW YORK, is most favorable for shipments, and its CARS, CONSTRUCTED in SECTIONS, may be ENTIRELY COMPLETED before being packed for transportation.

PASCAL IRON WORKS,
ESTABLISHED 1821.
MORRIS, TASKER & CO.,
MANUFACTURERS OF
Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.
Wrought Iron Welded Tubes—from ⅛ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also, fittings of every kind to suit the same.
Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.
Cast Iron Gas or Water Pipe—1¼ to 24 inches in diameter, and branches for same, etc.
Gas Works Castings, etc., etc.
PHILADELPHIA.

Manhattan Oil Company,
Office, No. 16 Broadway, NEW YORK.
JAMES M. MOTLEY, Vice Pres't and Treasurer.
MANUFACTURERS OF
MASON'S SPERM OIL,
AND DEALERS IN
SPERM, WHALE, LARD AND OTHER OILS,
For Railroads, Steamers, Machinery and Burning

DELAFIELD & BAXTER'S,
Late OGDEN & DELAFIELD,
ROSENDALE CEMENT.
WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength.
For sale in tight barrels, well papered, on application at their office, by **DELAFIELD & BAXTER, 104** Wall st.
The above CEMENT is used in most of the fortifications building by government. 45

P. W. HOLMES,
STOCK AND BOND COMMISSION BROKER,
No. 51 EXCHANGE PLACE,
NEW YORK.
REFERENCES. DUNCAN, SHERMAN & Co., New York. I. SEYMOUR, Pres't Bank North America. AMERICAN EXPRESS Co., New York. Hon. ERASTUS CORNING, Albany, N. Y. Hon. C. VIBBARD, Albany, N. Y. INTERNATIONAL BANK, Buffalo, N. Y.

A. W. GREENLEAF & CO.,
BANKERS and BROKERS,
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STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.
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REGULAR AUCTION SALES
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STOCKS and BONDS bought and sold at private sale
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GOLD, TREASURY NOTES
And all first-class SECURITIES
BOUGHT AND SOLD.

HENRY H. BOODY,
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12 WALL STREET, NEW YORK,
BUYS AND SELLS STOCKS, BONDS AND Public Securities of every kind, on Commission.
Refer, by special permission, to
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ROBERT BAYARD, ESQ., 12 Wall st., New York.
S. J. TILDEN, ESQ., 12 Wall st., New York.

O. W. C. SCHACK,
STOCK BROKER,
No. 6 BROAD ST., N. Y.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

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Stock and Bond Brokers,
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STOCKS and BONDS Bought and Sold on Commission.
INTEREST ALLOWED ON DEPOSITS.
EUGENE THOMSON. C. MILTON RUTTER.

DUNCAN, SHERMAN & CO.,
BANKERS,
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NEW YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

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P. W. GALLAUDET,
NOTE BROKER,
HAS REMOVED FROM 11 PINE ST., TO
No. 1 WALL ST., corner Broadway.

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No. 36 Wall st., NEW YORK.

UNCURRENT MONEY,
TREASURY NOTES,
UNITED STATES ONE-YEAR CERTIFICATES,
QUARTERMASTERS' AND ORDNANCE VOUCHERS,
SPECIE, LAND WARRANTS, AND
DOMESTIC EXCHANGE,
BOUGHT AND SOLD.
STOCKS, BONDS and GOLD bought and sold on Commission at the Board of Brokers.
LOANS negotiated and Advances made on marketable Securities.

RICHARDS KINGSLAND,
BANKER AND BROKER,
No. 4 Broad st., NEW YORK.
GOVERNMENT CLAIMS, BONDS, QUARTERMASTERS' VOUCHERS and U. S. 6 PER CENT. CERTIFICATES,
Fire and Marine Insurance Stock and Scrip
BOUGHT, SOLD and ADVANCED UPON.
MERCANTILE PAPER AND LOANS NEGOTIATED.
INTEREST ALLOWED ON DEPOSITS.

H. MEIGS, Jr. & SMITH,
BANKERS and BROKERS,
39 WILLIAM STREET,
(FIRST BUILDING BELOW WALL STREET.)
STOCKS and BONDS Bought and Sold on Commission
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. WM. ALEX. SMITH.

SAMUEL HALLETT & CO.,
BANKERS,
58 BEAVER STREET,
NEW YORK CITY.
DEALERS IN
Foreign and Domestic Exchange,
AND NEGOTIATORS OF
STATE AND RAILROAD BONDS.

REMOVAL AND CHANGE OF NAME.
THE business heretofore conducted by A. BRIDGES & Co., at 64 Courtlandt st., will be continued by the same parties hereafter under the firm of—
BRIDGES & LANE,
at 50 Courtlandt, corner of Greenwich st.
New York, March 31, 1862.
See Advertisement. } **ALBERT BRIDGES. JOEL C. LANE.**

CHAS. A. MEIGS & SON,
BANKERS AND BROKERS,
No. 50 EXCHANGE PLACE, N. Y.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

Babbit Metal! Babbit Metal!
BEST and CHEAPEST in the WORLD!!!—"That's modest!"—says Mr. McGrowler. Well, it is true also, and if the Railroad Committees on supplies will call on me, they will find it so.
BLOCK TIN, ANTIMONY and LEAD for the use of Railroads also sold at the lowest rates by
LUCIUS HART,
Nos. 4 and 6 Burling Slip, NEW YORK.

RAILROAD IRON.
THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,
OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.
OLD RAILS
received in exchange for new, or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
TROY, N. Y.
New York Agency:
BUSSING, CROCKER & CO.,
32 Cliff st.

RAILROAD IRON.
THE UNDERSIGNED are prepared to contract for the sale of
RAILROAD IRON
on advantageous terms, delivered at ports of England, Wales, or the United States.
MEAD & BELL,
13 Cliff Street, N. Y.

RAILROAD IRON.
ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by
E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.
2,000 TONS Railroad Iron, New York and Erie pattern, "Crawshay's" make,—50, 56 and 58 pounds per lineal yard, afloat, or in yard at Brooklyn, ready for immediate delivery; for sale by
FIRM **THEODORE DEHON,**
May 8th, 1862. **38 Beaver st.**

RAILROAD IRON.
THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States
M. K. JESUP & COMP'Y,
44 Exchange Place.
New York, 1st June, 1859.

RAILROAD IRON.
3,400 TONS BEST QUALITY WELSH RAILS—T pattern—63 lbs. per lineal yard, for sale by
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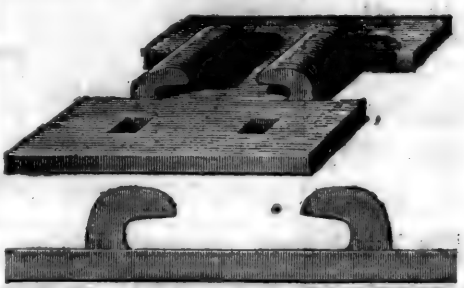
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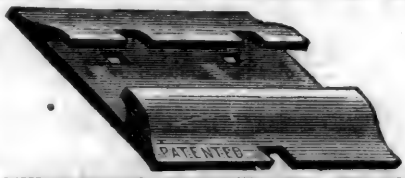
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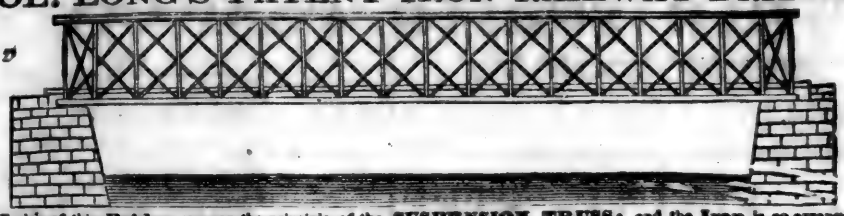
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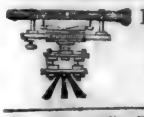
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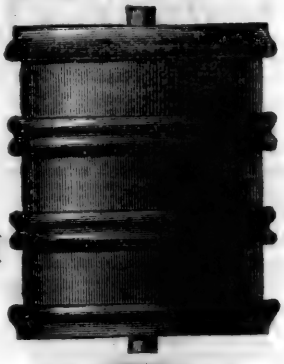
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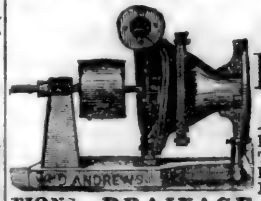
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8.	" 16	"	¼ to 1	20.	" " 30	"	1 to 1
9	" 16	"	1 to 1	21.	" " 30	"	1½ to 1
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[SECOND QUARTO SERIES, VOL. XVIII., No. 23.] SATURDAY, JUNE 7, 1862. [WHOLE No. 1,864, VOL. XXXV.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, June 7, 1862.

New Jersey Railroad and Transp. Co.

The annual meeting of the stockholders of this road was held on the 4th inst., at East Newark, in the new building recently fitted up by the company. The meeting was organized by the appointment of Walter Rutherford, Esq., as chairman, John C. Denman and Abram Voorhies, vice presidents, and N. N. Halstead and H. J. Southmayd, secretaries. After the reading and approval of the minutes of the last meeting, F. Wolcott Jackson, Esq., secretary, and general superintendent of the road, read the report of the directors for the year ending December 31, 1861, an abstract of which was given by us in January last. Since the last annual meeting of the directors, three of the nine then elected have been removed by death, one of whom was John P. Jackson, Esq., of Newark, vice president, and superintendent of the road, whose duties as superintendent have since been so efficiently performed by his son as to elicit high encomiums from the president of the company.

During the thirty years that this road has been in operation, upwards of 39,000,000 of passengers have been transported over it without the loss of a single life in the cars. During the past year alone 2,322,598 passengers have been carried over the road, without any serious accident to any one, not attributable to the carelessness of the person, or to the violation of the rules of the company.

The gross receipts during the year were $902,767 34; and the expenses, $412,786 23—net earnings, $579,981 11. The receipts were $121,114 42, or 11 per cent. less than for the previous year, and the expenses, 30,374 83, or 7 per cent. less—showing a decrease in net earnings of $90,739 59. After payment of interest on bonds, transit duty on passengers and freight, tax on capital stock, and two semi-annual dividends of five per cent. each, the amount carried to credit of profit and loss was $61,102 72.

During the first four months of the present fiscal year, the receipts of the road have greatly improved, and compare very favorably with those of 1861, viz:

RECEIPTS. Jan., Feb., Mar. & Apr.	1861.	1862.
Way lines, passengers	$107,533 05	$104,873 38
Freight, Elizabeth, Rahway, and New Brunswick	16,660 38	18,343 18
Freight, Newark	14,881 55	12,188 06
Commutations	20,291 89	20,610 06
Miscellaneous	10,115 45	7,693 04
Philadelphia lines	60,306 90	87,531 10
New York and Erie and Northern	13,652 02	8,178 97
Morris & Essex passen's	5,005 69	4,308 66
Trenton freight	4,405 19	7,285 03
Totals	$252,852 12	$271,006 48

—the amount received being $18,154 31 in excess of last year, and a slight increase over that of the corresponding period of any previous year. In 1860 the receipts were $270,762 25, in 1861 $252,862 12, and in 1862 $271,006 48. The expenses for the same period are slightly decreased as compared with last year.

On the 1st of May $6,000 of the bonds of the company maturing, were paid and canceled by the treasurer, reducing the funded debt that amount, and leaving the funded debt of the company at $682,000.

The new shops of the company at East Newark, erected at an expense of about $20,000, are very spacious, and have been fitted up with the most improved machinery, by which considerable saving in the future repair of cars, &c., will be effected.

The following is a comparative statement of the earnings and expenses for four years:

	Gross earnings.	Operating expenses.	Net earnings.
1858	$903,458	$349,370	$554,088
1859	1,025,682	382,072	643,610
1860	1,113,881	443,161	670,720
1861	992,767	412,786	579,981

—showing that while previous to the breaking out of the civil war the receipts of the road were gradually increasing, yet, in common with others, it shared in the general depression caused by the rebellion. The report says:

Our resources, if all taken for the transportation of troops, our regular business entirely set aside for the time, would enable us to transport 10,000 men over our road in one day, and in connection with other roads under the control of the present companies between New York and Philadelphia, cars could be furnished to transport an army of 50,000 men with their equipments, in twenty-four hours.

A large number of our regular passengers, as well as the more transient travel, requiring facilities to reach the upper part of the City of New York, the lease of a ferry from Jersey City to the foot of Desbrosses street, New York (the Company having long since obtained property at that point for this purpose), was purchased at a public sale from the city of New York, and thereby secured to the company for ten years. It is expected that a ferry will be in operation between these points early in July.

The appeals from the decision of the United States Circuit Court in favor of this company in the Newark Bridge case having resulted in the confirming of the same by the Supreme Court of the United States, the way is now clear for the erection of the bridge over the Passaic river at Commercial dock, Newark, straightening the route at that point, as soon as the interest of the company and the public accommodation render it necessary.

The through travel between New York and Washington requiring quick time, may ere long, necessitate this improvement: and, with the contemplated arrangements at Philadelphia for the continuation of the cars leaving Jersey City by taking the whole train on board of a ferry boat, to run from Camden, in New Jersey, to Washington street wharf, in Philadelphia, the time occupied in the journey between New York and Washington will be greatly reduced. Arrangements have also been made for the transfer of passengers and

baggage to the East, through the city of New York, by Dodd's Express, and connected therewith is an office for the deposit of parcels, relieving the owner from incumbrances during the day at a small charge.

The report alludes to various other departments of the road, all of which appear to be in a flourishing condition. The promptness with which it complied with the requests of the government in the transportation of troops, &c., are clearly set forth; and everything in connection with the road seems to be in excellent order and reflects the highest credit upon its managers. The following gentlemen were unanimously elected directors for the ensuing year: John S. Darcy, Hamilton Fish, Henry R. Remsen, William Whitney, Dudley S. Gregory, Abram O. Zabriskie, Alfred L. Dennis, George R. Chetwood, and Martain A. Howell.

After the adjournment of the meeting, the stockholders and members of the press were invited to partake of a sumptuous collation, which had been prepared under the direction of Mr. J. W. Woodruff, the efficient assistant superintendent of the road.

Grain Movements at Buffalo.

The receipts of Breadstuffs by lake at Buffalo, from the opening of the Lake navigation to June 1, were:

	1860.	1861.	1862.
Lake opened—	April 25.	April 13.	April 5.
Flour, bbls	199,136	293,828	557,384
Wheat, bush	1,179,875	3,043,724	4,947,915
Corn	2,434,634	2,855,385	2647,938
Oats	111,495	187,793	143,927
Barley	7,715	20,201	130,473
Rye	—	41,739	195,594

The Buffalo *Courier* says: "There is very little diminution in the movement of produce from the Great West. The Railway Line, the Lake, Canal and Ocean facilities have so far been fully occupied. The imports of cereals and flour by lake and the Buffalo and Lake Huron Railway for the month of May in 1862, have been several millions of bushels larger than in any preceding year. The following will show the imports for the month of May in each year from 1858 to 1862, inclusive, viz:

	Flour, bbls.	Grain, bu.	Grain, bu. incl'd'g Flour.
1862	406,609	7,813,451	9,846,496
1861	242,330	5,714,508	6,926,158
1860	166,058	3,521,335	4,851,625
1859	21,388	900,021	1,506,961
1858	208,934	2,515,762	3,560,432

The receipts for May in 1862 are 2,920,358 bushels more than the receipts in 1861; 5,494,871 bushels more than in 1860; 8,339,585 bushels more than in 1859, and 6,286,064 bushels more than in 1858. The canal exports for May have been about 7,000,000 bushels of grain, and nearly 39,000 bbls. of flour. The receipts of canal tolls for the month of May shows a very gratifying increase, being $428,078 78 this year against $254,156 05 in May, 1861, an augmentation of about 70 per. cent."

Railroad to Bedford Springs.

Railroad communication will probably soon be established between Philadelphia and Bedford Springs. Twelve miles of the line south of Huntingdon, and connecting with the Huntingdon and Broad Top Railroad, are under contract, and are now in course of construction.

Railroad to Cape May.

Meetings have been held at various points on the line of the proposed railroad to Cape May, in order to devise measures to facilitate the work. The result was encouraging. The Camden and Atlantic Railroad undertake to build the line from Egg Harbor to May's Landing. The residents of the last named place will construct it to a point four miles beyond—the citizens of Estherville, in conjunction with those of Tuckahoe, will complete it to Tuckahoe. Twenty-eight miles will then remain unfinished. This link will probably be taken in hand by the people of Cape May and the districts on the route. The work, it is hoped, will all be completed within one year.

Michigan Southern and Northern Indiana Railroad.

The earnings of this road for the fiscal year ending February 28, 1862, were:

From freight		$1,419,497 94
" passengers		710,417 28
" mails		53,966 00
" express		28,753 85
" rents		23,219 18
" dividend on assets		1,000 00
" all other sources		13,663 66
Total		$2,250,517 91
And the expenses were:		
General superintendence	$26,953 96	
Agents and clerks	69,005 60	
Foreign agencies	24,691 89	
Telegraph operators	9,088 81	
Stationmen	107,521 41	
Conductors and trainmen	52,884 20	
Engine and firemen	78,229 74	
Switch and flagmen	8,816 92	
Repairs road w. & bridges	291,558 90	
" buildings	22,558 58	
" engines	100,498 71	
" cars	84,982 11	
" tools & machin'y	25,215 08	
" and supplies, telegraph	2,126 83	
Fuel	110,502 83	
Oil and waste	18,918 69	
Printing and stationery	5,396 58	
Advertising	1,079 52	
Office and station supplies	10,342 11	
Train supplies	773 29	
Station service	11,680 02	
Law expenses	10,507 92	
Personal injuries	888 11	
Damage & loss of freight and baggage, including car of goods burned	5,999 18	
Damage to property by trains	1,220 14	
Rents	2,743 44	
Contingencies	4,682 58	
Hire of cars	3,819 87	
Expenses, N. Y. office	9,538 78	
Steamer expenses	1,355 29	
New buildings	14,489 57	
		1,112,970 11
Net earnings (50⅛ per cent.)		$1,137,547 80
Add—		
Bonds issued in funding coupons, scrip and in settlements	$122,000 00	
Less reduction of outstanding scrip	6,996 67	
		115,003 33
Received on account of "bonds not accounted for," as explained in last report		15,000 00
"Nominal Assets" extinguished by settlements		17,299 42
Proceeds sale bonds of other Co.'s		13,537 88
Total to account for		$1,298,388 43
Disposed of as follows, viz:		
Interest on funded debt		$780,161 98
Interest on floating debt, exchange, and discount		42,053 82
Taxes		51,962 07
Rent Erie and Kalamazoo Railroad		30,000 00
Contributions to sinking fund		85,637 81
Old claims and judgments		19,648 92
Loss by Illinois currency, and other items		36,818 73
Paid floating debt		156,771 03
Construction		15,284 84
Equipment		64,767 02
Detroit, Monroe and Toledo R. R.:		
Three small land damage claims		139 00
Balance		65,144 66
		$1,298,388 43

Compared with the previous year, the gross earnings show an increase of $150,839 65; with an increase in expenses of $78,140 27—making the increase in net earnings, $77,699 38. The report says:

The condition of the general finances of the company, as set forth in accompanying tables, and the progress made during the past two years in improving the condition of the company's finances, will be best understood by reference to the following remarks:

The apparent increase of the bonded debt made during the past two years is $197,000, but in reality only $104,000, as $93,000 of the amount consisted of issues and discrepancies previously made and existing.

In addition to the $66,000 deficiency in bonds on hand, as last year reported, the correctness of which report has since been confirmed, and the $9,000 discrepancy in sinking fund bonds, there was an increase of issue made in fact, but not made to appear, previous to March 1, 1860, of $18,000 Detroit, Monroe and Toledo bonds. These had been properly disbursed, but no issue entry made thereof until during the past year.

In addition to the above amount of $93,000 increase in the bonded debt over the amount apparent May 1, 1860, there were various items of liabilities not reported in March, 1860, and since ascertained, which, added to the former, show that the amount of funded and floating liabilities against the company in March, 1860, was $317,017 83 in excess of the amount apparent by the report of that date; $224,017 83 of the amount belonging to the floating debt.

The amount of floating debt reported in March, 1860, was $1,086,793 60. Add amount as above, since ascertained, and the sum total is swelled to $1,810,811 43. The amount of floating debt March 1, 1862, as per table herewith, is $219,687 54. Against this amount of floating debt we have assets, not reported yet as "available assets," but stated in the succeeding "Condensed Balance Sheet," and ultimately to be available, amounting to $69,141 24.

The plan adopted by the Board of Directors in September, 1860, for relieving the floating debt of two years' interest on the second mortgage bonds, by funding the coupons into bonds of the same class, has been entirely successful, the coupons from all the bonds but an inconsiderable fraction of a few bonds held in the Southern States, and as yet inaccessible, having been so funded. The regular payment of interest on these bonds was resumed in November last.

Of the plain bonds, 405 in number, outstanding in September, 1860, all but 144 have been converted into the Detroit, Monroe and Toledo bonds, and their interest funded.

Of the four classes of first mortgage bonds, convertible into the sinking fund first general mortgage bonds, $276,000 have been so converted during the year.

The holders of the Michigan Southern first, and the Northern Indiana first mortgage bonds, now past due, have availed themselves of the right to convert them into the first mortgage sinking fund bonds, to the extent of $246,000; all of this

amount, but $24,000, having been so converted during this year.

Though the company has been unable to pay these bonds at maturity, such of the holders as have not yet converted their bonds have, with entire unanimity, manifested their willingness to await the ability of the company; and in no case has any disposition been apparent to annoy the company by any attempt to enforce payment.

In view of the extent to which conversions have already been made, and of the appreciation in market value of the sinking fund bonds to the neighborhood of par, it is confidently believed that the holders of the over-due bonds will ere long convert the balance of those bonds still outstanding into the sinking fund bonds, according to the original provision for consolidating the first mortgage debt of the company. Without doubt, were we now able to announce such conversion as completed, the sinking fund bonds would immediately rise to command a premium in the market, and take the place to which their merits entitle them, among the highest priced first class mortgage securities of our most profitable railroads.

The holders of the first mortgage bonds, secured by liens on fractional parts only of the road-bed and track, must appreciate the fact, that they can in no other way so surely enhance the value of their property as by converting them into the first general mortgage sinking fund bonds.

The contribution to the sinking fund, during the past year, has absorbed $102,000 of the sinking fund bonds, the Commissioners of the sinking fund now holding $372,000 of these bonds.

The proportions now assumed by the sinking fund are so great, and such is the rate of its annual increase, that if the convertible bonds were all converted into the sinking fund bonds without further delay, the amount of these latter bonds outstanding would be less than $6,000,000. This amount would be secured by the sole first mortgage upon the entire road of this company and its branches, and all the company's real estate and equipment. With net earnings exceeding $1,100,000 annually, the quality of this security is determined, without the necessity of resorting to argument.

Our business for the year, large and promising as it has been, would have been considerably larger had not the want of facilities forced us to refuse much that offered. Two adverse causes operated to produce this result. One was the want of more storage room and appliances for handling the grain receipts at Toledo. The other, from which we suffered most severely, was the inability of our easterly connections to take away our freight as rapidly as our road could supply it for their carriage.

The first of these wants, resting within our own jurisdiction and control, we have taken effective steps to supply; and a new grain-elevator is constructing at Toledo, which will be completed in May, and will double our capacity for storing and handling the grain transported over our road.

In relation to the detention of eastward-bound freight, the Board entertains the belief that the causes operating to produce such detention will be removed in the future.

In reviewing our present condition, in comparison with what it was two years since, we find the company relieved from the incubus of an embarrassing floating debt, and that the reduction to its present small amount has been effected without any materal increase of the bonded debt; we observe a gratifying progress making in the conversion of the first mortgage over-due bonds into the first mortgage sinking fund bonds; also the release of the company from many judgments and legal obligations then surrounding it; and, finally, we see an increased and more economically administered business.

A continuation, which may be reasonably expected, of this business, and the conversion of the over-due bonds completed, or nearly so, and the stockholders might see in the immediate future a prospect of income from their property, which but two years since was generally regarded as utterly valueless.

The floating debt of the company, March 1, 1862, was as follows:

Bills payable		$252,528 76
Overdue coupons and bonded interest	$80,180 70	
Of which are to be funded.	45,530 79	
Leaving coupons to be paid in cash..		34,650 00
Balance due on Blake's judgment ...		5,684 87
February expenses and bills for supplies		156,696 27
		$449,559 90
Deduct the following available assets:		
Cash	$31,440 15	
Bills receivable	2,257 99	
Current ticket balances	23,301 94	
Current station balances and freight uncollected	81,220 47	
Detroit store valued $10,000, less mort. $4,500	5,500 00	
Individual accounts	4,857 83	
Due from P. O. Depart..	20,063 20	
Military Transp. uncollect.	31,065 61	
P. Morehous, Trustee	18,325 34	
Due from other companies	11,839 83	
		229,872 36
		$219,687 54

The following bonds are on hand or pledged as security for obligations of the Company:

Second general mort. bonds unissued.	$428,000 00
Detroit, Monroe and Toledo bonds on hand	316,000 00
Plain bonds	255,000 00
	$999,000 00

The funded debt of the company, March 1st, 1862, was:

*Michigan Southern 1st mort. bonds, due Nov., 1860	$850,000 00
*Northern Indiana 1st mort. bonds, due August, 1861	904,000 00
Erie and Kalamazoo mort. bonds, due March, 1862.	300,000 00
*Jackson Branch mort. bonds, due August, 1863	128,000 00
*Goshen Line mort. bonds, due Aug., 1868	1,116,000 00
Detroit, Monroe and Toledo, due Feb., 1876	684,000 00
Second general mortgage bonds, due November, 1877	2,572,000 00
Sinking Fund bonds, 1st general mort., due May, 1885.. $3,402,000	
Less held by Co.'s S. Fund 372,000	3,030,000 00
Total bonded mortgage debt	$9,584,000 00
Unsecured funded debt (convertible into D. M. & T. bonds):	
Bonds of the Michigan Southern R. R., due March, 1863... $44,000	
Bonds of Northern Indiana Railroad, due Feb., 1863 .100,000	144,000 00
Total bonded debt, secured and unsecured	$9,728,000 00
Scrip issued for funded coupons, outstanding	22,707 51
Total funded debt	$9,750,707 51
Amount of funded debt reported last year	9,719,704 18
Increase	$31,003 33

* Convertible into sinking fund first general mortgage bonds.

The mortgage to secure the Michigan Southern Railroad Bonds, due November 1, 1860, covers the line of the old road in Michigan, from Monroe Pier to near the line of Indiana.

The Northern Indiana bonds, due August 1, 1861, are secured by the first mortgage, dated in 1851, upon the road of the Company, from Goshen to the line of Illinois.

The Erie and Kalamazoo Bonds, due March 1, 1862, are secured by a mortgage upon the road between Toledo and Adrian.

The Jackson Branch Bonds are secured by a first mortgage upon that branch extending from the main line at Palmyra to Jackson.

The Goshen Line Bonds are secured by a first mortgage on the road in Ohio and Indiana, between Toledo and Goshen.

The Detroit, Monroe and Toledo Company's Bonds are secured by a first and only mortgage upon the road of that Company, between Detroit and the Ohio State Line—about 51 miles.

The Sinking Fund Bonds, dated May 1, 1855, are secured by the only first mortgage that covers the entire road, rolling stock, and property, of the Company.

The Second General Mortgage to secure the bonds of that issue is dated November 1, 1857, and covers the entire road, but is subject to all other mortgages.

The bonds all bear 7 per cent. interest—payable semi annually.

The apportionment of freight and passenger earnings of main line and branches for the year was as follows:

	Passengers.	Freight.
Main Line	$476,855 24	$1,102,289 50
Air Line	49,997 05	157,038 22
Detroit, M. & Toledo.	66,578 12	69,079 40
Jackson Branch	25,259 08	24,958 72
Monroe and Adrian	16,184 69	32,064 09
Three Rivers Branch.	2,277 94	5,082 82
Storage		28,985 19
Military transport'tion	72,665 16	
	$710,417 28	$1,419,497 94
Previous year	749,237 24	1,236,568 71
Decrease	$38,819 96	
Increase		$182,928 23

The total number of through passengers was 57,094; of which 34,613 were 1st class, 11,707 2d class, and 10,774 3d class—yielding $292,787 19. Do., way passengers, 280,546; of which 278,890 were 1st class, 1,178 2d class, and 978 3d class—yielding $344,964 93. The number of miles traveled by through passengers was 13,962,242; by way passengers, 11,142,989—total, 25,105,231. The average number of miles traveled by each through passenger was 244 54; by way passengers 87.71. The average amount received from each through passenger was $5 14.92; from each way passenger $1 22.96. The average amount received from each through passenger per mile was 2.1 cts.; from each way passenger, 3.26 cts.

The number of tons of through freight moved eastward was 143,806; do., westward, 89,833—total through, 183,139, yielding $657,298 56. Way freight moved eastward, 181,757; westward, 87,812—total way, 269,569, yielding $783,219 19. total tons through and way freight eastward, 325,063, or 72 per cent.; do., westward, 127,645, or 28 per cent.—the total tonnage being 452,708, and the revenue as above, exclusive of storage, $1,890,512 75, viz: from eastward bound freight $1,023,112 10, or 76.6 per cent.; and from westward bound $367,400 65, or 26.4 per cent.—being in proportion of 2.75 tons eastward to 1 ton westward. The increase in eastward bound tonnage

over the previous year was 34,639; and in westward bound, 19,390. The increase in earnings on freight coming east was $184,570 98; and the decrease on freight going west, $35,981 02.

The whole number of locomotives owned by the company is 83, of which 54 are in good order, 4 in fair order, 15 wanting repairs, 5 rebuilding, and 5 not in use. The total number of miles run by engines has been 1,775,728, viz.: with passenger trains, 657,970, with freight trains 970,859, with other trains, 146,899. Average number of miles run to one cord of wood, 54.19; to one pint of oil, 19.29. Cost for repairs per mile run, 5.72 cents; average cost for fuel 5.07 cents.

The rolling stock consists of 3 twelve wheel and 63 eight wheel passenger cars, 9 second class, 7 emigrant and 22 baggage, mail and express, 6 drover's, 1 paymaster's, 2 wrecking, 20 gravel, and 956 freight and stock cars.

DR. CONDENSED BALANCE SHEET.

Railroad		$13,616,404 30
Equipment		1,644,258 90
Steamboats		691,278 50
Detroit, Monroe and Toledo R. R.		1,285,182 28
Detroit, Monroe and Toledo stock at par		275,000 00
Fuel and materials on hand		197,381 95
Bonds and mortgages—foreclosed		69,141 24
Nominal Assets:		
Cincinnati, Peru and Chicago bonds	$48,000 00	
Toledo & Wabash Railroad stock	12,900 00	
Bills receivable	132,605 07	
Due from individuals	113,006 86	
Terre Haute, Alton and St. Louis R. R. special bond	71,791 00	
Sundry station balances in suspense	39,462 46	
Oswego & Indiana Plank road stock	20,000 00	
Judgment	6,897 39	
Due from contractor	130 00	
		444,792 78
Income, or profit and loss		765,205 10
		$18,988,595 05

CR.

Capital stock: Common	$6,124,600	
" Guarantied	2,893,600	
		$9,018,200 00
Funded debt		9,750,707 51
Floating debt	$449,559 90	
Less available assets	229,872 36	
		219,687 54
		$18,988,595 05

President—E. M. GILBERT, New York.

Directors—E. M. Gilbert, Henry Keep, Allan Campbell, Albert Havemeyer, Milton Courtright, Hamilton White, Nelson Beardsley, William Keep, William Williams, Stillman Witt, John S. Barry, Philo Morehous, M. L. Sykes.

Vice President—M. L. SYKES, JR., Toledo, O.

Treasurer—HENRY KEEP, New York.

Secretary—D. P. BARHYDT, New York.

General Sup't—JOHN D. CAMPBELL, Toledo.

Cashier—WM. F. STAUNTON, Toledo.

Auditor—JOHN J. ADAM, Toledo.

The Catonsville Horse Railway.

The track of the Catonsville Horse Railway has been laid to a point nearly two and a half miles from the city of Baltimore, and is now pushing on with considerable force. It is expected to lay all the line within three weeks, as the graduation will be finished, besides all the material for track and sidings, so that by the 1st of July all will be ready for work.

Elmira and Williamsport Railroad.

The result of the business of this company for the past fiscal year has been as follows:

From passengers, including troops	$100,615 54
" freight on merchandise	102,311 98
" freight on coal	65,527 43
" United States mail	11,550 00
" miscellaneous sources	26,491 07
Total	$307,496 02
The ordinary expenses for operating the road have been	160,146 99
Leaving a profit of	$147,340 03
Which has been appropriated as follows: 40,000 cross-ties on the track	$10,000 00
Rebuilding bridges	7,200 00
Deposits for mortgage bondholders	70,000 00
Deposits for chattel bondholders	20,168 00
Interest on mort. on Elmira Basin	3,500 00
Interest on scrip, labor and materal debt, etc.	5,895 47
Reduction of scrip, labor, and materal debt, etc.	30,585 56
Total	$147,349 03

Worcester and Nashua Railroad.

The income and expenses of this road for the fiscal years ending November 30, 1860, and 1861 were as follows:

Income:	1860.	1861.
From passengers	$98,867 70	$84,674 92
" freight	125,840 01	103,117 64
" mail	4,625 00	4,625 00
" express	1,800 00	1,800 00
" rents	1,333 91	1,452 22
	$232,466 63	$195,669 78
Expenses:		
Repairs of road	$28,285 11	$21,128 16
" engines	15,472 34	9,962 96
" cars	8,771 03	7,642 85
" buildings, etc.	5,528 65	5,733 00
" bridges	1,295 25	2,545 71
Fuel	20,385 66	16,805 01
Freight expenses	16,168 72	15,046 25
Passenger expenses	13,453 21	13,622 43
Switchmen, watchmen, etc.	2,472 01	2,266 11
Oil and waste	2,196 84	1,944 56
Removing snow and ice	837 72	4,145 40
Taxes and insurance	1,746 99	1,699 52
Gratuities and damages	636 10	100 00
General expenses	9,479 60	9,845 39
Interest	9,228 24	8,192 11
	$135,957 47	$120,673 46
Net income	$96,509 16	$74,996 32
Dividends	68,499 00	60,888 00
Balance of earnings	$28,010 16	$14,108 32
Surplus last year	17,047 18	45,057 34
Total surplus	$45,057 34	$59,165 66

Miles run—	1860.	1861.
With passenger trains	90,710	88,872
" freight trains	87,320	69,466
" other trains	2,823	3,333
Total miles run	180,853	161,671
No. passengers carried	170,513	139,539
Tons of merchandise	110,315	86,294

It will be seen from the above, that the gross earnings have decreased $36,796 85. The operating expenses, however, are $14,247 88 less—making a decrease in the net earnings of only $13,320 73. The falling off in freight tonnage amounts to over 24,000 tons, or about 22½ per cent., while the number of passengers is less by over 30,000, or about 18 per cent. The gross earnings of 1860 were $16,022 20, and the net earnings $12,918 02 in excess of those of 1859.

Of the bonds of the company which became due in May, 1860, $50,000 were paid from the reserved earnings, and for the balance, ($150,000) new bonds were issued, payable at different periods, extending to May 1, 1866.

The company have 11 engines, 10 of which are in good repair and in use; the other though in good condition is too small for use on the regular trains, and is for sale. The rolling stock consists of 8 first class, 4 second class and baggage, 130 freight and 20 gravel cars. Enough has been none in repairing and rebuilding engines and cars to cover depreciation. The same may also be said of stations, buildings and fixtures.

The following statement will show the financial condition of the company November 30—

	1860.	1861.
Construction	$1,328,897 63	$1,278,897 63
Cash	38,838 74	44,248 88
Bills receivable	236 00	384 00
Wood lots	3,782 75	1,079 41
Lumber	2,623 92	2,210 34
Sundry accounts	4,376 53	3,770 01
Materials	46,332 77	50,831 89
	$1,425,088 34	$1,382,422 16
Capital stock	$1,141,000 00	$1,141,000 00
Bonds payable	150,000 00	150,000 00
Unclaimed dividends	976 00	812 50
January dividend	88,055 00	80,444 00
Reserved income	45,057 34	59,165 66
Depreciation	50,000 00	....
	$1,425,088 34	$1,381,422 16

This road is 45.67 miles in length, extending from Worcester, Mass., to Nashua, N. H. The following statement will show the earnings, expenses, etc., from 1849 to 1861 inclusive:

	Gross earnings.	Operating expenses.	Net earnings.	—Divid'd—. Am't.	p. c.
1849.	$108,125	$66,006	$42,119	*nil*	*nil*
1850.	144,438	75,064	69,374	$28,521	2½
1851.	153,791	76,961	76,830	56,331	4½
1852.	162,109	82,995	79,114	66,325	4½
1853.	182,898	90,592	91,806	76,039	5
1854.	209,119	114,729	94,390	34,249	2½
1855.	204,780	116,902	87,878	80,444	2
1856.	216,887	121,702	95,185	60,888	4
1857.	207,328	125,598	81,730	60,888	4
1858.	185,127	101,278	83,349	60,888	4
1859.	216,444	122,200	94,244	60,888	4
1860.	232,466	126,729	105,737	68,499	4½
1861.	195,669	112,481	83,188	60,888	4
Tot.	$2,418,681	$1,333,237	$1,085,444	$664,848	45
Av.	186,052	102,556	83,496	51,152	3½

At the annual meeting of the company, held in Worcester, on the 23d of January, the following gentlemen were elected directors for the ensuing year:

President—GEO. T. RICE.

Directors—Stephen Salisbury, Alex. De Witt, Jacob Fisher, Thomas Chase, A. T. Lawrence, T. H. Dewey, T. H. Kinnicutt, A. H. Bullock.

Treasurer—T. W. HAMMOND.

Superintendent—GEORGE W. BENTLEY.

The New York Canals.

The following comparative table shows the quantity of some of the principal articles of produce left at the tide-water from the commencement of navigation to and including the 31st of May, in the years indicated:

Canals opened	1860 April 25.	1861. May 1.	1862. May 1.
Flour, bbls	159,647	79,160	126,974
Wheat, bushels	885,531	3,027,269	4,323,828
Corn, bushels	2,475,036	2,060,143	1,624,693
Barley, bushels	72,713	95,120	301,896
Oats, bushels	1,380,677	669,997	464,791
Rye bushels	31,568	22,321	152,881

The Law as to keeping open Ticket Offices.

THE EXTRA CHARGE WHERE THE TICKET IS PURCHASED ON THE CARS;—IT CANNOT BE COLLECTED WHEN THE OFFICE IS CLOSED PREVIOUS TO THE DEPARTURE OF THE TRAIN.

The case of Porter *vs.* The New York Central Railroad Company, was an action brought by the plaintiff in the New York Supreme Court, to recover the sum of fifty dollars, which is imposed as a penalty, by an act of the legislature of the State of New York, passed in 1857, and entitled "An act to prevent extortion by Railroad companies." The act provides that any railroad company which shall ask and receive a greater rate of fair than that allowed by law, shall forfeit fifty dollars; which sum may be recovered, together with the excess so received by the party paying the same.

The plaintiff applied at the office of the company at Chittenango for a ticket, just prior to the departure of the train; and the ticket office being closed, the train about to start, he went aboard of the cars without any ticket. The conductor of the train charged him five cents extra, as he is authorized to do, and the company are authorized to do, when passengers enter the cars at a station having a ticket office without purchasing the tickets at such office.

The case was tried before justice Morgan and a jury, at Onandaga circuit in February 1861. The defendants counsel requested the court to charge, that the company was not responsible for the penalty for the act of the conductor in taking excessive fair without affirmative proof that the company authorized it; that the defendant was only authorized by statute to keep the ticket office open for one hour previous to the time fixed for the cars to leave by the time table; that if the agent had occasion to step out a minute or two, a reasonable time, after an application for a ticket, should be allowed to call him.

The court charged that if, when the plaintiff applied for a ticket, the ticket-drawer was locked and the key in Curtis' pocket, the plaintiff was not bound to wait until Curtis could be called, or the key obtained; that in such a case the office was not open, within the meaning of the statute; and that if there was time enough after plaintiff applied for his ticket, to make the change and give a ticket and enable him to get on the cars with safety before the train started, had the drawer been unlocked, then the plaintiff was entitled to recover.

The jury returned a verdict for $50; judgment was perfected thereon, and an appeal then taken to the General Term of the court. The following opinion was delivered at the decision of the case.

MORGAN, J.—The plaintiff applied at the office of the company at Chattenango for a ticket and failed to obtain it. This was just prior to the departure of the train; and it was left to the jury to determine whether there was time enough after the plaintiff applied for his ticket, to procure it and get aboard the cars with safety, before the actual departure of the train. It must therefore be assumed that if the ticket office had been open, the plaintiff could have procured his ticket in time to enter the cars with safety, before their actual departure. It also appeared, in the case, that the office had been kept open until within a few minutes before the plaintiff applied for a ticket, and that the train was behind time; so that in fact the jury would have been authorized to find that the office was kept open until the advertised time for the departure of the train had expired. It also appeared that the plaintiff was in the neighborhood of the ticket office, and had ample time to go for his ticket; but that he waited until he heard the whistle of the engine of the approaching train, and then went to the office for his ticket. The ticket agent was absent but came in on the train, but without the key of the drawer; so that he was unable to supply the plaintiff with a ticket. Mr. Curtis who was in charge of the ticket office in the absence of the ticket agent, had stepped out to the train on its approach, and taken the key with him.

I see by the charge, which it is said I gave to the jury, that I told them that if the ticket office was locked when the plaintiff applied for his ticket, he was not bound to wait until Curtis could be called, or the key obtained; that in such case the office was not open, within the meaning of the statute. There is evidently some mistake here; and the charge if made, was not applicable to any state of facts which the evidence authorized; for both the plaintiff and the ticket agent agree, that there was not time to call in Curtis and procure the ticket before the departure of the train. There might have been a state of facts shown which would have required the plaintiff to wait until Curtis could be called into the ticket office; and I very much question whether the instructions given can be sustained if the facts had shown that the plaintiff had time to get his ticket, even if he had to wait for Curtis to be called in. The exception is to the whole charge, and I do not think it should pervail, unless we can see that the jury were liable to be misled by that part of it which is objectionable. As no evidence was given authorizing the jury to find that there was time for the plaintiff to procure a ticket by calling in Mr. Curtis, the instructions were harmless, and furnish no reason for granting a new trial. The remainder of the charge lays down the proposition that the company would be in default if the passenger applied for his ticket in time to procure it and take the train before its actual departure. If the company have nobody there to furnish it, the office is not open, within the meaning of the statute, although the ticket agent had been in attendance only a few minutes before and had temporarily left the office.

I do not speak of a case where the passenger knows or has reason to expect the ticket agent back in time to furnish the ticket; but of the case in hand, where it is conceded that the ticket agent did not intend to make an effort to open the office, and the plaintiff had no ground to expect that a ticket could have been procured in time for him to take the train. The jury have found that if the office had been open when the plaintiff applied for his ticket, he could have procured it in time to enter the cars with safety. It is however claimed that the statute only requires the ticket office to be kept open for one hour preceding the time advertised for the starting of the train; and the learned counsel for the defendant desired me so to instruct the jury. This instruction was refused, and the defendants' counsel excepted. But by referring to the statute it will be seen the language speaks of the *departure of the train*, not of the *time* when its departure is advertised to take place. And this is the obvious intention of the Legislature.

Although the New York Central Railroad Company run their trains by time tables with commendable punctuality, it is not an uncommon occurrence for a train to be some minutes behind time. Sometimes they meet with accidents, or obstructions, and do not make regular time by an hour or more. It is not an unusual thing in such a case for new passengers to arrive by other roads, who are in time to take the train; who would procure their tickets if the office is kept open till the actual departure of the cars. Shall they be subjected to five cents extra charge because the ticket office has been closed by the regular time advertised for the departure of the train, instead of the time of its *actual* departure? In my opinion, the railroad company is required to keep its ticket office open until the *actual* departure of the train; and if they close it prior to that time, passengers who afterwards apply for tickets in time to enter the cars with safety, cannot be charged the additional fare.

A point is made that the act of the conductor, in exacting this additional charge, was not the act of the railroad company. But I think it is too plain for argument, that the conductor in exacting fare of passengers, must be regarded as the agent of the company, and acting within the scope of his general authority. And that the company would be liable in such a case, although the conductor acted contrary to orders. It is no excuse to the conductor that he was mistaken and demanded the extra fare under the belief that the ticket office at Chittenango was open, and that the plaintiff had omitted to apply for his ticket. The duty is upon the railroad company to keep the ticket office open until the departure of the train; and the good faith of the conductor in demanding the extra fare will not relieve the company from the penalty. This would, in effect, allow the company to take advantage of their own neglect, to relieve themselves from its consequences. Judgment affirmed.

Erie and Pittsburg Railroad.

The Erie and Northeast Road has sold its interest in the Erie and Pittsburg Road for $400,000 in seven per cent. first mortgage bonds. The Erie and Pittsburg Road is to be completed to the coal fields. The above amount gives about twenty per cent. on the capital stock of the Erie and Northeast Road. It will be remembered that the Legislature of Pennsylvania forced this road to contribute $500,000 to the Erie and Pittsburg Road, as a bonus for an unbroken gauge through Erie.

Camden and Atlantic Railroad.

The Camden and Atlantic Railroad Company have received the assent of the Councils of Camden, N. J. to establish a new terminus. A branch road will consequently be constructed on Mechanic street to Kaighn's Point.

The Baltimore and Ohio Railroad.

The passenger trains of the Baltimore and Ohio Railroad are now running regularly as follows: Five trains each day from Washington, and five from there to Baltimore; one train leavin every morning for Harper's Ferry at 8.40, returning in the evening; one for Frederick every evening at 6 P. M., and four trains to Ellicott's

Mills, viz: two in the morning and two in the afternoon. The travel on the Washington road is quite extensive at the present time.

Railroads in Northwestern Virginia.

The Erie *Observer*, of the 10th instant, says: "By next spring Erie will have direct communication, by rail, with two important coal fields—the Mercer county, by way of the Erie and Pittsburg road, and the Ridgeway, by way of the Philadelphia and Erie. This city will then become the greatest coal mart on the Lakes—in fact our advantages will be such that we can have no considerable competitor—and the trade at our harbor will be increased at least three-fold. Trade on the canal has commenced in good earnest. A large number of boats are running, and the amount of coal taken to the harbor is immense. The supply, however, is not equal to the demand."

The Jamestown and Franklin Railroad will run through the heart of the Venango and Mercer coal region; and give our neighbors a sufficient supply of coal, oil and other products. There is no road of its length in the Union that will do more for the producing interests of the country than the Jamestown and Franklin. A glance at the map will satisfy the most incredulous that the coal and oil trade alone will make it the most profitable of railroad investments. By its connection with the Shenango Valley road at Jamestown, we are brought within eight hours of Pittsburg, and the trade over it destined for that city will make it a paying route independent of other business.—*Venango Spectator, May* 14.

Commercial Prospects.

The government of the United States, in its contest with the rebellion, has a double office or function to perform—to put down an insurrection, and to preserve, as far as possible, the commercial *status* and welfare of the people—for, by the theory upon which the war is prosecuted, the legal integrity of the country remains intact, and all who are not in open arms are held to be loyal citizens, and those who have been arrayed against government, receive full immunity and protection, the moment they return to their allegiance. Military success, consequently, is followed by still more arduous duties, as it is far easier to destroy than to conserve or reconstruct. But re-construction and restoration is the fruit or result of military success. The more rapid this work, the sooner shall we make up the losses the war has imposed, and relieve other nations from the dilemma in which they have been placed by the loss of a great staple, upon which vast interests depend, and by the manufacture of which millions are fed.

The first step is the legal or mandatory one—to open up to trade the ports and sections of country recovered by our arms. This has been done in every instance where a sufficient foothold has been obtained to render it an object to embark in commercial operations. Already has a large fleet of merchant vessels, heavily laden, left this and other Northern ports for New Orleans, which is now opened to trade in everything but contraband of war, and in which foreign nations as well as our own are allowed to share.

The privilege being granted the great point of interest is the probable extent of this trade. The crops of the past year throughout the South were not much below the average, for the three great staples—cotton, sugar and tobacco. Only a small fraction of these staples are ever consumed where they are grown; consequently, unless they are wantonly destroyed, they are now awaiting the demand that everywhere exists for them. That they have not been destroyed in any considerable quantities s certain. Upon some of the great Southern thoroughfares, some cotton has been burned, but in almost every instance by the military authorities. Its destruction has been in the programme of the leaders, but not the people. The loss so far is not an appreciable diminution from the total crop. The progress of the Federal forces will soon put down armed resistance, when the danger to which the gathered crop is exposed, will entirely cease. When resistance is seen to be hopeless the people are not going to enact a grand *auto-da-fe*, in which all they possess is to be sacrificed with themselves. They will save all they can to compensate, in some degree, the losses they have sustained. We may rely upon it that the strongest motive will influence their conduct, which is self-preservation, not self-destruction, even assuming their hostility to the government of the United States. But this hostility exists only among a portion of the population, as is proved by the fact that the rebel armies had to be recruited by *conscription*, a very singular mode of sustaining a revolution. Without conscription the rebels could not have made a show in the field. When a revolutionary movement has to depend upon enforced enlistment, it is so near its end as to soon fall by its own weight. Conscripts are not going to destroy their property in return for being set free.

This whole matter of burning cotton is simply a bug-bear to operate both upon the fears of the North and Europeans. It is a transparent humbug. Some will be destroyed by military despots and political fanatics, but none by the great mass of producers. Not a bale will be consumed except by marauding parties of rebels, after it is seen that there is no hope for the rebellion, and after protection is afforded for the movement of the staple. In Tennessee trade of all kinds is rapidly reviving, and all the cotton and tobacco in it is steadily working its way to market. The Southern people have been in constant terror of an armed and irresponsible mob. While the fear existed, we could have expected nothing different from what we have witnessed. It would be the same everywhere. When a man fears an assassin, or incendiary, or public informer in his next neighbor, he will be cautious in his acts, and secretive of his thoughts. Another thing that has increased the reserve of the Southern people is the distrust of the treatment they might receive from the North. All were in the category of the rebellion; a vast number directly implicated, and conscious of deserving the severest punishment. All these suspicions and fears have to be quelled by firm, just and lenient treatment, under which, when the result is no longer doubtful, matters will everywhere resume a normal condition, such as prevailed before the rebellion, and whatever produce has been grown and saved, will enter into the channels of commerce.

Of the correctness of these assumptions we already have conclusive demonstrations. In Tennessee trade is becoming active wherever protection is afforded. The same result is rapidly manifesting itself at New Orleans. Cotton is coming in. The Banks are resuming their ordinary and legitimate functions, discarding *Confederate* currency, and making preparations for the resumption of specie payment, and conducting their operations in the currency of the United States. In a very short time the Government will have the co-operation, in its plans, of the greater part of the population of that city. There is every evidence that a change to this effect is rapidly going on. In such change, New Orleans will stand as the type of every Southern city and community, with perhaps a single exception.

If the views presented are correct, they solve very important questions of domestic and international finance. Cotton bills must ere long supply not only all the exchange needed to keep the balance of trade in our favor, but to cause a return flow of specie. At home an additional stimulus will be communicated to our internal trade, at the very moment such stimulus is wanted—at the close of a colossal war. If, therefore, the progress of our armies is a matter of gratification in its political aspects, it is fully as much such in the commercial welfare which it brings. Peace will restore to us not only an united country, but all the prosperity resulting from political unity. —*Hallett's Financial Circular.*

Railroad Earnings--Weekly.

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 3d week of May, 1862, were $29,884 65
Corresponding week, 1861..... 26,893 67

Increase $2,940 98

The earnings of the Galena and Chicago Railroad the 3d week in May, 1862, were.. $33,080 18
Do., 1861..... 34,121 39

Decrease..... $1,041 26

The Michigan Central earned in the 3d week in May, 1862 ..... $36,816 10
Do., 1861..... 30,091 12

Increase $6,724 98

The Michigan Southern road shows, on the 3d week in May, a gain of $8,000.

The earnings of the Toledo and Wabash Railroad for 3d week of May, 1862, were. $22,025 14
Do., 1861..... 13,539 53

Increase..... $8,485 61

The increase in three weeks is $21,298 31.

The Chicago and Rock Island Railroad earned the 3d week of May, 1862 ..... $20,016
Do., 1861..... 25,539

Increase..... $5,523

The earnings of the St. Louis, Alton and Chicago Railroad for the 3d week in May, were:
1862..... $22,040 58
1861..... 19,994 52

Increase..... $2,046 06

The earnings of the Cleveland and Toledo Railroad for the 3d week in May, 1862, were. $15,723
Do., 1861..... 14,594

Increase..... $1,129

The month thus far shows a gain of $3,629.

The receipts of the Grand Trunk Railway of Canada for the week ending May 24, 1862, were:
14,200 passengers $21,658 56
Mails and sundries 2,837 68
14,887 tons of freight and live stock.. 46,120 56

Total..... $70,616 80
Corresponding week, 1861..... 64,887 40

Decrease..... $5,729 40

The traffic of the Great Western Railway of Canada for the week ending May 30, 1862, was as follows:

Passenger..... $21,159 54
Freight and live stock..... 19,890 63
Mails and sundries..... 1,333 71

Total..... $41,883 88
Corresponding week of last year..... 33,838 02

Increase..... $8,045 86

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1868	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec :				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	70
Stock, convert. (Coupon)	710,000	6	'62-'66	----
Atlantic and Great Western :				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence :				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	88
" "	700,000	6	1880	84
" "	1,128,500	6	1875	95
" "	1,000,000	6	1867	91
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	65
2d Mortgage	157,000	7	1870	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica :				
1st Mortgage	870,000	7	1869	----
Boston Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie :				
1st Mortgage coupon	2,000,000	7	1877	96
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	95
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	142,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'73-'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	100
Mort. (chgd from Steri'g)	888,000	5	1864	100
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
*Catawissa :				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Central of Georgia :				
Mortgage	86,067	7	1863	----
Central of New Jersey :				
1st Mortgage	1,400,000	7	'65-'70	105
2d Mortgage	600,000	7	1875	100
Central Ohio :				
1st Mortgage W Div.	450,000	7	1861	62½
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	62
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	106½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	106½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1863	----
Chicago and Rock Island :				
1st Mortgage	2,000,000	7	1870	108
Chicago and Northwestern :				
Sinking Fund Preferred	1,250,000	7	------	96
1st Mortgage	3,600,000	7	------	58½
2d Mortgage	2,000,000	7	------	24½
Cincinn., Hamilton and Dayton :				
1st Mortvage	394,000	7	1867	100
2d Mortgage	950,000	7	1880	100
*Cincinn., Wilm. and Zanesville :				
1st Mortgage	1,300,000	7	1880	----
2d Mortgage	674,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,580	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning :				
1st Mortgage	850,000	7	------	80
2d Mortgage	469.000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	73
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	66
Clev., Columbus and Cin. :				
1st Mortgage, Coupon	500,000	7	'64-'90	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296 000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	96
Columbus and Xenia :				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River :				
Mortgage	250,000	6	1878	----
Connecticut and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60) :				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware :				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	104
1st Mortgage (E. Extension)	1,499,000	---	1875	104
2d Mortgage	2,516,500	---	1891	100½
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000		------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	275,000	6	var.	100½
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	450,000	6	1874	102½
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley :				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union :				
1st Mortgage Coupon	1,971,000	7	'62-'63	102
1st Mortgage (Extended)	22.000	7	1882	----
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	100
*Great Western, Ill. :				
1st Mortgage Eastern Division	1,000,000	10	------	----
" Western "	1,350,000	7	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	47
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1869	----
Harrisburg and Lancaster :				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven :				
1st Mortgage	927,000	6	1873	99
Housatonic :				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69-'70	107½
2d Mortgage	2,000,000	7	1860	105
3d Mortgage	1,840,000	7	1875	90
Convertible	1,002,000	7	1867	84½
Illinois Central :				
Optional Right bonds	38,000	7	1863	64
Construction	10,798,500	7	1875	95
Construction	4,115,000	6	1875	95
Right per cent. bonds	326,000	8	1865	----
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	
2d Mortgage	284,500	10	------	
Income	281,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	66
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	814,000	7	------	----
Jeffersonville :				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
*Kennebec and Portland :				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
*Kentucky Centr. (Cov. and Lex.)				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	60,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	------	100
La Crosse and Milwaukee :				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	20
2d Land Grant (Western Div.)	353,600	†	------	20
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort :				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami :				
Mortgage (Coupon)	1,300,000	6	1882	89
Long Island :				
1st Mortgage	500,000	6	1870	85
Extension Bonds	175,000	7	1890	82½
Long Dock Co. :				
Mortgage Bonds	500,000	7	1882	----
Mortgages on Land	473,800	7	------	----
Louisville and Frankfort :				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville :				
State (Tenn.), 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester :				
State (Tenn.)	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis :				
Mortgage	600,000	7	1861	----
Marietta and Cincinnati :				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston :				
State Tenn.) Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.				
State (Tenn.) Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	105½
2d Mortgage (S. F.), convertible	4,153,000	8	1882	104
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	98½
Northern Indiana, 1st	904,000	7	1861	100
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	90
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	99½
Detroit and Toledo	684,000	7	1876	76
1st General Mortgage (S. F.)	3,030,000	7	1885	98½
2d General Mortgage	2,572,000	7	1877	83
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	96
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	93
Preferred Stock	1,175,000	10	------	119½
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
2d Mortgage	------	----	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '78	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	100
Funding (S. F.) Bonds	1,553,000	7	1876	103
Stock Exchange (S. F.) Bonds	680,000	6	1883	100
Real Estate (S. F.) Bonds	166,000	6	1883	100
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	106
Convertible Bonds	970,000	7	1876	103
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	100
New York and Erie:				
1st Mortgage	3,000,000	7	1867	109½
2d Mortgage	4,000,000	7	1864	105
3d Mortgage	6,000,000	7	1883	93
4th Mortgage	4,900,000	7	1880	90
5th Mortgage	1,792,500	7	1893	85½
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	103
2d Mortgage	1,000,000	7	1864	100
3d Mortgage	862,300	7	1867	85
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1868	94
Mortgage Bonds, Coupon	978,000	6	1875	----

Description.	Amount.	Interest.	Due.	Price.
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	79
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	71
2d Mortgage	3,077,000	7†	1861	4
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	77
Chattel Mortgage	360,000	10	1883	94½
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1883	104½
2d Mortgage	2,319,000	6	1875	98½
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	89
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	----
" 1836, "	192,000	5	1880	100
" 1849, "	3,103,600	6	1870	94
" 1861, "	436,000	6	1871	----
" 1843, "	1,548,300	6	1880	100
" 1844, (convertible)	863,000	6	1880	100
" 1848, "	124,000	6	1880	100
" 1849, "	83,000	6	1880	100
" 1857, "	3,586,500	6	1886	86½
" 1856, "	1,475,000	7	1886	86½
Bonds and Mortg's—real estate	592,200	---	------	----
Preferred Stock	1,551,800	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	97
2d Mortgage	5,100,000	7	1911	----
3d Mortgage	2,000,000	7	1911	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----

Description.	Amount.	Interest.	Due.	Price.
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	33
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1891	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	[997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1853	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
2d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1868	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.)				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	83
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	110
2d Mortgage (convertible)	2,000,000	7†	'68-'70	85
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible)	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	91
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	91
2d M. (Toledo and Wabash)	1,000,000	7	1869	67
2d M. (Wabash and Western)	1,500,000	7	1899	67
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1873	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	300,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Dollar Bonds	802,000	6	1875	----
Albany City Bonds	1,000,000	6	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	85
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	----	*Alabama and Florida*	1,451,386	*	—	877,953	503,500	105,255	1,515,704	54.0	------	101,102	37,866	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	----	*Mobile and Girard*	1,500,000	*	—	------	------	------	------	57.0	236,791	76,773	21,006	—	----
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	—
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	------	------	------	------	----	------	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	------	505,156	260,269	6	----
1 May, '61				209.5	—	—	—	*North East and South West*	------	------	------	------	------	------	------	----	------	------	------	—	----
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	------	------	—	------	------	------	------	—	—	—	—	—	—
30 Nov. '58	38.5	—	----	107.5	---	---	----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	------	230,251	104,894	—	----
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	------	------	23.8	45,543	77,028	34,866	16	----
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,14[illegible]	149,477	—	----
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	254,136	14	136½
31 Dec. '60	74.0	—	----	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	—
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	----
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	736,538	750,000	156.429	1,644,967	62.0	127,390	135,072	------	—	----
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	----
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,[illegible]	102,722	2	----
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	1,717,523	117.4	579,659	925,[illegible]75	325,873	—	----
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	------	66.4	------	288,512	108,626	—	37½
								DELAWARE.													
31 Oct. '60	34.3	—	10.7	—	—	—	—	Delaware	1,552,257	------	—	406,132	870,000	271,877	1,607,684	34.3	136,631	138,970	41,466	—	----
31 Oct. '61	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,350	—	43,525	744,520	—	5,024	749,544	5.0	------	22,308	7,915	6½	----
								FLORIDA.													
— — '62	154.2	—	----	150	---	---	----	*Florida*	------	------	—	------	------	------	------	----	------	------	------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,701	30,586	—	191,495	195,000	75,894	619,112	32.0	------	7,857	3,535	—	----
— — '62	59.9	—	5.0	—	---	---	----	*Flo., Atlantic and Gulf Central*	------	------	—	------	------	------	------	----	------	------	------	—	----
— — '62	100.0	3.9	10.0	153.5	---	---	----	*Pensacola and Georgia*	------	------	—	------	------	------	------	29.4	------	------	------	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	------	418,086	265,827	8	125
— — '62	92.6	—	8.7	70.9	---	---	----	Atlantic and Gulf—M. Trunk	------	------	—	------	------	------	------	30.0	------	------	------	—	----
31 Dec. '60	53.0	—	----	—	---	---	----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	------	------	53.0	------	168,988	95,612	—	----
30 Apr. '60	43.5	—	23.7	—	---	---	----	Brunswick and Florida	755,000	*	—	151,887	------	------	------	31.0	------	------	------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	------	------	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	------	8,123,343	232.0	------	1,159,188	526,048	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	10	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	------	1,026,868	50.0	------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	------	------	------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	------	------	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	------	138.0	------	632 343	454,541	—	----
								ILLINOIS.													
31 Dec. '61	220.0	—	----	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	------	—	5,500,000	4,500,000	------	10,000,000	220.0	------	1,098,465	452,693	4	----
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	------	10,195,257	168.0	------	1,514,478	242,564	—	78½
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	----
1 Apr. '60	194.0	—	----	—	—	—	—	Chicago and Northwestern	9,344,863	------	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	----
30 Jun. '60	181.8	—	----	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	------	7,473,049	228.4	------	1,093,934	309,567	7½	65
10 Nov. '58	33.2	—	----	—	—	—	—	Fox River Valley	580,000	*	—	------	580,000	------	------	84.0	------	------	------	—	----
31 Dec. '60	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,000	------	10,469,355	261.3	792,029	1,462,752	652,260	—	70½
31 May, '61	175.0	—	----	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	------	------	175.0	------	485,943	181,529	—	----
31 Dec. '61	454.8	252.5	----	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,023	2,965,758	1,150,908	—	62½
— — —	—	—	—	81.5	—	—	—	Illinois River	------	------	—	------	------	------	------	—	—	—	—	—	—
— — —	148.0	—	----	—	---	---	----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	------	------	148.0	------	------	------	—	----
— — —	46.6	—	----	—	---	---	----	Peoria and Bureau Valley	------	------	—	------	600,000	------	------	oper	by Chic.	& R. Is.	125,000	—	----
— — —	—	—	----	129.0	---	---	----	Peoria and Hannibal	------	------	—	------	------	------	------	—	—	—	—	—	—
— — '58	186.0	—	----	—	---	---	----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	------	------	186.0	------	------	------	—	----
31 Dec. '58	100.0	—	----	—	---	---	----	Quincy and Chicago	1,978,565	*	—	800,000	1,200,000	------	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	----
— — —	1.0	—	----	—	---	---	----	Rock Island Bridge	------	------	—	------	------	------	------	oper	by Chic.	& R. Is.	------	—	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	------	823,767	------	—	----
								INDIANA.													
— — —	108.0	—	----	—	---	---	----	Cincinnati and Chicago	2,080,433	*	------	1,106,679	1,006,125	------	------	108.0	------	------	------	—	----
— — —	29.0	—	----	73.0	---	---	----	Cincinnati, Peru and Chicago	------	------	------	------	------	------	------	29 0	------	------	------	—	----
31 Aug. '57	109.0	—	----	—	---	---	----	Evansville and Crawfordsville	2,233,413	*	2,750	988,061	1,219,100	51,772	2,283,748	109.0	------	349,867	119,342	—	----
31 Dec. '60	72.4	—	----	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	106.0	365,122	400,397	133,009	—	58
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,106	110.0	------	448,858	230,834	9	20
31 Dec. '60	84.0	—	----	—	—	—	—	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37,219	2,031,942	84.0	------	277,952	119,745	—	----
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	----
— — '59	64.0	—	----	—	---	---	----	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	------	2,000,000	64.0	------	------	------	—	----
31Dec. '60	86.0	49.0	----	—	23	---	----	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,000,128	135.0	201,402	230,563	99,080	—	----
— — '58	288.0	—	----	—	---	---	----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	------	645,827	371,402	—	----
— — '58	74.0	—	----	—	---	---	----	Peru and Indianapolis	2,000,000	*	*	1,100,000	800,000	80,000	2,000,000	74.0	------	------	------	—	----
30 Nov. '61	73.0	—	----	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,975,801	73.0	325,707	377,692	216,164	10	120
								IOWA.													
1 Jan. '58	75.5	—	----	201.5	---	---	----	*Burlington and Missouri*	1,514,257	*	—	752,783	665,000	92,663	1,542,768	50.0	------	------	------	—	----
31 Dec. '59	86.0	—	----	—	---	---	----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	269,084	------	86.0	7 mo's.	85,239	46,771	—	----
31 Dec. '61	111.0	—	----	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	------	287,143	2,870,015	111.0	107,646	200,160	81,779	—	----
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	------	------	—	245,000	755,000	------	------	—	—	—	—	—	—
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	------	------	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	---	---	----	Keok., Mt. Pleasant and Muse.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	------	------	------	—	----
— — '59	55.0	52.6	----	312.0	---	---	----	Mississippi and Missouri	4,198,000	*	—	------	------	------	------	107.6	------	------	------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	387,532	4,375,993	111.8	------	426,408	227,534	—	----
30 Jun. '57	20.0	—	----	113.0	---	---	----	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	------	20.0	------	------	------	—	85
— — '58	13.0	—	----	22.0	---	---	----	Lexington and Danville	765,500	------	—	694,444	71,000	------	------	13.0	oper. by	Cov. &	Lex.	—	----
30 Jun. '61	29.0	—	----	—	}	}	}	Lexington and Frankfort	591,121	52,800	—	514,433	130,000	------	735,312	29.0	------	108,944	43,267	—	80
30 Jun. '61	65.1	—	----	—	13	10	230	Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	------	1,649,651	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,256,500	661,269	9,455,250	269 0	613,903	716,478	371,122	—	----
— — '59	18.8	—	----	70.2	---	---	----	Maysville and Lexington	------	------	—	------	------	------	------	18.8	oper. by	Cov. &	Lex.	—	----
								LOUISIANA.													
— — —	22.0	—	----	—	---	---	----	Clinton and Port Hudson	750,666	*	—	------	------	------	------	22 0	------	------	------	—	----
— — —	27.0	—	----	—	---	---	----	Mexican Gulf	662,911	*	—	------	------	------	------	27.0	------	------	------	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,200	—	3,242,318	566,000	339,297	5,856,320	80.0	180,204	481,922	223,649	—	----
1 Mar. '61	206.0	—	----	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	------	2,665,000	1,150,717	------	206.0	------	1,282,624	555 434	—	----
31 Aug. '60	53.7	—	----	135.8	---	---	----	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	—	------	------	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	*	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,784		2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,818	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	139,963	172,113	91,487	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412			180,497	300,000	75,000							.....
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	.....
31 May,'61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	169,475	245,348	115,732	6	104
31 May,'59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*		169,200	556,000	.....	.....	37.0	.....	55,403	23,404	—	.....
31 May,'61	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,514,042	3,604,731	3,579,907	13,118,902	10,781,833	568,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	65
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			1,824,806	30.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	23
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000		601,360		ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*		1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	98
31 May,'61	74.3	8.8	49.7	—	32	54	606	Boston and Maine	4,300,849	*	465,758	4,076,974		86,655	.....	118.3	.....	776,065	315,071	6½	110½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	132,720	.....	.....	61.8	.....	588,871	272,429	8	112½
30 Nov. '61	44.6	24.0	60.1	—	30	59	296	Boston and Worcester	4,301,025	437,416	100,000	4,500,000		126,104	.....	83.6	.....	928,932	408,594	8	115
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,689	163,400	.....	.....	47.2	.....	95,871	34,032	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	300,000	.....	.....	52.3	.....	250,836	122,956	6	90
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	59
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416		299,107	280,261	197,428	776,796	—	—	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,861	250,149		3,540,000				71.6	.....	543,158	217,054	6	102½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226		217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651			292,950	303,014	97,706	.....	ope	r. by N.	H.&N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	27.7	.....	204,374	48,542	3	110
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*		500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	78½
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386			220,340	234,900	140,902	.....	—	—	.....	.....	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130			283,037	459,693	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	107
30 Nov. '61	13.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			.....	77.0	.....	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	.....	.....	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543		243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	.....
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700			448,700			.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000			250,000			.....	11.7		129,091	16,204	7	100½
30 Nov. '61	6.1	—	—	36.5	—	—	—	Troy and Greenfield	.....			.....			.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*		2,214,225	991,125	.....	.....	77.0	.....	200,648	95,739	—	13
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,188	Western (incl. Alb.& W.S. etc.)	11,136,152	*		5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	120½
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*		1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	55
								MICHIGAN.													
1 Jun. '59	317.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	3,270,623	647,596		2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	—
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 May,'61	284.8	—	23.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	64½
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,596	527.0	1,775,728	2,250,518	1,137,548	—	26½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292		2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	—	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	—
31 Aug. '60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*		1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	457,333	—	48
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254		2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357		3,364,336	7,018,000	674,859	13,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216			68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	363,000	227,720	36,388	—	8
30 Nov. '59	53.6	—	8.0	—	13	11	289	Cheshire (preferred)	2,763,697	322,257		2,085,925	738,200	84,327	3,163,781	53.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.8	—	4	4	26	Cocheco	825,200	*		389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	84.5	—	44.0	—	21	22	494	Concord (par $40)	1,500,000	*		1,500,000			1,564,506	61.8	324,532	459,659	128,366	8	58
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*		250,000			250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000			200,000			200,000	14.6	4,182	16,603	1,523	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,206			492,500		42,796	525,206	ope	r. by Eas	tern Ma	ss.	—	60
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000			563,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	104½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715		595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	18	372	Northern New Hampshire	3,343,167	*	33,750	2,068,400	299,500	26,800	3,393,900	82.0	268,657	353,101	187,136	4	53
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,128,257	*		997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '61	68.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,918,668	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,088,989	913,829	12	183
31 Dec. '60	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,829,473	*		976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	43.0	—	39	21	284	Central of New Jersey	5,254,576	504,500		3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	122
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554			600,000	973,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,236	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	—	—	—	New Jersey	3,609,089	400,378	1,249,621	4,397,820	688,000	.....	5,628,931	33.8	.....	992,767	579,981	10	135
31 Dec. '60	21.3	—	.....	2	6	17	—	Northern New Jersey	365,344	*		154,157	.....	.....	.....	—	—	.....	.....	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*		630,000			630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*		1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	70
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278			216,794	.....	56,582	.....	—	—	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.														
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,967	—	46,139	554,096	—						—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,065	1,575,099	50,000	—	—	oper. by Rens. & Sarat.				—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	—	oper. by Western.				6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	8½	—	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	835,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	5	—	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	593 845	187,704	—	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,168	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	—	130
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	oper. by Erie.			24,000	6	—	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	oper. by Erie.			30,000	6	—	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	—	47
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	—	15½
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	—	7,309,042	2,601,063	6	—	91½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,328,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	—	39½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	—	14½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—	—
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.			60,000	6	—	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,91	153,080	—	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,6	64,753	8	—	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	765,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	181,525	6	—	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	664,021	—	—	557,560	150,000	19,980	—	oper. by B., N. Y. & E.			22,047	—	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	oper. by Rens. & Sar.			—	5	—	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,118	—	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,237	—	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	oper. by Hud's River.			—	6	—	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	762,601	—	—	30,000	680,000	—	—	oper. by other Co's.			—	—	—	—
1 Jan. '62	10½	—	½	30.0	—	—	—	Warwick Valley	185,000	—	—	100,000	85,000	—	185,000	10½	oper. by Erie R.		W. Co.	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	35	—
								NORTH CAROLINA.														
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—	—
— — '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—	—
— — '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—	—
								OHIO.														
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '60	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	.....	314,091	102,765	—	—	—
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	—	—
31 Mar. '62	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	.....	646,205	329,714	7½	—	100
31 Dec. '60	30.0	—	.....	69.1	.....	.....	.....	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	.....	.....	25
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—	—
31 Dec. '60	135.4	5.8	.....	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	120	—
31 Dec. '60	67.0	—	.....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89	—
31 Dec. '61	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,353,000	—	—	96.6	—	1,120,370	662,948	14	125	—
30 Nov. '58	101.0	102.5	.....	—	42	—	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,916,325	663,821	9,661,102	203.5	646,413	772,093	332,093	4	23	—
31 May '61	109.2	79.4	.....	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	.....	919,971	493,956	—	—	46½
31 Dec. '58	61.4	—	.....	58.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	59	—
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,362	1,490,800	318,900	50,300	2,186,717	oper. w. Lit. Miami.			177,371	6	87½	—
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,512	144.0	—	375,002	212,107	—	—	—
31 Aug. '60	36.6	—	.....	—	5	3	37	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	—	36.6	—	62,025	3,566	—	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,498	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—	—
1 Nov. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	102,180	62,406	—	—	—
— — '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	.....	.....	.....
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	.....	69,352	.....	—	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,246	500,524	442,002	2,981,267	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	8	100	—
31 Jan. '62	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	.....	434,290	99,554	—	—	—
30 Apr. '61	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	898,818	169,943	—	—	14
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Coldmbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	.....	.....	.....	—	—	—
30 Jun. '61	158.9	52.0	.....	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,000	2,613,384	140,906	5,523,135	206.9	462,635	450,245	58,589	—	—	—
31 Dec. '60	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	.....	185,934	34 167	—	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper. by C., C. & C.				—	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—	—
31 Aug. '61	242.4	—	.....	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	895,502	1,012,236	400,589	—	15	—
								PENNSYLVANIA.														
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	62,624	.....	45.0	61,624	94,942	45,161	—	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,006	Beaver Meadow	966,792	250,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	58½	—
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	2,403,500	*	—	3,350,000	53,500	.....	.....	146.0	.....	219,548	22,490	—	2½	—
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,208,919	52.5	181,087	249,778	159,581	8	—	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	.....	2,169,946	1,339,680	—	98	—
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	.....	.....	600,000	400,000	.....	1,000,000	oper. b. Buf. & S. L.			.....	10	—	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	.....	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	55	—
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,566	42.2	.....	84,017	3,413	—	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	.....	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	.....	.....	45.7	183,500	679,908	342,039	6	52½	—
30 Nov. '59	28.0	5.0	13.5	—	—	9	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	oper. by C., W. & E.			.....	—	18½	—
31 Dec. '60	39.0	—	4.0	—	.....	.....	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,950	3,413,871	303 927	9,803,832	.....	.....	783,318	670,227	6	53½	—
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	.....	72.3	.....	556,192	379,976	10	44½	—
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	.....	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364,225	282,124	—	8½	—
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	—	49	—
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	.....	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	—	—
30 Sep. '59	17.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	.....	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	48	—
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	.....	25,225,48	151.4	1,795,927	2,906,838	1,412,908	—	24½	—
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by Cam. & Amboy			—	125	—
31 Oct. '61	98.0	6.0	—	—	32	109	565	Phila., Wilmington and Balt.	7,021,718	744,425	142,840	5,600,000	2,475,500	140,993	8,742,000	200.5	439,760	1,516,965	675,484	6½	53½	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. p.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '61	59.0	13.0	5.0	83.5	3	5	59	Pittsburg and Connellsville	2,823,895	90,308		1,756,436	1,500,000	85,312	3,423,836	22.0	11,408	70,228	21,217		
31 Dec. '61	467.5		68.7		104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 323	18,999 551	467.5	2,434,641	3,031,787	1,299,721		
30 Sep. '59	31.0			11.0				Pittsburg and Steubenville	1,947,462	*		1,221,277	280,000								
30 Sep. '59	54.0		3.0		7	7	26	Schuylkill and Susquehanna	1,258,700	*		1,258,700	97,000		1,355,700	54.0					
30 Sep. '59	9.2	15.3	14.9					Schuylkill Valley	573,616	*		568,150			573,616	24.5		34,501	29,604	3½	
31 Mar. '61	28.0	1.2	2.0		4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227			96,227	54,582		
31 Dec. '59	148.0		20.0	140.0				Sunbury (Phila.) and Erie	6,393,712	107,252		4,506,920	4,369,070	861,271	10,169,869	148.0		114,126	61,848		
30 Nov. '59	29.6	0.5	31.9		3	3	127	Tioga	703,349	85,932		97,550	396,000			29.6		83,072	47,007	6	
30 Sep. '59	26.4		2.1		4	11	9	Westchester and Philadelphia	1,410,638	74,677		682,170	944,169	52,434	1,679,301	26.4		125,597	4,502		
30 Sep. '60	78.0		6.0		16	8	125	Williamsport and Elmira	4,050,314	*		1,500,000	2,200,000	293,895		78.0	199,878	238,420	860,339		10½
								RHODE ISLAND.													
1 Jan. '60	50.0		2.0		12	17	103	N. Y., Providence and Boston	2,158,000	*		1,506,000	276,800			62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6		0.5			3	5	Providence, Warren & Bristol	448,666	*		457,917	8,500			13.6		26,454	6,914		
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5		182.4	2		26	Blue Ridge	2,126,539			1,916,515	217,577		2,134,092	13.2					
31 Dec. '58	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,236	197,905	1,099,536	51.9					
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000			109.6		283,263	151,536	6	
— — '58	40.3							Cheraw and Darlington	600,000	*		400,000	200,000			49.3					
1 Jan. '59	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546	2,919,554	164.5		341,190	125,871		
31 Aug. '58	22.5							Kings Mountain	196,230	*		200,000			200,000	22.5				5	
31 July '58	32.0							Laurens	543,403	*		400,000	106,218		575,729	32.0		27,568	8,527		
28 Feb. '59	102.0							North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0		220,014	96,145		
31 Dec. '60	136.0	106.0			62	59	790	South Carolina					2,643,833					1,499,636	701,943	7	
31 July '58	25.1			41.9				Spartanburg and Union								25.1					
								TENNESSEE.													
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	58,133		506,214	514,000	99,110	1,137,707	47.6		29,967	19,187		
1859				17.0	2		14	Edgefield and Kentucky	857,947	*		333,204	612,000	60,900		30.0	29,845	9,359	7,486		
1859	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000		140.0		318,718	187,466		
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	290,407		130.8	150,142	297,806	3 149,167		
1860	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0		1,635,096	873,597		
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000							
1859	100.0		30.6	55.8				Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000								
1859	59.0			40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518		59.4	69,870	177,256	60,029		
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4	54,175	83,129	44,666		
1859	34.2		7.0		12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		34.2	30,065	23,808	13,892		
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000			159.0		734,118	337,384	6	
1859								Nashville and Northwestern													
1860	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,953	87,243		
1859	30.0		0.6	3.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248			
								TEXAS, (*all aided by State*).													
— — '58	32.0			158.0				Buffalo Bayou, Braz. & Col'r'do								32.0					
— — '58	56.0			184.0				Galvest., Houst. & Henderson								56.0					
— — '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275-000	240,000	171,560		50.0	31,300	32,670			
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000		70.0	102,200	282,846	196,568		
— — '59	25.0			110.0				San Antonio & Mexican Gulf								25.0					
— — '59	28.0			756.0				Southern Pacific								28.0					
								VERMONT.													
31 May, '61	90.7		8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422		1,280,400	800,000	60 589		90.7	118,219	183,750	92,683		80
31 Aug. '60	119.6		13.0		26	18	600	Rutland and Burlington	3,989,708	617,743		2,233,376	3,172,550	579,119	6,385,045	119.6	349 440	334,368	113,318		
31 Aug. '60	62.0		4.0		10	6	174	Rutland and Washington	1,771,683	*		950,000				62.0	142,839	150,318	80,288		
31 Aug. '60	119.0		20.0		42	28	885	Vermont Central	8,402,055	*		5,000,000	3,853,000	1,423,299	10,276,299	166.0	708,817	775,569	127,727		
31 Aug. '60	47.0		2.8					Vermont and Canada	1,350,695			1,350,000			1,380,695	ope	r. by Vt.	Central			121
31 Aug. '60	23.7		0.7		3	4	43	Vermont Valley	1,212,274	89,612		516,164	798,200			23.7	47,950	45,930	8,522		
31 Aug. '60	54.0	10.5						Western Vermont	1,083,500	*		332,000	700,000		1,083,500	ope	r.b.Troy	& Bost.	55,858		
								VIRGINIA.													
31 Aug. '59	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194						
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	*	2,969,861	775,500	118,789		113.7	703,034	136,302	43,062		
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332		
30 Sep. '59	103.5				8			Northwestern Virginia	5,322,150	*		468,605	5,719,229			103.5	345,427	248,004	loss		
30 Sep. '60	88.3	68.4	10.0		16	16	175	Orange and Alexandria				2,063,655	2,517,500	590,056		167.7	270,846	450,427	222,214		
30 Sep. '59	123.3	10.1			19	13	279	Petersburg and Lynchburg	3,049,636	374,996		1,365,300	1,851,500	292,842	4,745,256	133.4		410,166	201,344		
30 Sep. '59	59 2	21.3			14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5		326,554	213,852	7½	
30 Sep. '60	140.5	2.7	12.0		28	30	418	Richmond and Danville	3,726,037	*		1,981,197	1,200,000	75 908	6,753,555	143.2	224,014	560,904	282,323		57
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828		78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1		10	7	188	Richmond and Petersburg	1,222,523	*		685,750	204,808	26,853		43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7		0.2	14.6	2		23	Richmond and York River	704,840	20,554		657,312	85,000			23.7	12,542				
31 Jan. '60	80.0				10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0		240,446	121,053	7	
30 Sep. '60	178.2		21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	38,948	3,162,754	1,430,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6		39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	430,193	740,489	347,957		
30 Sep. '59	32.0		2.5		5	4	49	Winchester and Potomac	516,830	59,000		300,000	120,000	24,736		32.0	30,000	49,971	14,469		
								WISCONSIN.													
1 Dec. '59	55.0		2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000		800,000	700,000	25,000		55.0					
31 Dec. '61	199.9		24.9					*Milwaukee and Minnesota*	7,400,000	*		4,940,000	2,460,000			199.9		756,476	329,580		
31 Dec. '58	40.6				5	10	75	Milwaukee and Chicago	1,830,073	*	21,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182		
— — '57	42.0			27.8				Milwaukee and Horicon	919,757	*		1,101,200				42.0	10 mos.	80,066			
31 Dec. '61	191.9	42.5	28.3		48	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*		4,842,600	2,526,000	58,549	8,086,604	234.4		1,108,354	436,039		28
— — '57	50.0			85.0				Milw., Watertown & Baraboo	514,238			345,861	132,000			50.0		121,401			
10 May, '61	104.0			38.8	8	7	321	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,088,328	5,592,471	104.0	228,627	220,350	63,438		
— — '58	10.0			55.0				Wisconsin Central	600,000						operated	by	Fox Riv	er Vall.			
								CANADA.													
31 July '61	161.0				51	27	40	Buffalo and Lake Huron	7,056,450	*		6,519,800	188,000		7,150,000	16.10	400,075	1,771,780	363,670		
— — '59	81.0				16	17	214	Montreal and Champlain								81.0	166,245				11
— — '59	37.0	11.0		72.0	2	2	17	Brockville and Ottawa								48.0					12
30 Sep. '58	624.0	137.0		78.0	204	130	2,399	Grand Trunk	46,851,084	*		15,903,128	31,351,133		46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0			87	126	1,689	Great Western	22,153,321	*		14,054,908	8,480,849			357.0	1,360,900			3	
— — '59	24.0				2	2	52	London and Port Stanley								24.0	37,081				
— — '59	95.0	1.6			17	20	337	Northern (O. S. & H.)								96.6	254,530				
— — '59	54.0				5	8	118	Ottawa and Prescott								54.0	89,222				
— — '59	25.0				4		57	Welland								25.0					
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0		14	18	235	European & North American	4,543,564	*		4,637,852			4,637,852	108.0		130,678	36,432		
1 July, '61	60.0							New Brunswick and Canada	1,402,748	102,388		1,380,000	13,100	136,000	1,709,232	60.0		132,555	36,670		
								NOVA SCOTIA.													
31 Dec. '61	61.5			60.1				Nova Scotia	4,268,717	*						61.5		120,918	26,803		
								NEW GRANADA.													
31 Dec. '60	48.7							Panama	8,000,000	*	620,804	5,000,000	2,400,000		8,608,530	48.7		1,539,859	1,110,652	12	131

New York Stock Exchange.

Highest Sale Prices for the week ending June 4.

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4.
Federal Stocks:—						
U. S. 6s, 1871	----	----	92¼	----	----	----
U. S. 6s, 1874	----	----	----	----	95¼	----
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	103¾	104	105	102¼x	102¼	----
U. S. 6s, 1881, cou.	103¾	104¼	105¼	105¼	105¾	106
U. S. 6s, 1862	----	----	----	----	----	----
U. S. 6s, 1867	101¼	----	----	98¼x	----	----
U. S. 6s, 1868	----	----	105¾	----	----	----
Treasury 7 3-10 Notes	104¼	104¾	105¼	105¾	106¾	106
State Stocks:—						
California 7s	95¼	95¼	96¼	96¾	98	----
Georgia 7s	78	----	----	----	----	79¼
Illinois Coupon bonds	----	----	100	100	98	----
" Canal bonds	----	----	----	----	----	----
Illinois War Loan	96¼	96	97	97	----	98¼
Indiana 5s	----	----	----	----	----	----
Indiana War Loan	90¾	90¾	91	91¾	94¼	94½
Kentucky 6s	93	----	----	----	----	----
Louisiana 6s	----	----	----	----	60	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	98	----	----	----	----	----
Minnesota 8s	----	97	----	97	----	----
Missouri 6s	51¼	51	51¼	51¾	52	52¼
Do. iss. to H. & St. J. R.	----	----	----	62	----	61
New York 6s, 1872	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	73
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	102	----	103¼	----	----
Tennessee 6s, 1890	57¾	----	59	59¼	59¼	59¼
Virginia 6s	----	56¾	----	----	----	----
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	130
Chicago, Burl. and Q.	71¾	----	72¾	----	----	73¾
Chicago and Rock Isl.	60¾	60¾	62¼	63	64¼	65
Clev., Col. and Cin.	116¾	----	----	----	----	120
Clev. and Pittsburg	21¾	21¾	21¾	22¾	23	23
Clev. and Toledo	42¾	42	44	44¾	45	46¾
Del., Lack. and West	93	----	----	----	----	95
Galena and Chicago	67	67	68¾	69¼	69¾	70¾
Hudson River	43¾	43	44¼	44¾	44¾	47
Illinois Central (scrip)	60¾	60¼	62	62¾	62¼	62½
Michigan Central	59¾	59¾	62	62¾	63¾	64¾
M. S. and N. I. guar'd,	54¾	54¾	56¾	57	57¾	57¾
M. S. and N. I.	23¾	23¾	24¾	25¾	26	26¾
Mil. and P. du Chien	27	28¾	----	28	----	----
M. and P. du C. 1st pref.	----	----	64¾	----	64	66
M. and P. du C. 2d pref.	64	64	----	----	----	----
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	86¾	86¾	88	88¾	89	91¼
Erie	35¾	35¾	37	37¾	38¾	39¼
Erie pref.	62¾	62	63¾	63¾	64¾	66¾
N. York and Harlem	13¾	13¾	14	14	----	14¾
N. Y. and H. "pref."	34	34	35½	----	----	36
Panama	130	131	----	----	----	----
Phila. and Reading	----	----	49¾	----	----	----
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N. W. 1st M.	----	58¾	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	95	96	----	----
Cl. & Tol. S. F. 7 p.c.	95	95¼	----	----	----	96
Chi., Bur. and Q. 8 p.c.	105¾	----	----	106¾	----	----
Chi. and R. I. 1st M. '70	106	----	----	----	----	----
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Gal. & Ch. 1 M. 7 p.c. '68	----	----	----	----	----	----
" 2 M. 7 p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	----	----	----	----	46	----
Hudson R. 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. 7 p.c. '60	105	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	90	----	----	----
" sink. fund	----	----	----	----	----	----
Illinois Centr. 7 p.c. '75	94	----	94¼	94¾	95	95
" " 6 p.c. '75	94	----	94¼	94¾	95	95
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. and P. du C. 1st M.	----	----	----	96	96	----
Mich. Cen. S. F. 8 p.c. '82	----	----	----	----	104	104
" conv. 8 p.c. '69	----	----	105¾	----	----	106¾
Mich. Southern 1st M.	----	----	98¾	----	----	----
" " 2d M. Ass.	----	----	----	----	----	----
" " 2d M.	81	81	81¾	----	----	83
" " S. F.	97¾	98	----	97¾	98¾	----
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	----
Northern Ind. 1 M.	100	100	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83.	100	100	100¾	100	----	----
" 1 M. 7 p.c. '64	106	----	----	----	----	----
" bonds 1876	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	109¼	----	----
" 2 M. 7 p.c. '64	----	----	----	----	105	----
" 3 M. 7 p.c. '83	97	97	----	----	----	98
" 4 M. 7 p.c. '80	----	----	----	----	90	----
" 5 M. 7 p.c. '83	----	----	----	----	85x	85¼
N. Y. & H. 1 M. 7 p.c. '73	102¼	----	----	102¼	----	103
" 2 M. 7 p.c. '64	----	----	----	100	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	85
Toledo & Wab. 1 M.	----	----	----	90¼	----	91
" " 2 M.	63¼	64	----	64¼	65	67
Miscellaneous:—						
American Gold	103¾	----	103¾	103¾	103¼	103¾
Del. and Hud. Canal	----	100	100	100¼	----	96¼x
Penn'a Coal Co.	----	----	----	----	90	----
Pacific Mail S. S. Co.	111¾	112¾	116	115¾	115¾	116¾

The following are the closing prices in the London Market on the 24th May:

United States 5s, 1874	80	to	82
Maryland 5s	79	"	81
Virginia 6s	53	"	55
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	68	"	70
Erie shares, ex assessment scrip	34	"	36
Erie shares, 7 per cent. preference	57¼	"	58¼
Erie shares, assessment scrip	1¾	"	2¼
Illinois Central 6s, 1875	74	"	76
Illinois Central 7s, 1875 x.c.	79	"	80
Illinois Central $100 shares, $90 paid, dis.	44	"	43
Illinois Central, all paid	53¾	"	54¼
Michigan Central 8s, Convertible, 1869	84	"	86
Michigan Central Sinking Fund 8s, 1882	87	"	89
Michigan South. and North. Indiana 7s, 1885	73	"	76
Do. do. do. $100 shares.	--	"	--
New York Central 6s, 1883	81	"	83
New York Central 7s, 1864	89	"	91
New York Central 7s, 1876	89	"	91
New York Central 7s, 1876	89	"	91
New York Central $100 shares	74	"	76
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 x.c.	85	"	90
New York and Erie, 3d mort., '83, assented	83¾	"	84¼
New York and Erie, 4th mort.	75	"	77
New York and Erie, 5th mort.	74	"	76
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	99	"	101
Panama, 2d mortgage 7s, 1872 x.c.	99	"	101
Pennsylvania Central 6s	87	"	89
Pennsylvania Central 2d mortgage	84	"	86
Pennsylvania Central $50 shares	41	"	43
Philadelphia and Reading $50 shares	18	"	22

American Railroad Journal.

Saturday, June 7, 1862.

Railroad Decision in New Brunswick.

This was a case brought in the May term of the Supreme Court of New Brunswick held at St. John's, Sir J. Carter, Chief Justice, presiding, on a contract for the construction of 10 miles of the St. Andrews and Quebec Railroad. John G. Myers contractor being plaintiff, and the Railroad Company defendants.

The facts which it was proposed to prove were that in April, 1850, Myers agreed to do the earth and rock excavation upon the first division of said road, according to a certain map and profile, and as the line was then staked out upon the ground, at the rate of $1.10 per cubic yard for rock, and 23 cents for earth. That the Engineer subsequently changed about four miles of the line, comprising the heaviest portion of it, materially lessening the amount of work to be done, and rendering it doubly expensive per cubic yard. That the plaintiff also executed a large amount of extra work, such as masonry, &c.; that he also resloped various excavations, and regraded certain portions of the road in consequence of change of grades and alteration of widths after the work had once been finished; that he had also executed several thousand cubic yards more of rock and earth excavations than he had been allowed for in the final estimates of the Engineer, and he claimed pay for this additional work and additional prices for the work executed upon the portions of the road upon which the alignment and grades had been changed.

The declaration set forth the contract and specifications, and simply alleged that plaintiff had fulfilled said contract and that the Engineer had made a final estimate of the work done, which estimate did not give the true amount or value of the work—that said estimate was unsatisfactory to plaintiff of which then and there defendants had notice, &c.

The contract provided that the decision of the Engineer as to the amount or value of any work or extra work done under the contract should be final and conclusive except as therein after specified; and it afterwards provided that in case of dispute between the parties such difference should be referred to two practical Engineers to be mutually chosen, and they two in case of disagreement should choose a third person to act as umpire, and the decision of any two should be final. The contract also provided that the Engineer should have power to alter the alignment or grades of the road when he should deem the same expedient, making such allowance therefor as he should decide to be fair and equitable.

Plaintiffs by their declaration admitted this right, and after putting in the final estimate, proceeded to prove that the work executed was worth more than the contract price, which was all that had been allowed by the Engineer. Defendants objected to such testimony on the ground that the Engineer's estimate was his decision, and was final and conclusive between the parties, except as provided in the arbitration clause of the contract, and quoted English authorities in sustenance of their position. Defendants argued that by various decisions the Engineer's estimate was not final and conclusive, although specially agreed to be so, and that hence all these provisions in this contract resolved themselves into a simple arbitration clause by which all disputes were to be referred, &c. That such arbitration clauses were by various decisions quoted, held not to be binding, that parties could not enter into any agreement ousting the courts of their jurisdiction, and that either party might disregard such agreement and appeal directly to the courts.

Held by the Judge that the Engineers decision *was* final and conclusive, and that it could only be impeached in the mode prescribed by the contract, and that the parties could not come into court until such arbitration had been exhausted. Plaintiff non-suited with leave to move at General Term for dismissal of the non-suit.

Sharp Financiering.

The English public are just now somewhat excited over the affairs of the West Hartlepool Harbor and Railway Company, which was chartered about five years ago. The objects were to construct a harbor and a railroad and work a coal mine to which the latter leads. But, in addition to these the managers appear to have gone into sundry other operations, as purchasing lands, building houses and carrying on trade with various continental ports. A recent investigation made into the company's affairs reveals some of the most lawless proceedings that have come under our notice in many a day. Thus, the capital authorized by law was £2,100,000, besides which the sum of £700,000 might be raised on bonds, the former being in proportion to the latter as three to one, beyond which *ratio* the managers had no right to go in borrowing money.

The directors, however, appear to have taken the affair into their own hand, regardless of law or decency. At the close of last year, when the share capital raised was only £988,707, the bonded debt had swoln to the immense proportions of £2,744,686, or nearly three times the amount of the stock, instead of being one-third of this at furthest, or £329,569. Of the stock issued less than one-third consisted of common or consolidated shares, the remainder being preference shares or debenture stocks and bonds. Thus on a

basis of £292,170 was piled an indebtedness of £3,733,393, or nearly thirteen to one!

Of course, the concern collapsed. Last year it paid no interest on its bonds of any kind. The total receipts from coal, passengers, freight, shipping, etc., amounted to £216,661, against which the working expenses, taxes, losses, etc., rose to £202,034, leaving as net profits £14,627. The interest charges alone reached £168,223; hence the net revenue will pay less than two shillings on the pound! We see it intimated that an attempt will be made to repudiate the whole indebtedness on the ground that the directors possessed no legal authority to contract such obligations.

The whole transaction shows one of the most barefaced pieces of swindling on the part of a body of men acting in concert, that we have ever heard of. It is not difficult to find cases where single individuals have played the rogue at the expense of a corporation, the public, or both; but for a number of directors to proceed unitedly in this manner and maintain public confidence so long, is surprising, indeed. But this is not all. How could a game of that sort be carried on for a length of time without coming to the light? We can very readily understand that few men, desirous of investing their surplus means, find it convenient to consult acts of Parliament on every occasion that may arise. But had nobody in England eyes to see the true state of that company's affairs? Have they published no statements of their receipts and disbursements from year to year, that such a mountain of debt should be created apparently without the knowledge of either shareholders or bondholders? The fact that such monstrous proportions could be attained as have been shown, without a note of warning from any quarter, is what, perhaps, should excite the greatest surprise. We question whether it could have taken place in any other country than England.

As to any corporation repudiating under such circumstance, it is not to be thought of. The probability is that in this case the stockholders were quite as culpable as the directors, either by neglecting to look closely into the management of affairs, or by directly conniving at the fraud. In any such case the whole interest should be made to suffer. It is the only plan by which vigilance can be secured: otherwise a *carte blanche* is given to each manager to cheat the public to the utmost, assured that the latter only will be the sufferers.

Railroads in Sweden.

The railroad from Stockholm to Gottenburg, on the Cattegat, is progressing steadily, and is expected to be open for travel next year. The government have also directed a road to be surveyed from Stockholm to Neynus, a port about twenty miles from the capital and open to vessels all the year round; while Stockholm is usually closed by ice about five months. By means of these a line will be established stretching across the Southern peninsula and saving considerable time in sailing round it, as well as in keeping open easier communication with St. Petersburg. From the latter a railroad is to be run to a point called Baltic Port, by the Russian government. By the time these works shall have been completed, it is estimated that a continuous railroad will stretch between the capitals of Russia and Persia—probably 2,000 miles.

Hanover Branch Railroad.

This road is 12.20 miles in length, commencing at Hanover Junction, on the Northern Central railroad, 46 miles north of Baltimore, and extending westwardly to Hanover, at which point a junction is formed with the Gettysburg road, 17 miles in length, and with the Littlestown road, 7¼ miles in length. Both these roads are operated by the Hanover Branch Railroad Company. From the 10th annual report of the directors of this company we learn that the gross earnings during the fiscal year ending March 31, 1862, were:

From freight, passengers, etc.		$25,716 25
" working Gettysburg railroad		4,800 00
" " Littlestown "		1,244 00
" car service		857 10
		$32,617 35

The expenses were:

Transportation	$4,277 98	
Motive power	4,794 50	
Fuel	3,522 87	
Repairs of road and cars	3,444 17	
Car service	1,214 10	
Telegraph	60 04	
General expenses	1,121 89	
		19,030 37
Balance		$13,586 98

—about 41⅔ per cent. of the gross earnings.

The receipts from all sources during the year have been as follows:

Earnings as above		$32,617 35
Sale of iron, car, cross ties, repairing locomotive, rents, stock subscriptions, etc.		1,822 19
		$34,439 54

The disbursements were:

Working expenses, as above,	$19,030 37	
Renewal expenses	1,796 15	
Extraordinary expenses	957 17	
Rolling stock	4,749 70	
Mortgage bonds cancelled	5,600 00	
Discount and interest	2,287 02	
Taxes, etc.	212 81	
Materials	2,033 87	
	$36,666 59	
Materials used in excess of what were purchased during the year	2,759 00	
		33,907 59
Balance in treasury		$531 95

The following is a statement of the passenger and freight receipts during the nine years operation of the road:

	Passenger.	Freight.
1853	$7,025 10	$12,200 00
1854	8,910 43	13,584 83
1855	7,842 88	14,544 17
1856	8,486 02	22,617 24
1857	8,805 65	18,659 84
1858	8,877 66	16,354 18
1859	9,523 98	17,544 31
1860	8,657 77	18,368 84
1861	7,775 74	17,149 42

The leading articles of freight transported during the year 1859, 1860 and 1861 were:

	1859.	1860.	1861.
Iron ore, lbs.	10,338,340	11,386,600	1,363,800
Coal, "	18,930,152	21,610,394	13,714,016
Lumber, "	14,695,320	14,007,060	7,894,820
Grain, "	10,208,828	11,571,581	*63,297,870
Flour, bbls.	10,461	8,350	

* Balance of all the freight, consisting principally of grain and flour.

There were carried over the road during the year 11,155 through and 4,842 way passengers.

The letting of the repairs of the road having worked satisfactorily, the contract has been extended another year at $2,500—a reduction of $340. Provision has been made for continuing the ballasting of the track with broken stone. It is estimated that 5,000 cross-ties, and from 50 to 75 tons of new iron will be required for the year.

The mortgage bonds issued in 1852, amounting to $35,000 became due Feb. 1. The company not being prepared to redeem more than $5,600, an arrangement was effected with the holders of the balance to extend the payment of the same for ten years at 6 per cent. per annum. The company reserve the privilege of extinguishing them at an earlier period.

The equipment of the road consists of 4 locomotives, 3 passenger, 24 freight and 10 dumping and hand cars.

GENERAL STATEMENT.

Capital stock	$121,600 00
Mortgage bonds	29,400 00
Dividends due	208 00
Bills payable	1,050 00
Profit and loss	382 00
Profits from earnings of the road	71,565 28
	$224,205 28
Cost of road and appurtenances	$177,577 77
Real estate	785 39
Equipment	38,975 00
Materials on hand	5,103 17
Bills and outstanding claims	1,283 00
Cash	581 95
	$224,207 28

Finances of Connecticut.

The message of Governor Buckingham, of Connecticut, thus states the present indebtedness of the State:

For bonds issued	$2,000,000	
For three months' inter't.	30,000	
Making a total indebtedness of		$2,030,000 00
Estim'd expenditures present year.		1,133,384 00
Total.		$3,163,384 00
Charges against general government	$1,516,565 74	
Less bal. of credit	411,981 90	
Total	$1,104,583 84	
Ordinary rece'ts.	$134,500 00	
Interest.	86,000 00	
Cash on hand..	298,489 42	
	$468,989 42	
		$1,573,573 26
Estimated deficiency		$1,589,810 74

Which it will be necessary to raise, either by taxation or a loan, or by both.

In relation to the banks of the State the governor remarks:

"The Bank Commissioners report the seventy-five banks of discount and deposit in an improved condition from last year. They took a large portion of the last State loan of one million two hundred thousand dollars, and are rendering the usual facilities to the business interests of the State."

The four leading items in the reports of the Connecticut banks are:

Capital	$21,790,937
Deposits	6,079,204
Circulation	8,015,681
Specie	1,518,317

The circulation has increased 17, the deposits 20, and specie 50 per cent. since the last annual report. The deposits in the savings' banks are

$19,983,959, being an increase of $606,289 during the year.

Interest and Dividends.

The Lehigh Coal and Navigation Company have declared a dividend of three per cent., equal to one dollar and fifty cents per share, on the capital stock of the company, payable on demand.

The coupons upon the bonds of the New York and New Haven Railroad Company due June 1 will be paid at the office of the company or at the Bank of the Republic.

The Rome, Watertown and Ogdensburg Railroad Company have declared a dividend of 4 per cent., payable July 1; they also are offering to pay their bonds due Sept. 1.

The interest upon Iowa State Stocks due July 1, 1862, will be paid on and after that date at the Banking House of Messrs. Gilman, Son & Co., New York City.

The transfer books of Ohio State Stocks will be closed, at the agency in this city, from the 15th inst. until the 15th of July; and the interest on the State debt, some $420,000, will be paid by the Commissioners of the sinking fund, at No. 25 William street, in coin, from the 1st until the 15th of July.

The Manhattan Company, as agents of the State of New York, are now paying off $900,000 of the principal of the Public Debt, due June 1, in gold. The quarterly and half-yearly interest on the whole Public Debt, due July 1, will also be paid in gold.

The Delaware and Hudson Canal Company have declared a semi-annual dividend of three and a half per cent., payable on the 21st instant. The transfer books will remain closed until the 18th instant.

The Little Miami Railroad Company have declared a dividend of five per cent., payable June 2. Eastern stockholders may receive their dividends in New York funds by addressing S. E. Wright, Treasurer, Cincinnati, Ohio.

The coupons due June 1 on Milwaukee City Readjustment bonds will be paid by W. Schall & Co., 58 Exchange Place.

Finances of Brooklyn.

The Mayor has submitted his annual statement to the Joint Board of Aldermen and Supervisors, from which it appears that the following amounts are required to be raised by general tax for the expenses of the city from January, 1863, to January, 1864:

For principal on city bonds	$149,112 75
" interest on ditto	100,886 84
" principal on certificates	994 13
" interest on ditto	8,337 62
" salaries	95,500 00
" police purposes	220,200 00
" school purposes	165,450 00
" lighting streets	110,000 00
" general purposes	71,700 00
" fire department purposes	48,300 00
Total	$970,521 34
City revenue (estimated)	136,000 00
Amount to be raised	$834,521 34
The amounts to be raised upon the several wards for cleaning streets and repairing wells and pumps, is	17,150 00

The amount raised last year for the same purpose was $1,065,491 25, making a reduction in the taxes of over $200,000. The street cleaning account in 1862 was $50,200 and salaries $110,180. The sum of $9,500 is however added to the salary account for the Aldermen, to whom $500 each per annum will be paid next year, as provided by the new charter.

The Indebtedness of the World.

We condense from the London *Economist* the essential facts in relation to the indebtedness of the principal nations of the old world, which go to show that the United States, even after the immense expenditure required for the preservation of its nationality, will be far behind the contemporaneous governments in the matter of a large debt. We have turned the pounds sterling into our own currency at the rate of five dollars to the pound, which is near enough for the purposes of this article. The amount, however, will not be strictly accurate.

THE DEBT OF GREAT BRITAIN.

In the article from which we quote the debt of India, part of Great Britain virtually, is separately given, and the writer confesses that "if Australia had boasted of a surplus, and if Hungary had been getting deeper and deeper into debt, we should have vigorously contended that the accounts of the provinces and the accounts of the empire must be considered together."

The following is the debt of England itself:

	Dec. 31, 1847.
Funded debt	$3,862,009,255
Unfunded debt	89,732,500
Total	$3,951,741,755
	Dec. 31, 1861.
Funded debt	$3,922,100,035
Unfunded debt	77,649,000
Total	$3,999,749,035

The following is the debt of India:

	In India.	In England.
At the date of the last published return, being Dec. 31, 1860, for English debt, April 30, for India.	$386,451,225	$148,374,950

which is an augmentation of England's debt of about $235,000,000.

This does not include any liabilities of the Indian government or railway guarantees.

The bebt of England is $4,237,820,300.

DEBT OF FRANCE.

	1852.	1861.
Funded debt of France	$1,103,238,920	$1,943,655,380

making an expenditure in ten years of over $840,000,000 more than its income. France never has a surplus. In the year 1858, which was not affected by the Crimean war or by the Italian war, and in which the revenue of France was greater than it had ever been before or since, the account stood:

Expenditures	$371,800,000
Revenue	349,600,000
Deficit	$22,200,000
Between 1851 and 1860 (both inclusive) the expenditure of France has amounted to	$3,842,600,000
The revenue amounted to	3,098,400,000
Aggregate deficit	$744,200,000

DEBT OF AUSTRIA.

Austria never has a surplus. The governments of Europe have generally a habit of spending a good deal more than their income, and borrowing to supply the deficit.

Average revenue for four years, 1857-'60	$144,375,000
Average expenditure	197,750,000
Average annual deficit	$53,375,000
Total national debt, April 1860	$1,468,000,000

to which has since been added over $55,000,000.

Last year Austria spent $44,500,000 over and above her income.

DEBT OF ITALY.

Italy is added to the list of countries whose finance is likely to press on the money market for a time.

Total debt	$411,276,710

This is not much for a nation of her resources, but the excess of expenditure over revenue in the year 1861—the sum which she had to borrow—was but little short of $63,000,000, and this with a total revenue of but $98,000,000.

DEBT OF RUSSIA.

Of Russia we have not any very authentic account of her revenue and expenditures for the last few years. She has lately come into the market for a loan, and probably shares the want of money with the other nations and "the rest of mankind." By the authority of M. Ogareff, in a book recently published, the debt is stated as follows, and this is probably an approximation to the truth, if not the correct figures:

Total debt in 1861	$412,050,000

The statement in this book would also make it appear that Russia, during the year 1860, paid off $26,000,000 of her debt. It must be taken into consideration in this connection, however, that there is a note circulation of about $530,000,- and a specie circulation of only about $60,000,000.

DEBT OF TURKEY.

Turkey also spends more than her revenue.

The expenditure of 1859-'60 was	$55,440,000
The revenue was	48,555,000
Deficit	$6,885,000

And the deficit of 1861-'62 was $20,000,000 more than that.

Total debt	$207,500,000

In this amount $25,000,000 inconvertible paper money, against which no specie is held, is counted.

RECAPITULATION.

So that the debts of the principal nations of Europe are as follows in round numbers:

England, 1861	$4,237,000,000
Funded debt of France, 1861	1,964,000,000
Austria, 1860	1,468,000,000
Italy, 1861	411,000,000
Russia, 1861	412,000,000
Turkey, 1861	207,000,000

Proposals for New York State Bonds.

The State Comptroller will receive proposals until the 18th inst., for a loan of $800,000, on the credit of the general fund debt sinking fund. The interest will be at the rate of six per cent. per annum, payable quarterly, and the principal reimbursable July 1. Payments are to be made in specie or its equivalent, or in the certificates issued to the New York and Erie Railroad, reimbursable July 1, 1862. The Albany *Statesman* says:

"The State in this year of war pays off more than $2,000,000 of its funded debt, and we are informed that if the present policy of the State officers be rigidly adhered to, this will be the last loan the State will ever need to call for unless upon some extraordinary emergency, and that the entire debt will be extinguished within sixteen years. This loan is for the payment of the last instalment of the old Erie Railroad loan.

Receipts from Customs.

The receipts from customs at the Boston Custom House for the first four months of 1862, were $1,690,996 95
First four months of 1861 ..... 1,211,953 18

Increase $479,043 77

The receipts of customs at the Baltimore Custom House for the month of May, compared with the same month of last year were as follows:

May, 1861 ..... $55,184 90
" 1862 ..... 310,401 91

Increase $255,217 01

The duties received at the Philadelphia Custom House for the first five months of 1860, 1861 and 1862 were:

	1860.	1861.	1862.
May	$308,475	$114,921	$179,804
Previous 4 mos..	941 674	691,595	937,761
Total	$1,250,149	$806.516	$1,417,565

Railroad Earnings--Monthly.

The earnings of the Hudson River Railroad for May, 1862, were $192,442 41
Do., 1861 ..... 150,807 63

Increase $41,634 78

The earnings of the Panama Railroad for April, 1862, were $155,282
April, 1861 126,000

Increase $29,782

☞ An agreed case having been taken into the Supreme Court of Illinois, for the purpose of authoritatively settling the supposed obligation of the state treasurer to receive the Treasury notes of the federal government for state taxes, the court decided, by a unanimous vote, that the taxes must be paid in gold and silver, being so directed by the state constitution.

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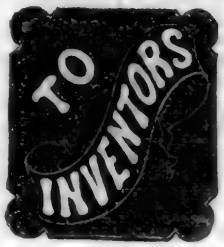
THE RECEIVER OF THE CLEVELAND AND PITTSBURG RAILROAD COMPANY gives notice that the assets of the Company are in his hands, subject to the direction of the United States Court for the Northern District of Ohio; that by the order of the Court no portion of the earnings of the road can be applied to the payment of any of the unsecured indebtedness of the Company. All the earnings, after paying operating expenses, rent and mortgage interest, will be applied to the principal of those debts, which are due and secured, amounting at the present time to about a million of dollars.

The accrued interest on the three old mortgages has all been provided for from the earnings of the road, and the next interest to be paid is on the funded debt mortgage bonds (given in exchange for the unsecured indebtedness) on the 1st day of July, 1862. The holders of the River Line Bonds, Income Bonds, Dividend Bonds and Bills Payable, who have not yet accepted the terms of compromise offered them with the approval of the United States Court are notified to exchange their bonds and notes before the 25th day of June, 1862, or they will not be entitled to receive any portion of the earnings of the road. Interest will be paid only to those who accept the compromise.

The new bonds can be obtained in exchange for any unsecured indebtedness at the office of the Company in Cleveland, or at No. 25 William st., New York City, of H. C. KINGSLEY.

1m20 J. N. McCULLOUGH, Receiver.

Messrs. MUNN & CO.,



PROPRIETORS OF THE SCIENTIFIC AMERICAN continue to solicit patents in the United States and all foreign countries, on the most reasonable terms. They also attend to various other departments of business pertaining to patents, such as Extensions, Appeals to United States Courts, Interferences, Opinions relative to Infringements, etc. The long experience Messrs. MUNN & CO. have had in preparing specifications and drawings, extending over a period of sixteen years, has rendered them perfectly conversant with the mode of doing business at the United States Patent Office, and with the greater part of the inventions which have been patented. Information concerning the patentability of inventions is freely given, without charge, on sending a model or drawing and description to this office.

Consultations may be had with the firm between 9 and 4 o'clock, daily, at their principal office, No. 37 Park Row, New York. We have also a branch office in the city of Washington, on the corner of F and 7th sts., opposite the United States Patent Office. This office is under the general superintendence of one of the firm, and is in daily communication with the principal office in New York, and personal attention will be given at the Patent Office to all such cases as may require it. Inventors and others who may visit Washington, having business in the Patent Offices, are cordially invited to call at their office.

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A pamphlet of information concerning the proper course to be pursued in obtaining Patents, the requirements of the Patent Office, etc., may be had gratis upon application at the Principal Office, or either of the Branches. They also furnish a Circular of information about Foreign Patents.

During the last sixteen years the business of procuring Patents for new inventions in the United States, and all foreign countries has been conducted by Messrs. MUNN & CO., in connection with the publication of the SCIENTIFIC AMERICAN; and, as an evidence of the confidence reposed in them by the inventors throughout the country, we would state that we have acted as agents for more than FIFTEEN THOUSAND Inventors! In fact, they have become identified with the whole brotherhood of Inventors and Patentees, at home and abroad. We would state that we never had a more efficient corps of Draftsmen and Specification Writers than are employed at present in our extensive Offices, and we are prepared to attend to Patent business of all kinds, in the quickest time and on the most liberal terms.

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FOR $333,000 "CENTRAL PARK IMPROVEMENT FUND STOCK OF 1876."

SEALED proposals will be received at the Comptroller's Office, until FRIDAY, the 27th day of June, 1862, at 2 o'clock, P. M., when the same will be publicly opened for the whole or any part of the sum of THREE HUNDRED AND THIRTY-THREE THOUSAND DOLLARS of the "Central Park Improvement Fund Stock," authorized by Chap. 85 of the Laws of 1860, and by an Ordinance of the Common Council, approved by the Mayor, April 25, 1860.

The said stock will bear interest at the rate of six per cent. per annum, payable quarter-yearly, and the principal will be redeemed November 1, 1876.

The proposals will state the amount of stock desired and the price per one hundred dollars thereof, and the persons whose proposals are accepted, will be required to deposit with the Chamberlain of the City, within fifteen days after the opening of the bids, the sums awarded to them respectively.

On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the stock, bearing interest from the dates of payments.

Each proposition should be sealed and indorsed "Proposals for Central Park Improvement Fund Stock," and inclosed in a second envelope, addressed to the Comptroller.

The right is reserved to reject any or all of the bids, if considered necessary to protect or promote the interests of the city.

ROBT. T. HAWS, Comptroller.

City of New York, Department of Finance, }
Comptroller's Office, May 28, 1862. } 3t23

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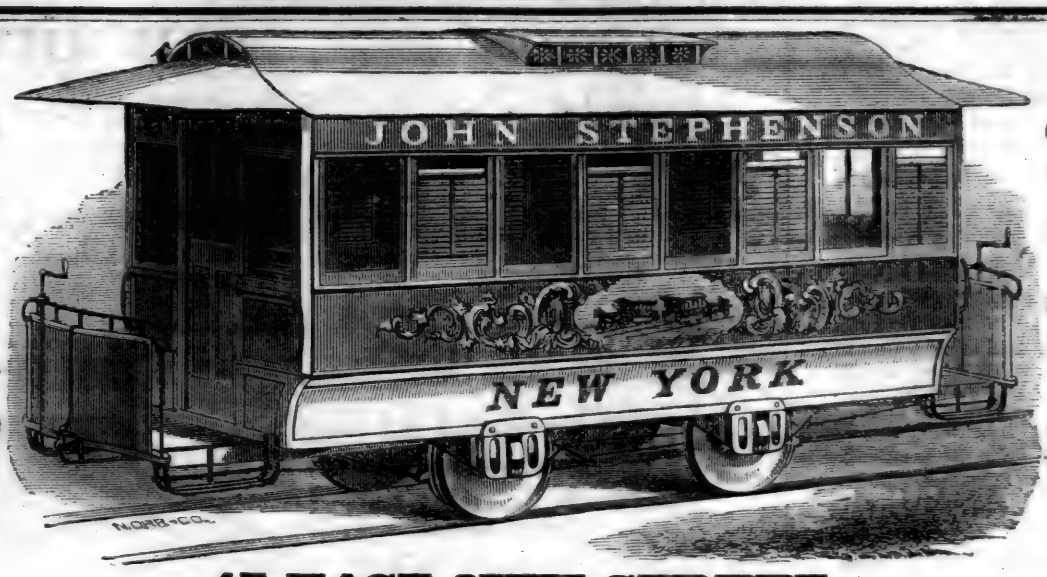
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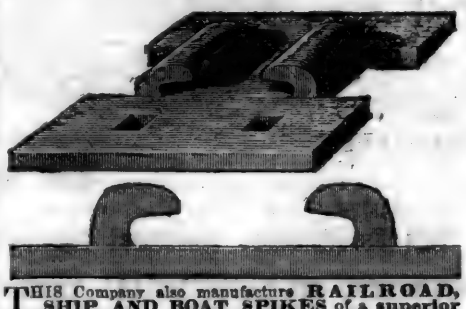
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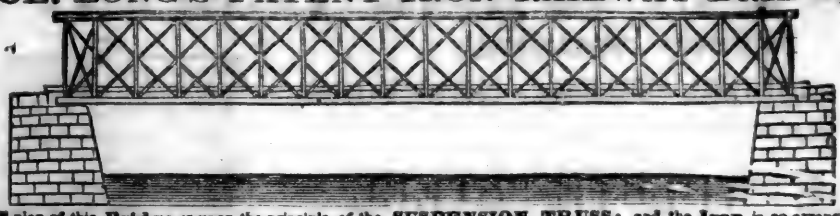
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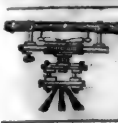


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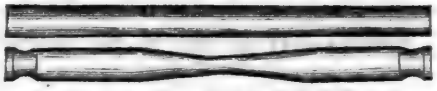
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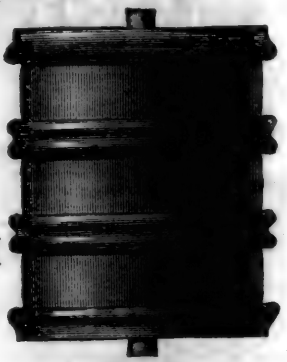


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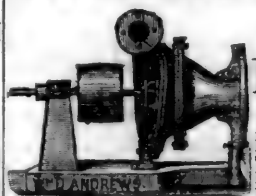
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American Railroad Journal.

New York, Saturday, June 14, 1862.

The Late Freshet.

During the past week one of the most destructive freshets that ever visited this country ravaged large portions of Virginia, Maryland, Pennsylvania, New Jersey and this State. Its effects, indeed, are known to have been experienced all over the Atlantic slope, from Maine to the Carolinas. Pennsylvania, however, appears have been the chief sufferer. On the Delaware and Lehigh rivers the water is known to have risen as high as in the great freshet of 1841, which proved so exceedingly disastrous to the coal and navigation interests of that State. A period of twelve years elapsed before the Lehigh Navigation Company were able to resume the payment of dividends. It does not seem that this river has been so completely swept of its great improvements as on that occasion, though several dams, locks and bridges have been carried away. The causes why the State should suffer so severely are simple. In the first place, she has much more valuable property exposed to destruction than any other State lying to the Southward, and most of those lying to the Northward of herself. Her mountains are not only penetrated by numerous canals and railroads, but each of these has attracted to itself an extensive manufacturing industry, all of which suffers in the general wreck. Thus, a large number of the most important iron-works in the country are situated in the valley of the Lehigh, between Easton and Mauch Chunk. By means of the improvements made there, the soft ores obtained in the Pennsylvania mountains, are mixed with the harder ores from the Northern part of New Jersey, the product being manufactured into various uses or shipped directly to Philadelphia and this city. With the sudden rise of the waters some of those works were invaded before the furnaces had time to blow out; others were so inundated that the buildings sustained serious damage. In every case, there is more or less interruption in getting supplies and shipping products to the large cities. The Morris Canal will be a heavy loser in its business this season.

In the next place, through an agency lately alluded to in these columns, the Eastern parts of Pennsylvania and New York have become more exposed to ravages from heavy rains than States whose surface is largely covered by forests. The water rushes forthwith to the leading arteries and the ocean, instead of settling in the swamps and woodlands. This is one of the necessary evil consequences of improvements, or rather of improvements only half carried through. In a single day the Keystone State was made not less than five and possibly ten millions poorer than she had been the day before. Allowing for the States lying on both sides of her, we doubt not the total losses will foot up to the larger of the figures mentioned. Indeed, the Lehigh Valley alone is estimated to have been devastated to the extent of five millions. A similar sum judiciously expended would, we believe, have prevented nearly all the mischief; and when we come as a community to adopt the principle of prevention rather than cure, that sum will be forthcoming.

One of the preventive agencies has already been alluded to in these columns—the construction of numerous reservoirs in the mountain ravines, by which the surplus waters might be retained there, to be dispensed on future occasions to the lowlands. Considering what has already been accomplished, in our own country, for the purpose simply of supplying our canals, it will be readily seen how much more could be done, were the agricultural, manufacturing, mining and carrying interests to combine their strength on behalf of the proposed undertakings. The soil would be vastly benefitted by the retention of its best ingredients, now annually washed away, and by the process of irrigation, which would alone almost double its productive capacity. If the farming interest was sufficiently intelligent and enterprising, it would not hesitate in carrying into effect the improvements we have pointed out. But the truth is, *every* interest is directly concerned in the same general result, as the events of last week abundantly bear witness.

In connection with this, there is another agency which is equally simple and much less expensive, that ought to be employed without delay. The science of Meteorology has now arrived at such a pitch that every general and violent storm, such as that of Wednesday week, can be predicted with almost absolute certainty twenty-four or thirty-six hours in advance. By means of the telegraph this information might be communicated to all parts of the country in a few minutes, so that signals could be displayed along the coast, while in the interior works could be put in a state of readiness to receive the expected visitor. Every reservoir could thus be run dry; every canal be lowered; even the boatmen could be forewarned. A large number of valuable lives perished during the late freshet, every one of which might have been saved to their own families and the community at large.

We are here making use of no reckless assertions. The experiment of "forecasting" the weather has been tried in England. It is conducted on strict scientific principles by a Department under the supervision of Admiral Fitzroy. To defray the necessary expenses in connection with it, the British Government makes a small appropriation annually. A leading London journal remarks that this invention has already been the means of saving hundreds of lives annually. It is admitted on all hands that though Fitzroy has made frequent mistakes as to *local* gales, yet that no great general storm has visited the country during the past year without being heralded for several hours in advance by the display of signals along the coast, warning seamen to keep off shore or not to venture out for the time being. In this

country, owing to the uniformity of our general coast lines, the laws of the storm will doubtless be found more simple than in any part of Europe.

When our government and people determine to adopt the instrumentalities which science has put within their reach to obviate the dangers arising from storms and floods, they can readily be obviated.

Cincinnati, Hamilton and Dayton Railroad.

The gross income of this company for the fiscal year ending March 31, 1862, after division of earnings with the Little Miami and Columbus and Xenia Railroad Company, was as follows:

From passengers		$272,117 30
" freight		298,289 69
" mails and express		36,854 57
" rents of track and machinery		30,914 11
" " real estate		2,063 75
" interest		5,966 21
		$646,205 57
And the expenses were:		
Repairs of road	$62,472 86	
" bridges	8,384 39	
" buildings	8,678 53	
Passenger expenses	84,357 21	
Freight "	99,962 39	
Other train "	1,450 20	
Station "	10,802 58	
Office "	13,019 77	
Shop "	9,407 92	
Watching bridges	5,579 08	
Miscellaneous	12,374 06	
		316,490 99
Balance of earnings		$329,714 58
Interest on bonds	$95,030 84	
Taxes and insurance	13,706 40	
Balance profit and loss ac't	175 83	
		108,913 07
Net income for the year		$220,801 51
Dividend, October, 1861, 3½ per cent.	$75,453 00	
Dividend, April, 1862, 4 per cent.	86,232 00	
		161,685 00
Surplus		$59,116 51
Surplus previous year		36,041 23
Total surplus		$95,157 74

The sinking fund is fully up to the requirements of the resolution passed by the stockholders in the year 1855.

The gross receipts for the year ending March 31, 1862, after division, were	$646,205 57
For the year ending March 31, 1861.	615,071 07
Showing an increase of	$31,134 50
The expenses for the year ending March 31, 1862, including interest on bonds, taxes and insurance, were	$425,404 06
Expenses for previous y'r	440,475 76
	15,071 70
Making the increase in net earnings	$16,206 20

The number of passengers carried during the year was 358,992—a decrease of 120,945. The tons of freight carried amounted to 249,540—a decrease of 26,653. The track and equipment have been kept in good repair. There have been used in the former during the year, 715½ tons of rails, 34,880 cross-ties, 26,800 lbs. spike and 46,385 wrought iron chairs. There will be required for the current year, 700 tons of rails, and about 12,000 cross-ties. Ten passenger, four baggage and forty new freight cars have been built in the company's shops, the past year, at a cost of $42,289 65. There have also been built two warehouses, one at Middletown station, and the other at Miamisburgh station. In Cincinnati, a car house, 32 by 165 feet has been erected. The cost of these improvements and new cars has been charged to transportation expenses.

The contract for a division of business and earnings, made in 1860, between the Little Miami, Columbus and Xenia, Dayton, Xenia and Belpre, and this company, continues to work advantageously to the public, as well as to the parties more directly interested.

BALANCE SHEET.

Construction		$2,648,296 38
Equipment		504,892 35
Real estate		270,431 06
Wood and materials for repairs		40,245 73
Dayton and Western R. R. bonds		26,000 00
Dayton and Michigan R. R. bonds		51,200 00
Cincinnati, Ham. & Day. R. R. stock		2,247 26
Middletown bridge stock		500 00
Bills receivable		29,285 59
Due from Post Office Department		8,908 93
" United States		8,249 76
" State of Ohio		3,061 29
" R. R. companies		69,834 53
" individuals		10,633 38
Cash and cash assets		149,998 15
		$3,818,784 41
Capital stock		$2,155,800 00
1st mortgage bonds 1867		394,000 00
2d " " 1880		950,000 00
Surplus earnings		95,157 74
Interest on bonds		2,135 00
Dividends unpaid		3,063 15
Dividend No. 14		86,332 00
Due railroad companies		100,425 97
Due individuals		18,202 74
Pay roll, March		13,767 81
		$3,818,784 41

President—S. S. L'Hommedieu, Cincinnati.
Vice President—Geo. Carlisle, "
Directors—Geo. W. Hill, John W. Ellis, John W. Hartwell, Stanley Matthews, Sam'l L'Hommedieu, Wm. Becket, Joseph B. Varnum.
Treasurer—Lafayette Banking Company.
Secretary—Frederick H. Short.
Superintendent—Daniel McLaren.
Freight Agent—Joshua R. Reed.

Movement of Freight on the Rail and Water Lines of Pennsylvania and New York.

The State of New York having unintercepted water communication between its great seaport and the lakes, owns the principal artificial route between the East and the West, for the carriage of the produce of the interior to the seaboard. More than this, New York has two rail routes with the trade centers of the inland region, with a net work of iron outstretching West even into the frontier States. New York, therefore, is in a position to command a vast tonnage over her carrying lines, and that she does command such tonnage the tables of tons moved indubitably attest. Nevertheless, it is a fact that, notwithstanding her two-fold means of communication with the country back and beyond her territory—a vast country always in communication with the seaboard for the interchange of commodities, after the fashion which establishes and perpetuates commercial relations—the artificial improvement lines of New York carry a less number of tons of freight in a year than are carried over the artificial improvement lines of Pennsylvania!

The reason of the preponderance of tons carried by the Pennsylvania lines is, that, whilst New York has more variety in her facilities for carrying freights between the East and the West, Pennsylvania has more capacity for supplying freights from her own resources. In truth, so marked and positive is the difference between the two States in capacity for production of marketable tonnage, that Pennsylvania produces more tons from within her own territory than all the tonnage carried across New York, superadded to the tonnage supplied from all sources within New York.

In internal commerce, consequently, Pennsylvania is dominant over New York, as much so as is the seaport of New York, in foreign commerce, dominant over the seaport of Pennsylvania.

In 1861 the more important of the lines in the two States, moved the number of tons subjoined:

New York carriers:	Tons.	Tons.
New York State Canals		2,980,144
New York Central Railroad	1,167,302	
New York and Erie R. R.	1,253,419	
Buffalo and State Line R.R.	600,031	
Hudson River Railroad	370,098	3,390,850
Total		6,370,994
Pennsylvania carriers:	Tons.	
Philadelphia & Reading R.R.	2,348,906	
Pennsylvania Railroad	1,620,586	
Delaware, Lackawanna and Western Railroad	1,285,962	
Lehigh Valley Railroad	1,176,745	
Northern Central Railroad	489,155	6,921,354
Delaware & Hudson Canal	1,562,851	
Schuylkill Canal	1,385,377	
Lehigh Canal	1,145,881	
Monongahela Navigation	735,404	
Penna. R. R. Co.'s Main Line Canal (estimated)	520,000	5,349,513
Total		12,270,927
Here we have a difference in favor of the Pennsylvania lines of		5,899,933 tons.
This is equal to ninety per cent.!		
The tonnage of the lines in the State of New York, other than those enumerated in the foregoing, was		2,069,559 tons.
Tonnage of lines enumerated		6,370,994 "
Total tons moved in State of New York		8,440,553 tons.

This aggregate is much below the joint tonnage of the ten Pennsylvania lines enumerated, whereas if all the lines in Pennsylvania were given, their joint tonnage would be more than twice the New York exhibit.—*U. S. R. R. and Mining Register.*

Great Western (Ca.) Railway.

REPORT OF THE DIRECTORS.

The receipts on capital account during the last half-year amounted to £5,202 17s. 9d., making the total receipts on 31st January, 1862, £5,218,300 5s.

The expenditure now amounts to £5,019,662 12s. 6d. This includes the extra cost of renewing wooden bridges in stone and iron and the expenditure incurred in fish-jointing eight and a-half miles of rails renewed during the half year. There are still ninety and a-half miles of the main line to "fish-joint," and the expense of this, as it is hereafter incurred, will be charged to capital.

It also includes a sum of £14,618 9s. 4d., which, it will be observed, has now been charged to capital as "loss on value of rails in stock." These rails form the residue of those purchased when the road was first made; a very large portion of them were used by the contractors in the construction of the line, and also in completing its ballasting during several years after the railway was opened. The rails in this way became much damaged in value, but the stock has now been estimated by Mr. Reid, at its present market price in Canada, much below the figure at which the rails were originally purchased, with the duty and other charges upon them.

It should be mentioned that the rails which have hitherto been supplied for the maintenance of the road out of this stock have only been charged to revenue at their proper value.

The sum of £8,219 3s. 7d., advanced for the Port Huron and Milwaukee Railway in 1858, hitherto included in the balance-sheet under the head of "Sundry Accounts due to the Company," has also now been charged to capital.

The balance at the credit of capital account is, therefore, £198,637 12s. 6d.

With reference to the charges against capital, it may be observed that during the last two years no less than five additional locomotive engines, with their tenders, have been built at the company's workshops and paid for out of revenue, as well as, in accordance with the last report, the cost of fish-jointing ninety-six and a-quarter miles of road, amounting in all to £11,762 0s. 3d.

The revenue account for the half-year ending 31st January, 1862, shows the following results:

Gross receipts			£265,951 11 11
Working expenses, including maintenance, taxes, insurance, and rent of suspension bridge.			125,424 17 10
Balance			£140,526 14 1
From which there has to be deducted—			
Interest on Government loan	£17,498 5 0		
Interest on Company's bonds	37,725 9 3		
Renewals of rails, sleepers, bridges, etc.	27,442 15 4		
Flamborough accident account.	882 11 8		
Balance of bad debt account	3,700 5 6		
		87,249 6 9	
Leaving the balance from the half-year's working of		£53,277 7 4	
Out of which the directors recommend the payment of a dividend at the rate of 8 per cent. per annum, which will absorb.		50,142 14 3	
		£3,134 13 1	
To this has been added the surplus from last half-year		18,373 0 6	
Balance.		£21,507 13 7	
From this balance the directors have written off the sum of £7,453 7s. 1d., being one-third of the arrears of interest amounting to £22,360 1s. 4d. hitherto standing in the balance-sheet against the Detroit and Milwaukee Company		7,453 7 1	
Leaving to be carried forward to next half-year's accounts the sum of		£14,054 6 6	

The following statement shows the traffic and working expenses of the line for the last four half-years:—

	Receipts.					
Half-year.	Passengers and mails.	Goods and live stock.	Rents.	Total.	Expenses, including taxes, insurance & suspension bridge rent.
	£	£	£	£	£
July, 1860.	98,808	91,528	884	191,220	114,260
Jan., 1861.	128,251	128,619	953	252,820	121,406
July, 1861.	95,771	112,800	744	209,315	129,616
Jan., 1862.	104,167	161,069	714	265,950	125,424

The working expenses of the last half-year are at the rate of 47.16 per cent., and for the whole year 54½ per cent.

The war in America in the early part of the half-year greatly affected trade and disturbed railway traffic, but after the close of navigation a large quantity of freight, which before the war used to go down the Mississippi, was turned in the direction of the Atlantic ports, and very largely benefitted the traffic of this and other parallel lines.

The suspension of specie payments in the United States has caused considerable embarrassment in converting American currency into negotiable funds, but the Executive in Canada have exerted themselves most efficiently in counteracting this inconvenience; and the whole loss from this source, including that from the unavoidable rise on exchange on the remittances for England and other similar causes, is under £1,800 for the half-year. There are also some balances due from Southern railways, not likely now to be recovered, to the amount of £145 13s. 9d., which are included in the sum of £3,700 5s. 6d. of bad debts. The whole of these sums have been charged against the revenue of the past half-year.

The receipts of the Detroit and Milwaukee line have very satisfactorily increased during the winter, and the traffic brought upon the Great Western Railway by that line is estimated to amount during the past half-year to £25,508 10s. 9d., as against £23,765 19s. 1d. for the corresponding six months of 1860.

The result of the working of the Detroit and Milwaukee Railroad during the year 1861 was that, within £2,500, it earned sufficient to have provided (but for the debts specially ordered by the court to be paid) for the payment of interest upon the whole of the bonded debt of that company.

The anticipations respecting the importance of the earth oil district as a source of fresh traffic seem likely to be realized, and the plank road to Wyoming Station from Bear Creek being found totally inadequate to accommodate the business, the directors request the sanction of the proprietors to an outlay of about £10,000, which would be sufficient, as they are informed, to provide a rough rail or tramway sufficient to meet the present requirements of the district and prevent the trade taking another channel.

The directors have to record with regret the loss by fire of the corn elevator and grain warehouse at Hamilton, on the 18th of February. The loss in money will be defrayed by the insurance fund, but until its reconstruction inconvenience must of course arise to the grain traffic, though this is fortunately alleviated by the auxiliary elevator which the company possess at Hamilton Wharf. A new elevator, to replace that destroyed, will be completed by the 14th of June at a cost of £4,600.

The directors have to report that the Commercial Bank of Canada continue to proceed with their suit in the court of Michigan, alluded to in the last report.

The bank has also commenced another action in Canada against the Great Western Company, but the directors are assured by their legal advisers that the bank has no prospect whatever of success in either suit; as, however, the matter is now before the courts of law, any discussion of the merits of the case is obviously impolitic and to be deprecated.

The directors have much satisfaction in stating that an agreement was entered into by them with the directors of the Grand Trunk Railway Company on the 31st of January, subject to the sanction of the proprietors of both companies for securing the advantages of economy and unity of interest to both concerns, by placing the whole under one management, with a fusion of all receipts. This agreement, however, requires that in the first instance permissive powers be given by the Canadian Legislature, and it is expected that the bill now before it for that purpose will be in committee by the middle of May. So soon as the fate of the bill is decided, a special meeting of the proprietors will be convened. Some of the details of the arrangements are not yet quite complete. The directors therefore trust that the proprietors will permit them to abstain from entering at present into farther particulars upon this most important matter until such special meeting is called for its consideration, when they will, of course, be prepared to afford every information on the subject.

The directors are happy to be enabled to add that, by a memorandum just received from Canada, Messrs. Brydges, Watkin and Carter have proposed to refer the terms upon which the Buffalo and Lake Huron Company may join the federation of the Grand Trunk and Great Western Railways to the decision of the chairmen of the London boards of those three companies for settlement.

Immediately after the London meeting in December, Mr. Brydges laid his resignation before the directors, intimating at the same time his willingness to remain in their service until a successor could quite conveniently be appointed. Mr. Brydges was shortly afterwards engaged by the Grand Trunk Railway Company as their manager. Under these circumstances, when the agreement before referred to was entered into with that company, it became obviously undesirable to appoint any successor to Mr. Brydges if that arrangement were to be carried out.

Pending, therefore, the decision of the proprietors upon the agreement proposed, the directors have retained the services of Mr. Brydges in the position he has hitherto occupied.

Signed on behalf of the Board of Directors in in England,

F. S. Read,
Chairman of the English Board.

London, April 24, 1862.

Trade and Commerce of Buffalo.

The "Annual Review" of the trade and commerce of the City of Buffalo, lately issued, is very comprehensive and elaborate. Among other interesting items concerning the movements of grain, it comprises a complete table, showing the amount sent eastward from the Lake regions—Ohio, Indiana, Michigan, Illinois, Wisconsin, Minnesota and Canada West—during six years; and also the per cent. of receipts at the principal Eastern (Lake) receiving points. We extract as follows:

Table *showing the variations in the movement eastward from* 1856 *to* 1861, *as given below, viz.:*

1856.	3,865,442	19,505,358	14,282,632	4,592,569
1857.	3,397,594	16,763,285	8,779,832	2,256,914
1858.	4,499,613	21,843,850	10,495,554	5,035,097
1859.	3,760,274	16,865,708	4,423,096	4,264,051
1860.	4,106,057	32,334,391	18,075,778	7,712,032
1861.	6,533,869	46,384,144	29,524,628	10,656,116

Reducing the flour to bushels of wheat, the following table will show the total eastward movement in bushels, and the receipts at Buffalo, for the years indicated:

	Total eastward movement.	Receipts at Buffalo.	Buffalo per cent. of total movement.
1856	57,707,769	26,239,791	45.5
1857	44,789,851	20,052,689	44.8
1858	59,872,566	28,219,855	47.1
1859	44,354,225	22,215,425	50.0
1860	78,652,480	37,133,461	47.2
1861	119,264,233	61,460,601	51.5

Table *showing the per cent. of receipts at the principal receiving points, for four years from* 1858 *to* 1861, *inclusive of the foregoing eastward movement:*

Locality.	1858.	1859.	1860.	1861.
Buffalo	47.1	50.0	47.2	51.5
Oswego	19.2	17.1	21.7	15.6
Montreal	9.2	8.7	9.2	12.6
W. Ter. B. & O. R. R.	6.5	5.7	2.4	6.0
Ogdensburg	6.0	5.8	3.5	3.4
W. Ter. Pa. C. R. R.	4.3	4.2	3.9	1.1
Dunkirk	3.4	5.6	4.2	3.8
Suspension Bridge	2.0	0.7	6.5	5.4
Cape Vincent	1.8	1.3	0.8	0.6
Rochester	0.5	0.9	0.6	0.1
	100.0	100.0	100.0	100.0

Philadelphia and Reading Railroad.

The total length of track in the Reading Railroad and its branches (seven in number) is 311.96 miles, or including the sidings, 415.97 miles. It would seem to be inevitable that most of the short lines penetrating the coal deposits should be leased by or consolidated with the great roads resting in Philadelphia, New York, Baltimore or Pittsburg. The Schuylkill Valley and Mill Creek railroads have been added by lease to the Reading during the past year, and the Allentown and Schuylkill and Susquehannah lines by the purchase of stock.

The report shows that with every improvement in the track and machinery a steady reduction in the cost of transportation is taking place. This, however, is due in part to the larger bulk carried. Thus, in 1852, the expense of carrying general merchandise over the whole road was $1.09.5 per ton; in 1862, it was $0.70.2, while the profit amounted to $0.55.2. The expense of carrying coal was $0.41; profit $0.77.2. For passengers the former was $1.37.5, and the latter $1.06.75. It will be seen that the gain in general merchandise was least; while that on a passenger carried over the whole road was the greatest, being nearly equal to two tons of ordinary freight, or one and a-half tons of coal.

It is principally as a coal road that the Reading derives its great importance. The statistics in connection with this service may be set down as based on the most favorable circumstances that can be imagined; and it will be well to remember this fact, when instituting comparisons between the Reading and other roads. Thus the former enjoys a continuous level or descending grade from Pottsville to tide-water, enabling heavy loads to be conveyed at a minimum of cost. Its track is in excellent condition. Its stock, depots, sidings and other conveniencies are ample. Anthracite coal is used, which can be purchased at first cost. All these advantages have been the creation of twenty years' outlay. For the round trip of 190 miles the report estimates the expense of hauling an average load of 435.6 tons of 2,240 lbs. each at $90 71, or 20.82 cents per ton. But this is exclusive of repairs, renewals or interest charges which add about as much more.

The number of locomotives owned is about one to every 2.8 miles of track of roads and sidings—probably the largest equipment on any leading road in the country. The majority of these were built at the company's shops, where eleven were also re-built during the past year. The number of coal cars (5,608) gives an average of nearly fourteen to every mile of track. The engine which has run the greatest number of miles is the Hudson, built by Mr. Baldwin in 1844; she has made 276,892 miles, altogether, including 12,486 miles last year. The greatest work done by any of the company's locomotives was rendered by the Reading, built in 1842; her total mileage is given at 249,987 miles, including 13,065 for last year. The Messrs. Norris furnished one the same year which has made 256,900 miles, including 4,570 miles in 1861. Messrs. Danforth, Cook & Co., of Paterson, supplied, in 1857, the Petrel, which has in that period (four and a-half years) travelled 127,430 miles, of which 25,380 miles were run the past year. Three engines built by Braithwaith & Co., of London, in 1838, have not averaged 200,000 miles each.

Finances of Ohio.

The semi-annual report of the sinking fund commissioners of Ohio places the total reducible State debt at $14,699,426—an increase of $404,000 since the last report. The sinking fund receipts for the last six months are $1,062,507; the disbursements $838,389.

Railroad and Highway Crossing.

THE LAW OF MASSACHUSETTS AS TO THE CROSSING OF COMMON ROADS AT THE SAME LEVEL WITH RAILROADS. A HIGHWAY CONSTRUCTED AFTER THE RAILROAD IS BUILT SHOULD NOT CROSS AT THE SAME LEVEL, UNLESS ABSOLUTELY NECESSARY FOR PUBLIC CONVENIENCE.

In 1856 the Mayor, Alderman and Common Council of the City of Lawrence, laid out a highway in that city, across the railroad track of the Boston and Maine Railroad Company, which was to be so constructed as to cross the company's track at the same level; and as such crossings usually do, much inconvenience to the company would naturally flow therefrom. In order to avoid this, the company sought the aid of the Supreme Court of Massachusetts, and prayed for a writ of *certiorari*, asking that the record of the proceedings of the authorities of the City of Lawrence in respect to the laying out of the highway in question might be quashed, on the ground that the city had no right to so construct their road as to put them to inconvenience or expense, that the laws of the State required that the road should be built either above or below the level of their track.

The city in their answer or defense set forth among other things, that an agreement had been made between the company and the former owners of the land where the crossing was, by which the former owners stipulated for a right of way to be used by them and their assigns, at the place where the highway was afterwards laid out.

After argument the court decided to grant the writ in favor of the company; and held, that under the Revised Statutes of Massachusetts, c. 39, § 69, town or city authorities had no power to lay out a highway across a railroad, on a level therewith; and a railroad company is not estopped from objecting to the exercise of such power by an agreement made by it with former owners of the land, which contained a stipulation for a right of way, to be used by such owners and their assigns, at the place where the highway was afterwards laid out. The following opinion was rendered by the court at the decision of the case.

CHAPMAN, J.—Such crossings necessarily create embarrassment, and there has been considerable legislation and some litigation in respect to them. In the construction of a railroad, the grades and levels must generally be established without much regard to the levels of the turnpikes and other ways which it may cross; and the levels of the turnpikes and ways must be made to conform to the necessities of the railroad. There are four different methods of arranging the crossings. 1, The railroad may pass over the other road at a higher level by means of a bridge. 2, It may pass under the other road, which will then pass over the railroad by means of a bridge. 3, It may cross it at the same level at which the other road was originally made. 4, It may be constructed so that the other road must be either raised or lowered a few feet, or even less to cross it at the same level. In the last two cases there is a sense in which the railroad may be said to cross "over" the other roads. This construction of the word over is adopted in Newburyport Turnpike Cross *vs.* The Eastern Railroad Company.

There are two classes of cases in which crossings must be provided for. 1, Where a railroad is to be constructed across an existing turnpike or other way. 2, Where a turnpike or other way is to be constructed across an existing railroad. The first class of cases was provided for by Revised Statutes c 39, §§ 66 and 67; the second class was provided for by § 69.

Sec. 67 received a construction in the case above cited, in respect to the words "over" and "under." It was held that they were not precisely opposites; but that though the word "under" as applied to the construction of a railroad, would require it to be constructed at a lower level than the turnpike or other way, yet construing the word "over" by applying it according to the subject matter, a railroad might be said to pass "over" the turnpike or other way when both were at the same level. It will readily be seen that without such a construction of the word in that section, an important class of cases would be entirely unprovided for, namely, the fourth class above mentioned, where a railroad is so constructed that, by a little raising or lowering of the other road, they may cross each other—at the same level. For there are many cases where it would be a much greater injury to the turnpike or other way to raise or lower it, to such an extent that it shall cross the railroad at a higher or a lower level, than to change it so that it shall cross at the same level. It was in view of this subject matter that this construction was given to the word "over" in that section.

But after a railroad is completed, the establishment of a new turnpike or other way across it is a different matter, and the language of the statute in respect to it is different. Sec. 69, provides that "if after the laying out and making of any railroad already granted, or which hereafter may be granted, any turnpike or other way shall be so laid as to cross said railroad, the said turnpike road or way may be so made as to pass under or over said railroad, and said turnpike or way shall in all cases be so made as not to obstruct or injure such railroad." The word "over" as used in this section has not received a judicial construction. If the subject matter required us to do so, we might give it the same construction that has been given to the same word in § 67. But this is not its most natural construction, and there is nothing in the subject matter which requires us to vary from the most natural construction. Where a turnpike or other way is to be made across an existing railroad, and to be so made as to pass over or under said railroad, it is comparatively easy to construct it in such a manner that it shall cross at a different level; and by constructing it thus it will "injure" the railroad much less than by crossing it at the same level. And it is to be remarked that the word "injure" which is found in § 69 is not used in § 66. We are therefore of the opinion that it was intended by § 69 to prohibit the laying out of turnpikes, highways, and townways across existing railroads at the same level. This construction is confirmed by a reference to subsequent legislation on the subject. St. 1842, c 22, provides for the cases in which a railroad has been so made as to cross a turnpike,

highway, or townway at the same level. If the town or city authorities are of opinion that the way should be raised or lowered, "so as to pass over or under said railroad," they may request the company to make the change; and if the company does not comply with the request, they may apply to the county Commissioners, who are invested with full and final jurisdiction of the matter. In this statute three terms, "over," "under," and "on a level therewith" are used; and by the term "over" a higher level is obviously intended.

In 1846 another act was passed upon the subject of crossings. It required every railroad which should thereafter be made across any turnpike, highway or townway, to be so constructed, "as to cross over or under the turnpike, highway or townway." In this section the term "over" obviously intends a higher level. Sec. 2 authorized the county Commissioners, upon the application of parties interested, after a hearing, to authorize and require the railroad to be constructed at such crossing "upon the level with the turnpike, highway, or townway, in such a manner as they may direct." None of this legislation touched the subject of laying out turnpikes, highways or townways across existing railways at the same level, as it would have been likely to do if it had been understood that any power existed to lay them in such manner.

The Statute of 1849, extended the authority of the county Commissioners. Section 1 made a further provision as to crossings in Boston. Section 2 extended the provisions of former laws to traveled places not laid out as highways or townways. Section 4 is as follows: "The original jurisdiction of all questions touching obstructions to turnpikes, highways and towns, caused by the construction or operation of railroads, shall be vested in the county Commissioners of the respective counties where such obstructions shall occur." This general provisions covers the whole subject, provided the construction we have given to the Revised Statutes c 39 § 69 is correct. If the Legislature had not so understood the section referred to, they would have been likely to include in this statute a provision regulating the exercise of the power of town and city authorities to lay out town ways across existing railroads.

By St. 1857, c 287, authority is given to construct turnpike roads and other ways across existing railroads on the same level. But the company is first entitled to a hearing before the county Commissioners, and such crossing is not to be permitted unless it shall be decided by the Commissioners that the public necessity so requires it. The provisions of this statute are continued in force by *Gen. Sts. c* 63 § 57 *et seq.* It is to be remarked that the Legislature regard the objections to laying out such new ways as being so forcible that the Commissioners are not authorized to sanction them for mere reasons of public convenience. The language is, "but not permitting it to be at a level, unless public necessity so requires." Under this provision, the way in question may be laid out so as to cross the railroad at the same level, if a public necessity exists for so constructing it.

But upon the view we have taken of the Revised Statutes the proceedings of the respondents are void for want of authority. Being thus void, none of the facts alleged in the answer can give them validity. The agreements of the petitioners, which are relied on to show that they ought not to object to the laying of the road, are immaterial. They provide for the establishment of a private way; and the petitioners might be willing that such a private way should exist across their track near to their depot, when they could have strong reasons for opposing the establishment of a public way at that place. *Certiorari granted.*

The New Plans of Internal Improvement by the Federal Government.

The lessons which the present war has taught may result in an improvement of our great water lines, which will work a change in the commercial affairs of the continent, quite as marked as those which must necessarily take place in its political condition.

By the treaty with Great Britain, following the last war with that power, it was stipulated that neither party should maintain upon the Great Lakes, in time of peace, ships of war carrying more than one gun each. The object was to remove mutual causes of distrust, as well as to avoid the cost of great armaments upon these waters. But since this treaty was made, the Canadas, as a part of the British Empire, have constructed canals past the rapids on the St. Lawrence, and the Falls of Niagara, by means of which, vessels of war may ascend into all the Lakes but Superior, and capture or destroy every town upon them within the territory of the United States, as they are all entirely defenceless against attacks by water, especially by the new agencies of destruction which have been brought into use. To meet this inequality of position in the only mode possible, it is now proposed so to enlarge the Erie Canal on the East, and the Illinois Canal on the West, and to improve the navigation of the Illinois River, that an overwhelming force of gun-boats may, on any emergency, be placed on the lakes both from the Hudson and the Mississippi. Such facilities for transportation would relieve all apprehensions of a successful inroad upon what is now an entirely exposed frontier, and would allow the withdrawal of the means of defence for operations in other quarters, as soon as the danger threatened was averted or removed. The plan suggested has received the careful consideration of the Committe on Military affairs on the part of the House of Representatives at Washington, which has unanimously agreed upon a report in its favor, with every prospect that it will meet with a favorable response from Congress.

On the East the plan proposes an enlargement of the Erie Canal to a depth of water of 12 feet, and with locks that will pass ships of war fitted for operations upon the Lakes. The cost of such an improvement is estimated all the way from $3,500,000 to $7,000,000. There are no engineering difficulties to be encountered, the new work required being of the simplest character possible. There is an abundance of water upon the route of the canal for the enlarged prism. On the West a similar enlargement is proposed for the Illinois Canal, though only to the depth of seven feet, which would equal the depth found on an average, in the Mississippi above Cairo. The work here might involve a cut, as proposed when the present canal was constructed, whereby a portion of the water of Lake Michigan could be turned down the Illinois and Mississippi. An excavation to a depth of only eight feet would accomplish this object, and would probably, be the most desirable mode of effecting the improvement, although the summit between Lake Michigan and the Illinois River might be fed from other sources.

Although the improvements proposed are to be undertaken as *military* works, it is plain to see that they would prove vastly more useful and valuable in commercial, than in military results or consequences. The condition of all commerce in this country is economy in the transportation of the bulky produce of the interior to markets, which are either within a narrow belt upon tide water, or in foreign countries. Upon the best constructed earth roads, the most valuable produce grown can be conveyed only a comparatively short distance before the value of such produce is eaten up in cost of transportation. Hence improved highways are a necessary condition to any considerable commerce either foreign or domestic. Indian corn would not bear cost of transportation in wagons over earth roads from the nearest points on the lakes to tide water. Such cost would very nearly equal the value of wheat; yet both products are grown 2,500 miles inland, and are laid down with profits upon the docks, not only of this city, but nearly every city of Europe, by means of our magnificent system of public works. The configuration of the country is most favorable to such works, while the gentle slopes of our great plains render navigable nearly all the rivers by which they are watered, and which in turn serve as most valuable feeders to our artificial lines.

The Erie Canal has reduced the cost of transporting a ton of merchandise from Buffalo to New York City, from $100 by the ordinary highways, to $2.50. The process of this marvelous reduction was a gradual one, the cost at the present time being only one-quarter what it was when the canal was first opened. The reduction has only followed the increased capacity of this work. There were transported over it the past year 2,300,000 tons of breadstuffs equivalent to 75,000,000 bushels, having a value of $70,000,000. Produce can be transported from the Western shores of Lakes Erie and Superior to New York, for $60 per ton. This work now allows the production of breadstuffs, at a profit, upon every portion of territory in the West yet occupied by our people, and is one of the most important agencies by which the financial strength of the country has been sustained in the present crisis.

But complete as our public works are, we still want something better. The average number of tons, each trip, transported by the boats navigating the Erie Canal the past season was 163. If their capacity could be increased to 500 or 1,000 tons, the saving in cost of transportation would be enormous—a saving which would inure equally to the benefit of the producer and consumer. The commercial value of such an improvement to every interest in the country would be incalculable. All would alike share in it. It would draw to the Northern ports the whole produce of the interior, and nearly render superfluous the existence or maintainence of Southern harbors. It would carry the habitable line of our territory hundreds of miles further West—that is, it would give a commercial value to products, hundreds of miles west of the extreme limits from which they will now bear transportation. We of course include in the plan of improvement, the enlargement of the Illinois Canal, so that every vessel now navigating the Mississippi, or any of its branches, might discharge their cargoes upon the Western shores of Lake Erie.

The effect of the improvement proposed would be to increase many times the value of the advantages we now enjoy, and which has enabled the country to display a strength which has excited the surprise, not to say the admiration of the world. But the works we have, in their present condition, have given us

the trade of only a portion of the continent. With the onward movement of the great tide of population, we must supply the means to give value to their industries—or rather we must encourage such onward movement, by supplying in advance such means or conditions. As yet, only one of the grand hydrographic basins of the interior has been occupied—those of the St. Lawrence and Mississippi really belonging to a common system. Another almost equally large is still a desert—that of which Lake Winnepeg is the centre, and watered by the Red River of the North, Saskatchawan, and other rivers. In a few years more the tide of emigration will flow into this, if we can by new and improved works secure a market for the products of its agriculture. Such a result would be effected by those proposed, and by no others. If they are rendered necessary in a military point of view, we have the satisfaction of knowing that they will in a very short time discharge their cost in the reduced charge for transportation which they will effect. We can thus make a military precautionary measure serve both as a means of protection, and of commercial aggrandisement to an extent far beyond that ever realized, even in a country whose progress has been almost magical, but which at the same time is but the necessary sequence of the energy and enterprise of our people in the construction of works, though on a smaller scale, similar to those now proposed.—*Hallett's Financial Circular.*

Public Debt of the United States.

The following is a statement of the amount of the public debt of the U. S., as it stood on the 29th of May, 1862:

Under what Act.	Rate of Int. Per cent.	Amount.	Total.
Loans—1842	6	$2,883,364 11	
Loans—1847	6	9,415,250 00	
Loans—1848	6	8,908,341 80	
Loans—1858	5	20,000,000 00	
Loans—1860	5	7,022,000 00	
Loans—1861	6	18,415,000 00	
Texan indemnity	5	3,561,090 00	
			$70,104,955 91
Treas. notes issued prior to 1857*	—	$105,111 64	
Treas. notes, issued under act Dec. 23, 1857*	—	175,900 10	
Treas. notes, under act Dec. 17,'60*	—	221,650 00	
Treas. notes, under acts June 22,'60, and Feb. March, 1861	6	2,767,900 00	
Treas. notes, under acts March 2, July 17 & Aug. 5, 1861	6	111,600 00	
			3,382,161 64
Three years 7.30 bonds	7.3	$120,523,450 00	
Twenty y'rs' bonds	6	50,000,000 00	
			170,535,450 00
Oregon War debt	6		878,450 00
U. S. notes†	—		145,880,000 00
Certificates of indebtedness	6	47,199,000 00	
5 and 20 years' bonds	6	2,699,400 00	
			49,898,400 00
4 per cent. temporary loan	4	5,913,042 21	
5 per cent. temporary loan	5	44,865,524 35	
			50,778,566 56
Total amount of public debt			$191,448,984 11

Average rate of interest paid on the entire debt, 4 354-1,000 per annum.

To this amount it is estimated that $100,000,000 should be added for unliquidated claims against the Treasury.

* Interest stopped. † No Interest.

Census of New Brunswick, 1851 and 1861.

Counties.	Popul'n, 1851.	Popul'n, 1861.	Change in 10 y'rs.
Albert	6,313	9,444	3,131
Carleton	11,108	16,373	5,265
Charlotte	19,938	23,663	3,725
Gloucester	11,704	15,076	4,372
Kent	11,410	15,854	4,444
King's	18,842	23,283	4,441
Northumberland	15,064	18,801	3,737
Queen's	10,634	13,359	2,725
Restigouche	4,161	4,874	713
St. John	38,475	48,922	10,447
Sunbury	5,301	6,057	756
Victoria	5,408	7,701	2,293
Westmorland	17,814	25,247	7,433
York	17,628	23,393	5,765
Total	193,800	252,047	58,247
Whites—male	98,454	128,593	30,139
" female	93,172	120,661	27,489
Colored—male	505	730	225
" female	553	851	298
Indians—male	567	625	58
" female	549	587	38
Families	31,682	40,250	8,568
Sick and infirm	2,866	2,115	less 241
Deaf and dumb	.....	166	.....
Blind	.....	172	.....
Insane and idiotic	.....	518	.....
Children at school	18,892	31,978	13,081
Births	6,592	8,721	2,129
Marriages	.....	905	.....
Deaths	1,934	2,390	456
Age—			
Under 6 years	35,602	45,413	9,811
6 and under 16 y'rs	53,324	64,880	11,552
16 " 21 "	21,991	28,913	6,922
21 " 40 "	48,650	65,700	17,050
40 " 50 "	15,805	20,113	4,808
50 " 60 "	10,598	13,312	2,714
60 " 70 "	5,618	9,153	3,535
70 y'rs and upwards	2,588	4,563	1,975
Not specified	124	.....	124
Born in—			
New Brunswick	153,368	199,445	46,077
England and Wales	3,907	4,909	1,002
Scotland	4,855	5,199	344
Ireland	28,776	30,179	1,403
Other Brit. possess.	1,550	8,721	7,171
Foreign countries	1,344	3,594	2,250
Roman Catholics	No returns.	85,238	.....
Baptists	"	57,730	.....
Episcopalians	"	42,776	.....
Presbyterians	"	36,072	.....
Methodists	"	25,637	.....
Other sects	"	4,594	.....
Males employed	39,738	70,339	30,601
Do. in professions	456	1,304	848
Do. in trade & commerce	1,292	3,151	1,859
Do. in agriculture	18,601	35,001	16,400
Do. in mechanics	6,822	11,181	4,359
Do. at sea & fisheries	1,454	2,765	1,311
Do. in mining	9,448	164 / 15,267	6,083
Do. as laborers			
Do. in other pursuits	1,665	1,506	less 159
Houses—inhabited	26,869	33,700	7,331
" uninhabited	1,546	1,537	less 9
" in course of erection	1,394	1,695	301
Stores, barns and other buildings	32,037	46,464	14,427
Places of worship	423	565	142
Halls—Temperance	No returns.	63	.....
" Orange	"	25	.....
" Masonic	"	10	.....
" Mechanics'	"	8	.....
School houses	798	968	170
Other pub. build'gs.	No returns.	101	.....
Coal raised, tons	2,812	18,244	15,432
Lime burned, casks.	85,599	42,965	7,366
Building stone, tons	.....	14,080	.....
Gypsum quarried, "	5,465	13,550	8,085
Grindstones " No.	58,849	42,476	16,373
Other minerals, tons	.....	408	.....
Land holders, No.	No returns.	24,114	.....
Land held, acres	"	3,787,524	.....
Land under cultivation, acres	643,954	885,108	241,154
Land not improved, acres	No ret'ns.	2,902,416	.....
Value of land in occupation	"	$31,169,946	.....
Land—acres in grass	"	288,401	.....
Do. wheat	"	20,112	.....
Do. barley	"	5,227	.....
Do. oats	"	96,268	.....
Do. buckwheat	"	41,936	.....
Do. Indian corn	"	635	.....
Do. rye	"	3,944	.....
Do. turnips	"	3,310	.....
Do. potatoes	"	37,667	.....
Do. carrots	"	196	.....
Crops—			
Tons of hay	225,093	324,160	99,067
Bush. of wheat	206,635	279,775	73,140
Do. barley	74,300	94,679	20,379
Do. oats	1,411,164	2,655,883	1,245,719
Do. buckwheat	689,004	904,321	215,317
Do. Indian corn	62,225	17,420	less 44,805
Do. rye	No returns.	57,504	.....
Do. turnips	539,803	634,864	94,561
Do. potatoes	2,792,394	4,041,339	1,248,945
Do. carrots / Do. mangel w'r'l	47,880	43,870 / 6,720	2,710
Do. beans / Do. peas	42,663	5,228 / 25,449	l's 11,986
Do. timothy seed	No returns.	7,321	.....
Lbs. of turnip "	"	1,851	.....
Do. clover "	"	16,985	.....
Do. flax	"	14,057	.....
Do. maple sugar	350,957	230,006	l's 120,951
Horses	22,044	35,347	13,303
Milch cows	50,955	60,437	9,482
Working oxen / Other cattle	106,263	19,111 / 72,914	1,14,238
Sheep	168,038	214,092	46,054
Swine	47,932	73,995	26,063
Pork sl'ght'd, lbs.	No returns.	3,692,169	.....
Butter prod'c'd "	3,050,939	4,591,477	1,540,438
Cheese " "	No returns.	218,067	.....
Honey " "	"	32,739	.....
Beeswax " "	"	842	.....
Wool " "	"	633,757	.....
Home-made goods	"	711,394	.....
Saw mills—steam / " water	584	80 / 609	305
Grist mills—steam / " water	261	6 / 273	89
Flour'g " "		71	
Tanneries—steam / " water / " hand	125	22 / 10 / 94	1
Foundries—steam	11	21	10
Weaving and carding mills, water	52	70	18
Hand looms	5,475	5,134	less 341
Breweries	8	9	1
Ale & beer, gals.	100,975	329,040	228,065
Distilleries	.....	1	1
Spirits, gals.	.....	3,000	3,000
Other factories—st'm / " water	94	31 / 86	less 27
Leather produced	$225,825	$290,548	$64,723
Saddlery "	.....	77,750	77,750
Boots & shoes "	446,835	381,717	less 65,118
Hats "	31,800	50,500	18,700
Soap "	97,810	74,000	less 23,810
Candles "	99,300	68,300	less 31,000
Furniture "	67,360	117,593	50,233
Wooden ware "	102,525	129,158	26,633
Iron castings "	100,125	202,500	102,385
Machinery "		193,111	.....
Oil—crude & refined "	No returns.	72,429	.....
Other manuf's "		712,000	.....
Total " "		2,419,684	.....
Fish—pickled, dried, etc.	$414,160	518,531	104,371
Imports	$4,077,655	7,080,170	3,002,515
Exports	3,290,090	5,367,110	2,077,020

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stookbridge:				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61–'64	70
$1,100,000 Loan	534,100	6	1890	75
Stock, convert. (Coupon)	710,000	6	'63–'65	----
Atlantic and Great Western:				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	88
" "	700,000	6	1880	84
" "	1,128,500	6	1875	90
" "	1,000,000	6	1867	98
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie:				
1st Mortgage coupon	2,000,000	7	1877	92
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	100
Mort. (chgd from Sterl'g)	888,000	5	1864	100
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65–'70	106
2d Mortgage	600,000	7	1875	100
Central Ohio:				
1st Mortgage W Div.	450,000	7	1861	62½
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	64
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	106½
Consolidated 2d Mort. (S. F.)	813,000	8	1890	106½
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1888	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	2,000,000	7	1870	105
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	97½
1st Mortgage	3,600,000	7	------	65
2d Mortgage	2,000,000	7	------	24
Cincinn., Hamilton and Dayton:				
1st Mortgage	394,000	7	1867	100
2d Mortgage	950,000	7	1880	100
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	80
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	100
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	91
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	80½
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	64
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	64–'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296 000	7	1864	----
C. and T. Dividend (convert.)	168,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	97
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	105
1st Mortgage (E. Extension)	1,499,000	---	1875	104
2d Mortgage	2,516,500	---	1881	102
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	275,000	6	var.	100½
2d Mortgage (convertible)	710,000	5	62–'72	98
3d Mortgage (convertible)	450,000	6	1874	102½
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655.000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage Coupon	1,971,000	7	'62–'63	103
1st Mortgage (Extended)	22,000	7	1882	103
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	100
***Great Western, Ill:**				
1st Mortgage Eastern Division	1,000,000	10	------	----
" Western "	1,350,000	7	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	47
Land Security	5,000,000	7	1881	28
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1885	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69–'70	108
2d Mortgage	2,000,000	7	1860	106½
3d Mortgage	1,840,000	7	1875	91
Convertible	1,002,000	7	1867	90
Illinois Central:				
Optional Right bonds	38,000	7	1868	64
Construction	10,798,500	7	1875	96
Construction	4,115,000	6	1875	96
Eight per cent. bonds	326,000	8	1865	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	86
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	88
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1863	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200.000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.				
City of Keokuk, 20 years	400.000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	------	100
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903.000	†	------	80
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	21
2d Land Grant (Western Div.)	353,600	†	------	21
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	80
Long Island:				
1st Mortgage	500,000	6	1870	85
Extension Bonds	176,000	7	1890	82½
Long Dock Co.:				
Mortgage Bonds	503,000	7	1882	----
Mortgages on Land	473,899	7	------	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24.000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	----
Marietta and Cincinnati:				
Mortgage Bonds	225,789	7	1891	90
Memphis and Charleston:				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	104½
2d Mortgage (S. F.), convertible	4,153,000	8	1882	106½
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	944,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	90
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	85
Goshen Air Line	1,116,000	7	1868	100
Detroit and Toledo	684,000	7	1876	76
1st General Mortgage (S. F.)	3,030,000	7	1885	99
2d General Mortgage	2,572,000	7	1877	84½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	99
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	98
Preferred Stock	1,175,000	10	------	115
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
2d Mortgage	-------	---	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63'4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	100½
Funding (S. F.) Bonds	1,553,000	7	1876	108
Stock Exchange (S. F.) Bonds	680,000	6	1883	100½
Real Estate (S. F.) Bonds	166,000	6	1883	100½
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	106½
Convertible Bonds	970,000	7	1876	108
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	100½
New York and Erie:				
1st Mortgage	3,000,000	7	1867	109
2d Mortgage	4,000,000	7	1864	105
3d Mortgage	6,000,000	7	1883	99
4th Mortgage	4,900,000	7	1880	92
5th Mortgage	1,792,500	7	1888	86½
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	102½
2d Mortgage	1,000,000	7	1864	101
3d Mortgage	862,300	7	1867	87
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1868	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	80½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	71
2d Mortgage	3,077,000	7†	1861	4½
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	80
Chattel Mortgage	360,000	10	1883	96½
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1883	104½
2d Mortgage	2,319,000	6	1875	98½
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	89
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	----
" 1836, "	192,000	5	1880	102
" 1849, "	3,103,600	6	1870	93½
" 1861, "	436,000	6	1871	----
" 1843, "	1,548,300	6	1880	102
" 1844, (convertible)	863,000	6	1880	102
" 1848, "	124,000	6	1880	102
" 1849, "	83,000	6	1880	102
" 1857, "	3,586,500	6	1886	89
" 1856, "	1,475,000	7	1886	89
Bonds and Mortg's—real estate	592,200	---	------	----
Preferred Stock	1,551,800	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	96
2d Mortgage	5,100,000	7	1911	77
3d Mortgage	2,000,000	7	1911	60
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1880	----
Richmond and Petersburg:				
Coupon	150,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	32½
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,200,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1853	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	83
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	110
2d Mortgage (convertible)	2,000,000	7†	'68-'70	85
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	91
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	91
2d M. (Toledo and Wabash)	1,000,000	7	1869	67
2d M. (Wabash and Western)	1,500,000	7	1899	67
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Balt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Dollar Bonds	802,000	6	1875	----
Albany City Bonds	1,000,000	6	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	85
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1903	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1875	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities. Total.	Road operated, incl. sed, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461.505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	...	...	....	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
— — '—	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	348,103	159,373	—	307,010	96,500	.....	.....	23.8	45,543	77,028	34,866	16	....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,147	149,477	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	136½
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	166.429	1,644,967	62.0	127,390	135,072	.....	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	8	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	....
31 Mar. '61	61.3	1.0	63.8	—	31	74	368	New York and New Haven	4,640,607	675,264	—	3,000,000	1,890,000	—	1,717,523	117.4	579,659	925,975	325,573	—	....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	37½
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552.257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,360	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6½	....
								FLORIDA.													
— — '62	154.2	—	....	150	—	—	....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	—	—	....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153.5	—	—	....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	—	—	....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	—	—	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	—	—	....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	3,123,343	232.0	.....	1,159,168	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,221,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	18	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	—	10,000,000	220.0	.....	1,098,465	452,698	4	....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	.....	1,514,478	242,564	—	78
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '60	194.0	—	....	—	—	—	....	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,034	75,829	9,344,863	194.5	10 mo.	384,656	139,822	—	....
30 Jun. '60	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000	—	7,473,049	228.4	.....	1,093,934	309,567	3½	64
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '60	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,028,300	3,524,000	—	10,469,355	261.3	792,029	1,462,752	652,260	—	70½
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	486,943	181,529	—	....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,023	2,965,758	1,150,903	—	65
— — '—	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '—	148.0	—	....	—	—	—	....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
— — '—	46.6	—	....	—	—	—	....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
— — '—	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '58	186.0	—	....	—	—	—	....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	—	—	....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
— — '—	1.0	—	....	—	—	—	....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
— — '—	108.0	—	....	—	—	—	....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
— — '—	29.0	—	....	73.0	—	—	....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	—	—	....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,061	26,641	610,050	1,178,000	40,550	2,108,011	109.0	365,122	400,397	133,009	—	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	20
31 Dec. '60	84.0	—	....	—	—	—	....	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37,219	2,031,942	84.0	.....	277,952	119,745	—	....
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
— — '59	64.0	—	....	—	—	—	....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31Dec. '60	86.0	49.0	....	—	23	—	....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
— — '58	288.0	—	....	—	—	—	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
— — '58	74.0	—	....	—	—	—	....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '61	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,281,450	230,000	4,690	1,975,801	73 0	325,707	377,692	216,184	10	120
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	—	—	....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	—	—	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,034	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,583	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	....
— — '—	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	67.3	—	—	....	Keok., Mt. Pleasant and Musc.	745.703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
— — '59	55.0	52.6	....	312.0	—	—	....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	—	—	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,030,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	—	—	....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	....
— — '58	18.0	—	....	22.0	—	—	....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13 0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	—	—	—	....	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	....	—	13	10	230	Louisville and Frankfort	1,383.526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244.773	245,911	98,679	4	96
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	2,255,500	661,269	9,455,250	269 0	613,803	716,478	371,122	—	....
— — '59	18.8	—	....	70.2	—	—	....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	—	—	....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	....
— — —	27.0	—	....	—	—	—	....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,318	566,000	339,297	5,856,320	80.0	180,204	481,922	223,649	—	....
1 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	6,570,452	1,040,752	—	.....	2,665,000	1,160,717	.....	206.0	.....	1,232,624	555 434	—	....
21 Aug. '60	53.7	—	....	135.3	...	...	....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,218	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412			180,497	300,000	75,000	.....					—	—
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	—
31 May,'61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	169,475	245,348	115,732	6	101
31 May,'59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*		169,200	556,600		37.0	.....		55,403	28,404	—	—
31 May,'61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,781	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	64½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	23½
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000			601,360	ope	rat. by	Housent.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*		1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,783	7	97
31 May,'61	74.3	8.8	49.7	—	32	54	606	Boston and Maine	4,300,849	*	465,758	4,076,974		86,655	.....	118.3	.....	776,065	315,071	6½	110½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	122,720		.....	61.8	.....	588,871	272,429	8	112½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000		126,104	.....	83.6	.....	928,932	408,594	8	115
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,689	163,400		.....	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,386	187,558		1,501,100	300,000		.....	52.8	.....	250,836	122,956	6	89
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,903,852	120.7	432,100	565,939	246,402	4	61
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416		299,107	280,261	197,428	776,796	—	—	—	—	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149		3,540,000			.....	71.6	.....	543,158	217,054	6	103½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	298,658	40,226		217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651			292,950	303,014	97,706	.....	ope	r. by N.	H.&N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	—
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	27.7	.....	204,374	48,542	8	110
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*		500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	78½
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386			220,340	234,900	140,902	.....	—	.....	.....	.....	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130			283,037	459,693	133,585	.....	—	.....	18,291		—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	107
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			.....	—	.....	36,538	19,060	6	—
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000		.....	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	18.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543		243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	—
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700			448,700			.....	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000			250,000			.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....	.....	.....	.....	.....	.....	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*		2,214,225	991,125	.....	.....	77.0	.....	200,648	95,739	—	13½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb.&W.S. etc.)	11,135,152	*		5,150,000	6,271,520	75,954	14,242,462	217.9	.....	1,894,568	812,997	8	120½
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*		1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	55
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G		r. Trk R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596		2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	—
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 May,'61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	64½
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,516	1,137,548	—	27½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Soutnern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292		2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	...	...	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	—
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*		1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254		2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's.	292,428	78,975	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357		3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216			68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	2,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r.by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,897	322,267		2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*		389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*		1,500,000			1,564,506	61.8	334,582	459,659	128,366	8	56½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*		250,000			250,000	ope	r.by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000			200,000			200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205			492,500		42,795	525,295	ope	r.by Eas	tern Ma	ss.	—	60
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	*		863,400	33,800	108,259	1,005,459	ope	r.by Con	cord.	88,577	8	104½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715		595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	53½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,128,257	*		997,862	2,062,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	133
31 Dec. '60	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,829,473	*		976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500		3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	91½
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554			600,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	—
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,236	1,768,241	53.0	163,703	263,495	109,111	8	—
31 Dec. '61	33.8	—	.....	—	...	...	.....	New Jersey	3,809,089	400,378	1,249,621	4,397,820	688,000	—	5,628,981	33.8	—	992,767	579,981	10	132
31 Dec. '60	21.3	—	.....	2	6	17		Northern New Jersey	385,344	*		154,157	.....	.....	.....	—	.....	.....	.....	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*		630,000			630,000	ope	r. by N.	Y. & E.	58,400	8	—
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*		348,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	—
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*		1,276,000	600,000	718	1,876,713	24.0	.....	220,827	105,997	6½	70
31 Dec. '60	13 0	—	.....	47.0	—	—	—	West Jersey	280,278			216,794	.....	56,582	.....	—	—	15,344	3,362	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total; incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	oper. by Rens. & Sarat.		—	—	—	—
30 Sep. '60	33.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	oper. by Western.		—	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,166	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,886	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,166,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	593 845	187,704	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,287,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	130
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	oper. by Erie.		—	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	oper. by Erie.		—	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	[175,000	17.3	46,981	—	—	—	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,768,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	47
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12.283	2,620,997	101.5	258,763	343,021	119,454	—	16½
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	28,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	—	7,309,042	2,601,063	6	92½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	88½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	16
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.		—	60,000	6	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,012	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,686	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	260,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	oper. by R., N. Y. & E.		22,047	—	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	oper. by Ren. & Sar.		—	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	oper. b. Hud's. River.		—	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	oper. by other Co's.		—	—	—	—
1 Jan. '62	10½	—	½	30.0	—	—	—	Warwick Valley	185,000	—	—	100,000	85,000	—	185,000	10½	oper. by Erie R. W. Co.	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	10	35
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	489,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,060	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71.660	3,256,750	118.2	—	314,091	102,765	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	699,716	280,551	—	—
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	—	646,205	329,714	7½	100
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	121½
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,353,000	—	—	96.6	—	1,120,370	662,948	14	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	21½
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	—	919,971	493,956	—	45½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	oper. w. Lit. Miami.		177,371	—	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	—	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	102,180	52,408	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	—	69,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	442,002	2,981,267	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	8	100
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	—	434,290	99,554	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	606,000	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	—	285,934	84 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper. by C., C. & C.		—	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	865,502	1,012,236	430,559	—	15
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	—	8.0	136.2	4	6	97	Alleghany Valley	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	53
31 Dec. '61	63.5	—	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	219,543	22,490	—	21
30 Sep. '61	52.5	—	—	3.3	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	—	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	—	2,169,946	1,339,680	—	96
30 Nov. '59	36.3	—	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	oper. r. b. Buf. & S. L.		—	—	10	—
31 Aug. '60	36.9	18.6	—	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	56.5	—	436,237	153,334	6	55
31 Aug. '59	32.3	—	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	—	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	8	52½
30 Nov. '59	28.0	5.0	—	18.5	—	—	9	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	oper. by C., W. & E.		—	—	—	20
31 Dec. '60	20.0	—	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	—	753,318	670,227	6	48
30 Nov. '59	24.5	74.8	—	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	566,192	379,976	10	44½
30 Nov. '61	55.6	10.1	—	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	—	3,147,130	2,860,000	22,320	6,205,067	65.7	247 062	364,225	292,124	—	10½
31 Dec. '60	331.1	28.1	—	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,281,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	—	45½
30 Sep. '59	12.0	—	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	—	16	—	—	Phila., German'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	48
30 Nov. '61	147.4	4.0	—	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	—	25,225,48	151.4	1,705,927	2,906,838	1,412,905	—	28½
31 Dec. '59	28.0	—	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by Cam. & Amboy		—	—	125
31 Oct. '61	98.0	6.0	—	—	32	109	565		Phila., Wilmington and Balt.	7,021,713	744,425	142,840	5,600,000	2,475,500	140,993	8,742,000	200.5	489,780	1,516,985	675,484	6½	53

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance (Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,829,895	90,803	—	1,756,436	1,500,000	85,312	3,423,836	22.0	11,408	70,228	21,217	—	—
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 323	18,999 551	467.5	2,434,641	3,031,787	1,299,721	—	—
30 Sep. '59	31.0	—	—	11.0	—	—	—	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280.000	—	—	—	—	—	—	—	—
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkil and Susquehanna	1,258,700	*	—	1,258,700	97,000	—	1,355,700	54.0	—	—	—	—	—
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkil Valley	573,616	*	—	568,150	—	—	573,616	24.5	—	34,501	29,604	5½	—
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	—	—	96,227	54,582	—	—
31 Dec. '59	148.0	—	20.0	140.0	—	—	—	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	—	114,126	61,848	—	—
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	—	—	29.6	—	83,072	47,007	6	—
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	—	125,597	4,502	—	—
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	—	78.0	199,878	238,420	860,339	—	12½
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,900	—	—	62.0	240,449	331,522	106,782	5	58
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	4.7,917	8,500	—	—	13.6	—	26,454	6,914	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	—	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	—
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,385	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	—
— — '58	40.5	—	—	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	—	49.3	—	—	—	—	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	—	341,190	125,871	—	—
31 Aug. '58	22.5	—	—	—	—	—	—	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	—	—	—	5	—
31 July '58	32.0	—	—	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	—	27,568	8,527	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	—	62	59	760		South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	—
31 July '58	25.1	—	—	41.9	—	—	—	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	506,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859	—	—	—	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	—
1859	—	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859	—	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	3 149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.3	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	564,949	319,518	—	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	860,000	204,544	—	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,982	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Col'rdo	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56.0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,563	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
— — '59	28.0	—	—	756.0	—	—	—	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	—
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	—	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	579,119	6,385,045	119.6	349 440	334,368	113,318	—	—
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	—	—	—	62.0	142,839	150,318	30,288	—	—
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	—
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	—	—	117½
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	—	23.7	47,950	45,930	8,522	—	—
31 Aug. '60	54.0	10.5	—	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	—
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	186,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365.300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	232,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,386	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	—	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	—	55.0	—	—	—	—	—
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	756,476	329,580	—	—
31 Dec. '58	40.0	—	—	—	5	10	75	Milwaukee and Chicago	1,630,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	—	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,066	—	—	—
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milwaukee and Prairie du Chien*	7,500,000	*	—	4,842,800	2,526,000	58,549	8,036,604	234.4	—	1,108,354	436,039	—	28½
— — '57	50.0	—	—	95.0	—	—	—	Milw., Watertown & Baraboo	514,238	—	—	345,861	132,000	—	—	50.0	—	121,401	—	—	—
10 May, '61	104.0	—	—	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	—
— — '58	10.0	—	—	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	opernted	by	Fox Riv	er Vall.	—	—	—
								CANADA.													
31 July '61	161.0	—	—	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	—
— — '59	81.0	—	—	—	16	17	214	Montreal and Champlain	—	—	—	—	—	—	—	81.0	166,245	—	—	—	11
— — '59	37.0	11.0	—	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—	48.0	—	—	—	—	12
30 Sep. '58	824.0	137.0	—	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,089,219	4,000	6	38
— — '59	229.0	128.0	—	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	—	—	367.0	1,360,900	—	—	3	—
— — '59	24.0	—	—	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	—	24.0	37,081	—	—	—	—
— — '59	95.0	1.6	—	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	254,530	—	—	—	—
— — '59	54.0	—	—	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—	54.0	89,222	—	—	—	—
— — '59	25.0	—	—	—	4	—	57	Welland	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	—	14	18	236	European & North American	4,548,564	*	—	4,637,852	—	—	4,637,852	108 0	—	130,678	38,432	—	—
1 July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,280,000	13,100	186,000	1,709,232	60.0	—	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	—	60.1	—	—	—	Nova Scotia	4,268,717	*	—	—	—	—	—	61.5	—	120,918	26,803	—	—
								NEW GRANADA.													
31 Dec. '60	48.7	—	—	—	—	—	—	Panama	8,000,000	*	620,304	5,000,000	2,400,000	—	9,606,530	48.7	—	1,589,859	1,110,652	13	114½

New York Stock Exchange.

Highest Sale Prices for the week ending June 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
Federal Stocks:—						
U. S. 5s, 1871	----	----	----	----	----	----
U. S. 5s, 1874	96	96⅛	96⅛	96⅛	----	96⅛
U. S. 5s, 1865	98	98	98	----	99	----
U. S. 6s, 1881, reg.	102⅛	103	103	----	103⅛	102⅞
U. S. 6s, 1881, cou.	106	106⅛	106	106⅛	106⅛	106⅛
U. S. 6s, 1862	----	----	----	----	----	----
U. S. 6s, 1867	----	----	----	----	100	----
U. S. 6s, 1868	103⅛	----	----	100	100	100
Treasury 7 3-10 Notes	106⅛	106⅛	105⅞	106	105⅞	105⅞
State Stocks:—						
California 7s	98⅛	97⅞	98	98⅛	98	----
Georgia 7s	----	----	----	----	----	----
Illinois Coupon bonds	102	102	100⅛	100⅛	----	----
" Canal bonds	----	100	----	----	----	----
Illinois War Loan	99⅛	100⅜	----	----	----	100⅛
Indiana 5s	----	----	----	----	----	----
Indiana War Loan	----	----	----	----	----	----
Kentucky 6s	95	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 6s	----	----	100	----	----	----
Missouri 6s	53⅛	53⅜	5.	55⅛	53⅞	53⅛
Do. iss. to H. & St. J. R.	62⅛	----	----	62	64	61
New York 6s, 1872	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	----	----	----	----	105
Tennessee 6s, 1890	60⅛	60	59⅜	60⅞	61	60⅛
Virginia 6s	----	----	58	----	----	57⅛
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. and Q.	74	75	76⅛	77	----	78
Chicago and Rock Isl.	64⅛	64⅛	63⅛	64⅛	64⅛	64
Clev., Col. and Cin.	----	----	120	----	121	121⅛
Clev. and Pittsburg	22⅜	22⅛	21⅛	21⅜	----	21⅜
Clev. and Toledo	45⅜	45⅜	45⅛	46	46	45⅛
Del., Lack. and West.	----	----	----	----	----	----
Galena and Chicago	71⅛	71	70⅜	71⅛	70⅜	70⅛
Hudson River	47	47	47	47⅛	47⅛	47
Illinois Central (scrip)	63	64⅛	64	65	65⅜	65
Michigan Central	64⅛	66	64⅛	64⅜	64⅛	64⅜
M. S. and N. I. guar'd,	57⅜	58⅛	57⅛	58⅛	58	58
M. S. and N. I.	26⅜	27⅛	26⅛	27	27	27⅛
Mil. and P. du Chien	28⅛	28	27⅛	28⅛	28⅛	28⅛
M. and P. du C. 1st pref.	----	----	98⅜	----	----	----
M. and P. du C. 2d pref.	----	----	66	----	67	67⅛
New Jersey	----	----	132	----	132	----
New Jersey Central	----	----	91⅛	----	----	----
New York Central	91⅞	91⅞	91⅛	92⅛	92⅞	92⅞
Erie	38⅜	38⅛	38⅛	38⅛	38⅛	38⅛
Erie pref.	66	66	65⅛	66⅛	66⅛	66
N. York and Harlem	14⅛	14⅛	14⅛	14⅛	15⅛	16
N. Y. and H. "pref."	36	36⅛	----	----	37⅛	38⅛
Panama	132	132⅛	132	132⅛	133	134⅛
Phila. and Reading	60⅛	52⅛	53⅛	58⅛	58	57⅛
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	92	----	92	----	92
Chic. and N. W. 1st M.	62	----	----	62⅛	63	----
" " 2d M.	----	----	24	----	24	24
" " S. F.	----	----	----	----	----	----
Cl. & Tol. S. F. 7 p.c.	96⅛	97	96⅛	97	97	----
Chi., Bur. and Q. 8 p.c.	106⅛	----	----	----	----	----
Chi. and R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2 M. 8 p.c. '81	102	----	----	----	----	----
Gal. & Ch. 1 M. 7 p.c. '63.	102⅛	----	----	----	102⅛	103
" 2 M. 7 p.c. '75	----	----	----	----	----	100
Hann. & St. J. 1 M. 8s	----	47	----	----	50	----
Hudson R. 1 M. 7 p.c. '69	----	----	----	108	----	----
" 2 M. 7 p.c. '60	----	----	----	105⅛	106⅛	----
" 3 M. 7 p.c. '75	----	91	91	----	91	91
" sink. fund	----	----	----	----	----	----
Illinois Centr. 7 p.c. '75	95⅜	95	95⅛	96	95⅜	96
" " 6 p.c. '75	95⅜	95	95⅛	96	95⅜	96
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. and P. du C. 1st M.	97	----	99⅛	99	----	----
Mich. Cen. S. F. 8 p.c. '82	104	----	----	104	----	----
" " conv. 8 p.c. '69	----	106	106	106⅛	105⅞	105⅞
Mich. Southern 1st M.	----	----	----	100	----	----
" " 2d M. Ass.	----	----	----	----	----	----
" " 2d M.	83	83⅛	83⅛	84⅜	84	84⅜
" " S. F.	98⅛	98	----	98	98⅛	99
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	85
Northern Ind. 1 M.	----	----	----	101	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	106	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83.	100⅛	----	100⅛	100⅛	100⅛	----
" 1 M. 7 p.c. '64	----	----	----	----	----	----
" bonds 1876	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	----	----	109
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '85	98⅛	----	----	----	98⅛	98
" 4 M. 7 p.c. '80	90⅛	91⅛	91⅛	91⅛	91⅛	92
" 5 M. 7 p.c. '85	----	86	87	----	86⅛	----
N. Y. & H. 1 M. 7 p.c. '73	----	----	----	102⅛	----	----
" 2 M. 7 p.c. '64	----	----	----	----	100⅛	101
" 3 M. 7 p.c. '67	----	87	----	----	----	----
Toledo & Wab. 1 M.	93	94	----	95	----	94⅛
" " 2 M.	69	69⅛	69⅜	70	70	69
Miscellaneous:—						
American Gold	103⅜	104⅛	104	104⅛	104⅛	104⅛
Del. and Hud. Canal	----	95⅛	97	----	----	----
Penn'a Coal Co.	90⅛	----	92	95	96	96
Pacific Mail S. S. Co.	117	117	116	118	118	116⅛

The following are the closing prices in the London Market on the 27th May:

United States 5s, 1874	80	to	82
Maryland 5s	80	"	82
Virginia 6s	53	"	55
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	69	"	71
Erie shares, ex assessment scrip	34	"	35
Erie shares, 7 per cent. preference	57⅛	"	58⅛
Erie shares, assessment scrip	1⅝	"	2⅛
Illinois Central 6s, 1875	74	"	76
Illinois Central 7s, 1875 x.c.	79⅛	"	80⅛
Illinois Central $100 shares, $90 paid, dis.	44⅛	"	43⅛
Illinois Central, all paid	53	"	55
Michigan Central 8s, Convertible, 1869	84	"	86
Michigan Central Sinking Fund 8s, 1892	87	"	89
Michigan South. and North. Indiana 7s, 1885.	75	"	78
Do. do. do. $100 shares.	19	"	21
New York Central 6s, 1883	81	"	83
New York Central 7s, 1864	89	"	91
New York Central 7s, 1876	89	"	91
New York Central 7s, 1876	89	"	91
New York Central $100 shares	75	"	77
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 x.c.	85	"	90
New York and Erie, 3d mort., '83, assented "	83⅛	"	84⅛
New York and Erie, 4th mort.	75	"	77
New York and Erie, 5th mort.	72	"	74
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	99	"	101
Panama, 2d mortgage 7s, 1872 x.c.	99	"	101
Pennsylvania Central 6s	87	"	89
Pennsylvania Central 2d mortgage	85	"	87
Pennsylvania Central $50 shares	40	"	42
Philadelphia and Reading $50 shares	20	"	25

American Railroad Journal.

Saturday, June 14, 1862.

The Grand Trunk Railway.

In the early part of January last a meeting of shareholders and bondholders in the Grand Trunk Railway was held in the London Tavern, to devise some measure for relieving that great work from its pecuniary embarrassments. A scheme, recommended by a Committee who had been appointed to investigate the whole subject, was accepted, and Mr. Watkins, one of the members, was authorized to proceed to Canada and urge its acceptance upon the Provincial Government. Its principal features were to capitalize the postal revenue payable during the next twenty-five years and amounting to about $7,000,000, making this available for present uses in paying off a portion of the floating debt and expending about $2,000,000 for equipment.

A bill to this effect was introduced into Parliament and has just become law. It occasioned, we observe, a good deal of excitement among the members, and a variety of amendments were offered, apparently rather for the purpose of killing it off than aught else. The measure, however, has passed both legislative bodies and become law. A commission is to be appointed to settle the question of the amount of postal payment. The Quebec *Chronicle* states that this will consist of Mr. Brooks, of Boston, and Mr. Moffatt, of Montreal, with probably Chief Justice Draper, as umpire.

A bill to authorize a consolidation of the Grand Trunk, the Great Western and the Buffalo and Huron Railways, was withdrawn during the session. The capital and liabilities of each interest were to remain separate from those of the others, the object being to prevent ruinous competition by establishing a *pro rata* distribution of the earnings of the whole. The bill, however, was merely permissive, the consent of three-fourths of the shareholders and bondholders both in England and Canada being necessary before it could be carried into effect. We are not advised of the reason why this bill was withdrawn; but suppose that its passage was impracticable at present. As, however, the managers of both the Grand Trunk and the Great Western profess to deprecate the effects of unwise competition, we suppose there will be less of this in time to come than there has been, whether the matter shall ever be regulated by law or not. Some lines that we could name on this side of the line, after several years' trial to run one another off the track, have at last concluded it did not *pay!*

The National Wire Works.

The attention of locomotive builders and railroad managers is asked to the advertisement of the *National Wire Works*, which appears in our columns. These works are in this city, the depot being at No. 63 Fulton Street. Wire cloth, such as is used in "Radley and Hunter's Spark Arrester," is made of all descriptions and materials. For covering cylinders, furnaces or other parts of locomotives, an excellent assortment of sheet brass can be obtained at the establishment of Messrs. Howard & Morse, referred to. Miners can also be supplied with wire rope of iron or copper, and of any required thickness. For all other purposes to which wire is put now-a days, it is only necessary to pay a visit to No. 63 Fulton Street.

The Finances of Missouri.

The recent Message of Gov. Gamble to the State Convention, accompanied by the report of the Auditor, shows that the financial condition of Missouri is quite as favorable as there was reason to expect, considering the ravages of war within her limits during the past twelve months. Most of the former document, indeed, is taken up with narrating events rather than discussing questions of debt, expenditure, income, etc. Of the $1,000,000 of Defence Warrants authorized by the Convention last fall for the payment and equipment of the State troops first enlisted, we learn that there has been already issued the sum of $720,000, which may be augmented by outstanding claims to $775,000. The Governor notices the influences which were made use of to depreciate the market value of these obligations, remarking that its ultimate redemption is abundantly provided for. Of the taxes for 1861 the sum of $279,425, partly in Defence Warrants, has been collected from the counties: while $694,220 is still due. Only forty-one counties have paid up in full; but the difficulty appears to have been increased by the resignation of a number of Sheriffs on political grounds. In seventy-three counties the work of collecting has not commenced. The officers are, however, finding it more easy to make collections as the country gets quieted. "You will thus see," observes the Governor, "that the Provisional Government is not in a worse condition than when it was established. It is true that another instalment of the July interest upon our bonds has become due and is unpaid; but it may be assumed that the holders of our bonds have not expected us to pay the interest when the tide of war was rolling over our State, and that they will not find, in our failure to pay under such circumstances, any reason to doubt our purpose to pay ultimately."

The Auditor in his report recommends that the Defence Warrants be made receivable for the unpaid taxes of 1860 and for those of 1863, as well as for 1861 and 1862—a proceeding which, he thinks, would have the effect of bringing their market value up to par. The people in the tax-

paying counties, he remarks, have sustained little or no loss from the efforts of those who endeavored to depreciate them. As the amount of taxable property in the State has decreased, it is supposed that the ordinance in its present shape would have the effect of leaving no funds for support of the civil government, should the taxes for only two years be payable in these warrants, which are not made re-issuable.

The tables appended to this report give the total amount of the tax list receipted for 1861 in 41 counties at $604,220 74, of which $253,386 96 has been paid. Adding revenue for licenses the aggregate is $279,425 51.

The gross amount of revenue of 1861, chargeable against the various Collectors, up to June 1st, 1862, in the forty-one counties referred to is	$604,220 74
Amount paid into the Treasury, up to above date, including Defence Warrants, is	253,386 90
Leaving a balance unpaid on the taxes of 1861, (less commissions, mileage, etc.,) of	350,833 78
Amount of cash and Defence Warrants received into the Treasury, on the taxes and licenses of said year is	253,386 96
On dram shop licenses of St. Louis, 1861	23,294 55
Foreign insurance licenses of St. Louis.	2,744 99
Total amount received in 1861, in cash and Defence Warrants	$279,425 51
Number of Defence Warrants issued up to the 1st of June, 1862, is.	720,000 00
Amount paid into the Treasury up to said date, is $94,265 00	
Returned and canceled by Paymasters Mo. State Militia 2,410 00	—96,775 00
Total amount of outstanding Defence Warrants, to June 1st, 1862	$623,225 00

Cincinnati, Wilmington and Zanesville Railroad.

The following is a synopsis of the report of the Receiver of this road for the fiscal year ending April 30, 1862:

Gross earnings	$191,141 03
Expenses for working the road	125,045 22
Net earnings	$69,095 81

Or 64½ per cent. of eatnings.

The number of local passengers carried was 57,029, and the receipts, $48,501 14. The number of foreign passengers, 9,755, and the receipts were $14,957 22.

The cash receipts and disbursements for the year were:

RECEIPTS.

In hands of Receiver May 1, 1861	$38,708 80
From passengers, mail and express	70,503 58
" freight	90,390 74
" foreign roads on transport'n acc'ts	26,943 95
" other sources	104 16
" rents	143 00
	$226,794 23

DISBURSEMENTS.

For E. Gest, Receiver	$54 26
For supplies and service	163,939 63
Amount paid president, directors and company, as per order of court	1,350 00
Amount paid G. S. Coe, Trustee, per order of court	796 07
Amount paid on old claims	2,468 08
" " Attorney's fees	1,363 83
" " foreign roads	4,362 66
Balance on hand	52,459 70
	$226,794 23

The following is a comparative statement of earnings and expenses for the year ending April 30, 1861, and 1862:

EARNINGS.

	1860-61.	1861-62.
May	$14,504 23	$13,655 84
June	14,019 30	13,802 92
July	14,627 66	11,374 88
August	18,759 38	12,869 95
September	22,332 74	18,525 79
October	22,079 51	17,821 24
November	16,471 04	16,042 68
December	16,660 40	20,150 55
January	18,715 66	19,693 63
February	12,601 57	16,042 68
March	15,811 73	13,077 03
April	15,879 67	13,452 60
Total	$202,402 89	$188,015 74

EXPENSES.

May	$13,346 33	$12,543 43
June	14,467 88	14,573 13
July	12,456 83	13,814 80
August	14,107 33	14,060 80
September	17,009 06	12,146 81
October	13,705 77	13,577 58
November	17,199 79	12,724 80
December	12,654 64	16,626 89
January	18,368 21	14,965 03
February	10,326 66	13,408 24
March	11,597 41	12,060 79
April	12,863 31	12,465 43
Total	$168,102 22	$162,968 27

Elmira and Williamsport Railroad.

We gave last week the income account of this company for the fiscal year ending April 1, 1862. The following is the general account, showing the financial condition of the company at that date:

Construction account		$2,136,036 88
Elmira basin		50,000 00
Cash on hand	$3,913 56	
Cash items	3,735 00	
		7,648 56
Freight and toll bills due.	$8,200 86	
Less back charges	5,890 00	
		2,310 86
United States Government,	$6,003 07	
Less amount due on Government debent's acc't.	5,200 00	
		803 07
Debts due to the Company		2,395 28
Materials on hand, insurance, etc.		14,678 75
Williamsport basin		1,000 00
		$2,214,873 40
7 per cent. mortgage bonds		$1,000,000 00
Preferred stock	$500,000 00	
Common stock	500,000 00	
		1,000,000 00
Mortgages—Elmira basin		50,000 00
Bills payable	$13,470 02	
Scrip	5,946 82	
Labor and material debt of W. & E. R. R. Co.	32,302 20	
Tools and patterns	3,575 96	
		55,295 00
Due for wages and material bills.		27,301 15
Debts due by the Company		15,044 72
Coupons, mort. bonds outstanding	$735 00	
Coupons, due July 1, 1862.	10,000 00	
Rent of chattels (to April 1, 1862,) due July, '62.	3,068 00	
		13,803 00
Profits on business of the Company since reorganization		53,429 58
		$2,214,873 40

Ebensburg and Cresson Railroad.

The track is being laid on the last section of the Ebensburg and Cresson Railroad, and the work will be completed during the present week. —*Harrisburg Patriot, May* 31.

Railroad Earnings--Monthly.

The receipts of the New York and Harlem Railroad for May are as follows:

May, 1862	$94,156 67
" 1861	83,856 46
Increase	$10,300 21

The earnings of the Michigan Central Railroad for May, 1862, were $186,039 13
Do., 1861 149,550 38
Increase $36,488 75

The Chicago and Rock Island Railroad earned in May, 1862 $95,595
Do., 1861 89,172
Decrease $8,423

The Milwaukee and Prairie du Chien in the past five months shows an increase in earnings over 1861 of $80,000.

The earnings of the Galena and Chicago Railroad for May, 1862, were $150,871 57
Do., 1861 165,707 22
Decrease $15,835 65
Corrected earnings for previous month 90,179 64

The earnings of the Buffalo, New York and Erie Railway, for the month of May were:

1862	$85,072 82
1861	56,173 59
Increase	$8,898 73

Through business was suspended the last week of May by the destruction by fire of the bridge at Lanesboro', on the Erie Railway.

The earnings of the Toledo and Wabash Railroad for May, 1862, were. $106,845 44
Do., 1861 78,277 61
Increase $28,567 83

The earnings of the Chicago and Northwestern Railroad in May, 1862, were:

Passengers	$24,081 31
Freight	59,691 22
Mails, express, etc.	2,656 86
Total	$86,429 39
Corresponding month, 1861	84,891 39
Increase	$1,538 02

The earnings of the St. Louis, Alton and Chicago Railroad for May, 1862, were $86,749 06
Do., 1861 75,250 21
Increase $11,498 85

The earnings by the Chicago, Burlington and Quincy Railroad for May, 1862, were. $182,585 53
Do., 1861. 169,099 73
Increase $13,485 80

The earnings of the Milwaukee and Prairie du Chien Railroad for May were $130,211
Corresponding month, 1861 112,265
Increase $17,946

Savings Banks in England.

From a Parliamentary return just issued in England, we learn that the number of depositors in Savings Banks amounted to more than a million and a half on the 20th November, 1861, and that the sums invested were close upon forty-two millions sterling. Of this enormous sum, nearly thirty-nine millions were contributed by individual depositors, and the rest by friendly societies and charitable institutions. Among individual depositors, the largest sum, about six millions, is contributed by persons who have invested from

£75 to £100; the smallest amount, some £72,000 only, by persons possessed of from £1 to £5.

Lake and River Defences.

While the New York and Illinois delegation in Congress are urging upon Government the enlargement of the Erie, Oswego and Illinois canals, to a capacity sufficient for the passage of iron-clad war vessels, for the protection of the commerce of the lakes and rivers, and the security of the country bordering upon them, it is to be hoped that the Michigan delegation will urge, as part of the system to be adopted by Government, the fortification of Mackinaw and the construction of a military road from some principal thoroughfare in the Lower Peninsula of this State, to Mackinaw and through the Upper Peninsula to the water at the head of Lake Superior. There is no section more exposed than that, none more inviting to attack by a foreign foe, and, for what is asked, no greater interest is as much imperilled. Every consideration of State and National policy favors the creation of easy land communication between the two Peninsulas of this State, while the importance of fortifying the Straits of Mackinaw is second to no other military necessity on the Lakes.—*Detroit Tribune.*

Illinois Central Railroad.

The Illinois Central Railroad Company has paid into the treasury of that State, in the last six years, $779,631. The public revenue now derived from this road reaches nearly $180,000 per annum.

The Illinois Central Railroad Company, in anticipation of an increased demand for its farming lands on the part of immigrants and our citizens of foreign birth, have established a foreign land department. It is the intention of the company, by this department, not only to effect the sale of its vast quantity of excellent lands, but also to agitate in Europe and at the East the subject of immigration to Illinois.

Camden and Atlantic Railroad.

The City Council of Camden have passed an ordinance authorizing the Camden and Atlantic Railroad Company to continue a branch road on Mechanic street, from Kaighn's Point, to intersect their main line near the Mount Ephraim road. This is intended as the terminus of the new road, now nearly graded, from Keyport to Jackson station, on the line of the Camden and Atlantic Railroad.

Erie City Coal Market.

The coal which comes to this market is from the Mercer county coal fields. This coal is very plentiful there, and is regarded as the best in the world for producing steam. It is taken from the mines to the canal by short railroads. The Erie and Pittsburg Railroad will run through the heart of this region, thus ensuring us always a plentiful supply of coal at reduced prices. We do not see how this road can fail to become one of the most profitable in the State. If we were a capitalist, we would not hesitate a moment to invest means in it.—*Erie Observer, May* 31.

Wisconsin State Taxes Declared Valid.

The opinions of Chief Justice Dixon and Associate Justice Paine, given this afternoon, reversing their decision of last winter, by which the State taxes for many years past were pronounced invalid, will be found in full in our columns this evening. This places the subject back where the decision of 1855 left it. The court adhered to their former opinion of the present tax law, as an original question, but have receded from their decision of last winter upon grounds of public policy and the principle of *stare decisis*. This will be good news to the whole State, and extricate it from difficulties otherwise irremediable.—*Madison State Journal, June* 2.

Railroad Earnings—Weekly.

The receipts of the Grand Trunk Railway of Canada for the week ending May 31, 1862, were:

14,191 passengers	$19,648 38
Mails and sundries	2,837 68
12,917 tons of freight and live stock	41,004 17
Total	$63,490 23
Corresponding week, 1861	67,125 20
Decrease	$3,634 97

Premium for Raising Sugar in Ohio.

The State Board of Agriculture of Ohio, will award a premium of $1,000 to the first person who makes 5,000 pounds of good brown sugar, and a specimen of white sugar of not less than twenty pounds in a single uncompressed block, from beets raised on five acres of ground within the State.

Finances of New Hampshire.

The State Treasurer's Report shows the ordinary finances of the State to be in a satisfactory condition. The State debt, above assets on hand, was, on the 1st day of June, 1861, $31,668 93. The indebtedness has been reduced the past year $26,005 90, leaving the ordinary debt of the State June 1, 1862, $5,663 03.

Provincial Postage.

On and after the 1st of June, the postage on all letters directed to the Province of Nova Scotia must be prepaid with United States stamps at the rate of ten cents for a single rate. Letters not thus prepaid will be sent to the Dead Letter Office at Washington.

Hudson River Railroad.

The following gentlemen have been elected directors of this company for the current year:

Samuel Sloan, President, James Boorman, John David Wolfe, Edward Jones, William Kelly, D. Thomas Vail, Erastus Corning, William H. Hays, J. B. Johnston, E. H. Miller, Moses H. Grinnell, John L. Aspinwall, Jacob B. Jewett.

Atlantic and Great Western Railroad.

Work has been commenced on this road near Orangeville, on the line between Trumbull county, Ohio, and Mercer county, Pennsylvania. The West Greenville *Democrat* says work is expected to begin near that place in a few days. There is now every prospect that the enterprise will be rapidly pushed to completion.

Automatic Car Couplings.

Colonel H. T. Romertze has obtained a patent for an automatic car coupling. This invention, we learn, besides being immensely valuable in the matter of saving manual labor, will operate to obviate many of the lamentable "crushing accidents" which receive almost daily record in the newspapers throughout the country. This is one of the latest and doubtless a valuable improvement in alleviation of the many woes of "poor humanity."—*National Intelligencer.*

The Troy Fire—Iron Proof Safes.

An article from the Troy correspondent of the *Scientific American*, which was transferred to the columns of the Railroad Journal, has unwittingly given cause for offence, on the part of those who are engaged in the manufacture of iron safes in that city. It related to the late conflagration there, and stated, in substance, that hardly a safe unenclosed by brick passed through the fiery ordeal without damage to its contents. It was supposed that this remark conveyed unjust reflections upon Mr. Lillie, whose safes were extensively used, as well as made, in Troy. Our contemporary, however, puts the matter right by disavowing any such motive, and the Testimonials herewith, voluntarily offered by nearly fifty persons, will set the matter completely at rest. One of these is signed by fifteen different parties, each of whose safe was exposed from twenty-four to seventy-two hours to the fire, unprotected by water; yet "the money, papers, books, etc., were well preserved, and the safes are suitable for further use."

Mr. Lillie's safes are manufactured from wrought and chilled iron combined. Noticing this circumstance, the Troy *Times* observes: "This compound is not warped or displaced by heat, however powerful or long continued it may be; at least, such was the experience in the fire of May 10th. Wrought iron alone in the fire was bent and warped to a considerable extent; but when compounded with chilled iron no test was powerful enough to make an impression." It further observes: "We saw several of Mr. Lillie's safes opened, some of them after they had been in the fire at least thirty hours, and all of them preserved their contents from destruction; though not in a perfect state. Papers were blackened and charred; but in every instance they were available for copying. From one safe we saw $2,000 in paper money taken out in good condition." It further adds that, "Mr. Lillie's safes not only stood the test well, but in all cases where water was poured upon them to cool them, they came out triumphantly, and proved their superiority beyond all question."

THE GREAT FIRE IN TROY.

Unparalleled Triumph

OF

LILLIE'S SAFES!

The following certificates explain themselves:

Troy City Bank, May 21, 1862.

Lewis Lillie, Esq.—Dear Sir: I am sure it will give you as much pleasure to know as it does me to say, that in the recent fire of the 10th inst., which desolated our city and destroyed our Banking-house, the contents of our Bank vault, though the building itself was a heap of ruins, remained entirely unharmed. This result we attribute entirely to the fact that our old Wrought Iron Doors were, about two years since, exchanged for a set of your celebrated Chilled and Wrought Iron Doors and Frames. With the old doors, not a book or paper in the Vault could have been saved; as it is, nothing in it was even damaged, though exposed to the most intense heat.

Yours, respectfully, S. K. STOW, Cashier.

Troy, N. Y., May 14, 1862.

The undersigned, using **Lillie's Chilled and Wrought Iron Fire and Burglar Proof Safes,** at the time of the late disastrous fire in this city, would state that our safes were subjected to a severe test by fire, the heat varying in intensity, according to the locality and surroundings. The time they were exposed to the fiery ordeal, unprotected by water, varied from 24 to 72 hours. We would say that our money, papers, books, etc. were well preserved, and the Safes are suitable for further use. By comparison with Safes of other manufacture, equally exposed, we have no hesitancy in recommending Safes of Lillie's manufacture to the public on their demonstrated merit as entitled to unparalleled confidence as fire-proofs.

James Kenyon,	S. Bachelder,
S. O. Gleason,	Gates H. Barnard,
Percy & King,	W. D. Haight,
McCoy & Beadle,	Denio & Frejot,
Coon & Van Valkenburgh,	Walsh, Petit & Anthony,
S. S. McClure,	D. H. Snyder,
Ross & Smith,	Jonathan Seaman.
Robert Green,	

Not dug out—nothing in them.

Troy, May 19, 1862.

The undersigned had one of **Lillie's Wrought and Chilled Iron Safes,** which went through the fire of the 10th of May. The Safe was exposed to a severe fire for over 24 hours. In falling it turned on its face, and when turned up to open the doors was red-hot. The back of the lower part of the Safe (behind the books) was filled with pennies, which, in falling over, pressed against the books, and brought them directly in contact with the doors. The wrappers on the pennies were mostly good. The books were unfit for further use, but the writing on them was partially legible, and could be copied.

DUSENBURY & ANTHONY.

TROY, May 19, 1862.

This is to certify that we had in our store, in this city, when it burned, one of **Lillie's Small Safes,** which was in the fire, without water on the building or Safe. Most of the valuables were removed before the fire, and therefore we were not in haste to get the Safe out of the burning ruins. Some of the papers left in the Safe were legible when taken out, but most of them were charred.

I. M. SINGER & CO.,
Per G. W. BABCOCK, Agent.

This is to certify that the undersigned had one of LILLIE'S Patent Chilled Iron Safes in their store, which was burned during the late severe fire in this city, and we are happy to state, the Safe preserved all its contents in first-rate condition. All the papers were legible, and the books will do for further use, without even rebinding.

GRANT, NUTTING & CO.

The foregoing comprises all the Safes of my manufacture that were in the fire, and below will be found certificates from all the owners of Safes manufactured several years since, by World's Safe Company, who used my Patent Chilled Iron Shell, but not my Fire-Proof Cement.

WORLD'S SAFE COMPANY'S SAFES.

TROY, May 19, 1862.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire of the 10th inst., in this city, would state that our Safes were exposed to a severe heat, being confined in the burning ruins, unprotected by water, from one to three days. On opening the Safes the contents were mostly legible, and to a far greater extent than could be reasonably expected of any Safe. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectors against fire, and by this test we are prepared to recommend them as such to public patronage.

Lyman Bennett, Silliman, Matthews & Co.,
Flood & Dunham, E. L. Mallory,
John Hutchinson, E. H. Virgil,
Sup't National Express Co.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire in this city, would state, that on opening our Safes the contents were mostly legible. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectives against fire, and we are happy to recommend them to public patronage.

W. & L. E. GURLEY,
R. L. & G. DRAKE,
LEONARD SMITH,
H. E. & W. ALENDORPH, Absent.

TROY, May 19, 1862.

To whom it may concern: We wou'd certify that when the recent fire broke out in this city, we took out from our Safe (which was made by World's Safe Company) all our books, papers, etc., and then left it to the flames without shutting the door, and the Safe will do for further use by being repaired, although the book case was destroyed by the door being left open through the fire.

ACKLEY & CO.

TROY, May 19, 1862.

The undersigned, using Safes manufactured by the World's Safe Company, at the time of the late disastrous fire on the 10th instant, in this city, would state that our Safes were filled with fire-brick for the fire-proof, and while several of this class preserved their contents, ours were considerably charred, and only a part legible. In justice to Mr. LEWIS LILLIE, we are pleased to state that Safes of his manufacture proved to be powerful protectors against fire, and have preserved their contents, after having been exposed to the fiery ordeal, unprotected by water, from one to three days.

Stephen Holton, Luther Greenman,
Bennett, Strickland & Fellows, E. W. Johnson,
Corlons & House, J. H. Goodsell.

TROY, N. Y., May 17, 1862.

LEWIS LILLIE—Dear Sir: We were using at the time of the late severe fire of 10th inst., a Safe purchased in 1852 of the late World's Safe Company. The contents were considerably charred, but our Ledger is mostly legible, and we are able to copy it.

The Safe was subjected to a severe heat for over eighteen hours, and we are satisfied that if water had been thrown on the ruins, as is ordinarily the case, the contents would have come out uninjured. You will please repair our Safe, placing in it the improvements embraced in Safes of your manufacture, and oblige

SHELDON & GREENE.

N.B.—The above Safe is believed to have damaged the contents more than any of those named in this circular.

There were only seven Sheet Iron Safes, made by Herring and others, outside of the railroad depot, that were exposed to the fire, four of which were entirely burnt out; the fifth was saved by being early cooled off by water; the remaining two were not severely tested.

LEWIS LILLIE.

H. R. HUBBELL, Agent,
No. 198 Broadway, New York.

TWO NEW PASSENGER CARS,

4 ft. 8½ in. gauge—64 seats—Saloon in each car—Inside finish in oak—Head-lining—The seats and backs Maquette and Plush—Axles, 4 in.—Journals, 3½ inches.

For sale low by

WILLIAMS & PAGE,
3m25 **67 Water st., Boston.**

NATIONAL WIRE WORKS,

WAREHOUSE, 63 Fulton st., N. Y.

WIRE & SHEET BRASS,

Locomotive Wire Cloth.

HOWARD & MORSE.

EXCELSIOR

STEEL, COPPER, BRASS & IRON WIRE WORKS,

43 Fulton st., New York.

Manufactories { **169, 171 & 173 Union Avenue, BROOKLYN.**

WILLIAM CABBLE,

MANUFACTURER OF SUPERIOR

Fourdrinier Wires, and all kinds of Copper, Brass and Iron Wire Cloth, **Locomotive Wire Cloth,** Bird Cages, Sieves, Screens, etc.

SUPERIOR CAST STEEL HOOP SKIRT WIRE, Drawn, Rolled, Tempered and Covered, constantly on hand.

T. G. SELLEW,

MANUFACTURER OF

Desks and Office Furniture,

WAREROOM { **No. 107 FULTON ST.,** Near Nassau, N. Y.

☞ **LIBRARY FURNITURE made to order.**

THE RECEIVER OF THE CLEVELAND AND PITTSBURG RAILROAD COMPANY gives notice that the assets of the Company are in his hands, subject to the direction of the United States Court for the Northern District of Ohio; that by the order of the Court no portion of the earnings of the road can be applied to the payment of any of the unsecured indebtedness of the Company. All the earnings, after paying operating expenses, rent and mortgage interest, will be applied to the principal of those debts, which are due and secured, amounting at the present time to about a million of dollars.

The accrued interest on the three old mortgages has all been provided for from the earnings of the road, and the next interest to be paid is on the funded debt mortgage bonds (given in exchange for the unsecured indebtedness) on the 1st day of July, 1862. The holders of the River Line Bonds, Income Bonds, Dividend Bonds and Bills Payable, who have not yet accepted the terms of compromise offered them with the approval of the United States Court are notified to exchange their bonds and notes before the 25th day of June, 1862, or they will not be entitled to receive any portion of the earnings of the road. Interest will be paid only to those who accept the compromise.

The new bonds can be obtained in exchange for any unsecured indebtedness at the office of the Company in Cleveland, or at No. 25 William st., New York City, of H. C. KINGSLEY.

1m20 J. N. McCULLOUGH, Receiver.

PROPOSALS

FOR $333,000 "CENTRAL PARK IMPROVEMENT FUND STOCK OF 1876."

SEALED proposals will be received at the Comptroller's Office, until FRIDAY, the 27th day of June, 1862, at 2 o'clock, P. M., when the same will be publicly opened for the whole or any part of the sum of THREE HUNDRED AND THIRTY-THREE THOUSAND DOLLARS of the "Central Park Improvement Fund Stock," authorized by Chap. 85 of the Laws of 1860, and by an Ordinance of the Common Council, approved by the Mayor, April 25, 1860.

The said stock will bear interest at the rate of six per cent. per annum, payable quarter-yearly, and the principal will be redeemed November 1, 1876.

The proposals will state the amount of stock desired and the price per one hundred dollars thereof, and the persons whose proposals are accepted, will be required to deposit with the Chamberlain of the City, within fifteen days after the opening of the bids, the sums awarded to them respectively.

On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the stock, bearing interest from the dates of payments.

Each proposition should be sealed and indorsed "Proposals for Central Park Improvement Fund Stock," and inclosed in a second envelope, addressed to the Comptroller.

The right is reserved to reject any or all of the bids, if considered necessary to protect or promote the interests of the city.

ROBT. T. HAWS, Comptroller.

City of New York, Department of Finance, Comptroller's Office, May 23, 1862. 3t23

Prince's Metallic Paint,

AN INDESTRUCTIBLE COATING FOR

IRON, TIN AND WOOD.

IT consists of seventy-two parts **Oxide of Iron,** and twenty-eight parts **Cement Lime Stone** in the one hundred pounds.

It has much more body than red or white lead. It is warranted perfectly water and fire-proof and to withstand a greater heat on metals, without scaling, than any other paint in use.

It is a perfect cover for all kinds of iron, tin or woodwork, out-houses and canvas coverings. It prevents and arrests the corrosion of metals, and is not affected by the action of salt, gases, acids or ammonia.

As a coating for patterns of iron or wood, when mixed with shellac, it is much superior to beeswax, oil, or shellac alone as has been proven at the largest foundries in the country.

For patching boilers and making joints, it is considered superior to red lead, or any other preparation.

For cleaning metals it takes the place of crocus, rouge and emery, being better and cheaper.

This Paint requires no more oil than dry lead or zinc, and much less than the ordinary mineral paints. It is free from any waste, and possesses a **spreading and covering power unequalled.**

TERMS,

By the Barrel or Half Barrel, { **FOUR CENTS per pound.**

A liberal discount made to parties purchasing by the ton.

A Barrel or Ton will be forwarded to any Railroad companies desirous of testing its qualities, for which there will be no charge if it does not give entire satisfaction.

DANIEL SLOAN, Gen'l Agent,
71 Maiden Lane, New York.

LOCAL AGENTS:

S. R. WILLIAMS, { 204 South Front st., **Philadelphia.**

CALVIN GAY, 81 State st., **Boston.**

MINING ENGINEER AND METALLURGIST.

A YOUNG gentleman just returned from Europe, a graduate of the Royal Mining Academies of Freiberg and Clausthal, offers his professional advice and opinion on the value of Mines, Mineral Lands and Mining operations generally.

Having directed his attention particularly to the smelting of ores and to the extraction of useful products from their natural mineral, he offers his services in this particular branch of the business, and would have no objection to give to a limited number of pupils private lessons on the subject of smelting.

For further particulars apply to

WM. A. KOBBE,
3m21 **No. 37 Murray Street, N. Y.**

CUMBERLAND COAL.

THE BORDEN MINING COMPANY

ARE now prepared to fill orders and to make contracts for the season of 1862, for **CUMBERLAND COAL,** DELIVERABLE ON BOARD VESSEL AT **Baltimore, Md., Alexandria, Va.,** or **Georgetown, D. C.** Purchasers may rely upon the Coal proving equal in quality to that heretofore furnished.

The Company also have the pleasure of announcing that they have completed, after two years' labor, their shaft and machinery upon their new property in the VALLEY OF GEORGE'S CREEK, and are lifting from the very heart of the Coal Basin a superior and perfect article of **BITUMINOUS COAL,** remarkably free from impurities of every description, and possessing qualities peculiarly adapting it to Locomotive use, and to generating steam under all circumstances. This Coal will be known in market as **"BORDEN'S PIT COAL."**

Our Railroad friends, and others requiring a superior Coal, will find it to their interest to give this a trial before contracting elsewhere.

For prices and other information apply to

WILLIAM BORDEN.
3m21 **Nos. 70 and 71 West st., New York.**

LEMUEL W. SERRELL,

SOLICITOR OF

AMERICAN & FOREIGN PATENTS,

No. 121 NASSAU ST.,

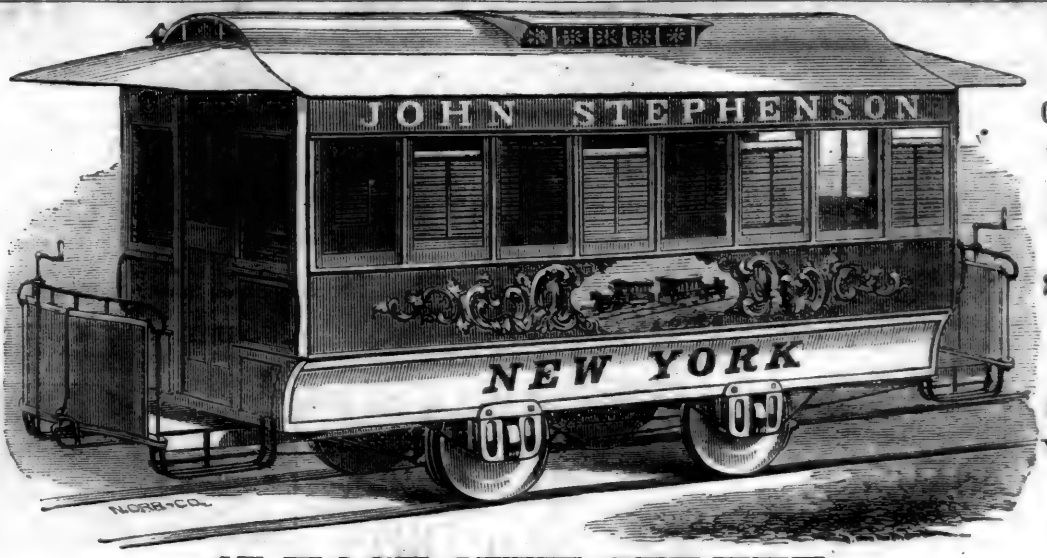
NEW YORK.

VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS,** etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.

Address **HENRY RUTTAN,**
Coburg, Canada.

CARS FOR TWO HORSES COMBINING ALL Valuable Inventions, **ELEGANT STYLE,** Light & Durable, **Full Size** AND REDUCED WEIGHT



CARS FOR ONE HORSE, WITH or WITHOUT **Platforms,** OR TO Swing on Trucks.

EVERY **STYLE AND** VARIETY OF CONSTRUCTION.

47 EAST 27TH STREET.

This Establishment commenced building STREET CARS in 1832, and is famed for superior ELEGANCE of workmanship and SUBSTANTIAL practical results.

Its location, in the PORT of NEW YORK, is most favorable for shipments, and its CARS, CONSTRUCTED in SECTIONS, may be ENTIRELY COMPLETED before being packed for transportation.

PASCAL IRON WORKS,
ESTABLISHED 1821.
MORRIS, TASKER & CO.,
MANUFACTURERS OF
Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.
Wrought Iron Welded Tubes—from ¼ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also, fittings of every kind to suit the same.
Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.
Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, etc.
Gas Works Castings, etc., etc.
PHILADELPHIA.

Manhattan Oil Company,
Office, No. 16 Broadway, NEW YORK.
JAMES M. MOTLEY, Vice Pres't and Treasurer.
MANUFACTURERS OF
MASON'S SPERM OIL,
AND DEALERS IN
SPERM, WHALE, LARD AND OTHER OILS,
For Railroads, Steamers, Machinery and Burning.

DELAFIELD & BAXTER'S,
Late OGDEN & DELAFIELD,
ROSENDALE CEMENT.
WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength. For sale in tight barrels, well papered, on application at their office, by **DELAFIELD & BAXTER, 104** Wall st. The above CEMENT is used in most of the fortifications building by government. 45

P. W. HOLMES,
STOCK AND BOND COMMISSION BROKER,
No. 51 EXCHANGE PLACE,
NEW YORK.
REFERENCES. DUNCAN, SHERMAN & Co., New York. I. SEYMOUR, Pres't Bank North America. AMERICAN EXPRESS Co., New York. Hon. ERASTUS CORNING, Albany, N. Y. Hon. C. VIBBARD, Albany, N. Y. INTERNATIONAL BANK, Buffalo, N. Y.

A. W. GREENLEAF & CO.,
BANKERS and BROKERS,
No. 44 EXCHANGE PLACE,
NEW YORK.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.
A. W. GREENLEAF. E. B. GREENLEAF.

SIMEON DRAPER, Auctioneer.
By SIMEON DRAPER,
OFFICE, **No. 36 PINE ST., NEW YORK.**
REGULAR AUCTION SALES
AT 36 PINE ST., **EVERY DAY.**
STOCKS and BONDS bought and sold at private sale
Sale every day at 1 o'clock. See Catalogue.

Livermoore, Clews & Co,
BANKERS,
41 & 43 WALL ST., N. Y.
GOLD, TREASURY NOTES
And all first-class SECURITIES
BOUGHT AND SOLD.

HENRY H. BOODY,
STOCK BROKER,
12 WALL STREET, NEW YORK,
BUYS AND SELLS STOCKS, BONDS AND Public Securities of every kind, on Commission.
Refer, by special permission, to
WM. A. BOOTH, Esq., 93 Front st., New York.
GEO. A. COE, Esq., President of the American Exchange Bank, New York.
ROBERT BAYARD, Esq., 12 Wall st., New York.
S. J. TILDEN, Esq., 12 Wall st., New York.

O. W. C. SCHACK,
STOCK BROKER,
No. 6 BROAD ST., N. Y.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

EUGENE THOMSON & CO.,
Stock and Bond Brokers,
41 PINE STREET.
STOCKS and BONDS Bought and Sold on Commission.
INTEREST ALLOWED ON DEPOSITS.
EUGENE THOMSON. C. MILTON RUTTER.

DUNCAN, SHERMAN & CO.,
BANKERS,
Corner PINE and NASSAU Sts.,
NEW YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

REMOVAL.
P. W. GALLAUDET,
NOTE BROKER,
HAS REMOVED FROM 11 PINE ST., TO
No. 1 WALL ST., corner Broadway.

WILLIAM H. MARSTON,
BANKER AND BROKER,
No. 36 Wall st., NEW YORK.

UNCURRENT MONEY,
TREASURY NOTES,
UNITED STATES ONE-YEAR CERTIFICATES,
QUARTERMASTERS' AND ORDNANCE VOUCHERS,
SPECIE, LAND WARRANTS, AND
DOMESTIC EXCHANGE,
BOUGHT AND SOLD.
STOCKS, BONDS and GOLD bought and sold on Commission at the Board of Brokers.
LOANS negotiated and Advances made on marketable Securities.

RICHARDS KINGSLAND,
BANKER AND BROKER,
No. 4 Broad st., NEW YORK.
GOVERNMENT CLAIMS, BONDS, QUARTERMASTERS' VOUCHERS and U. S. 6 PER CENT. CERTIFICATES,
Fire and Marine Insurance Stock and Scrip
BOUGHT, SOLD and ADVANCED UPON.
MERCANTILE PAPER AND LOANS NEGOTIATED.
INTEREST ALLOWED ON DEPOSITS.

H. MEIGS, Jr. & SMITH,
BANKERS and BROKERS,
39 WILLIAM STREET,
(FIRST BUILDING BELOW WALL STREET.)
STOCKS and BONDS Bought and Sold on Commission
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. WM. ALEX. SMITH.

SAMUEL HALLETT & CO.,
BANKERS,
58 BEAVER STREET,
NEW YORK CITY.
DEALERS IN
Foreign and Domestic Exchange,
AND NEGOTIATORS OF
STATE AND RAILROAD BONDS.

REMOVAL AND CHANGE OF NAME.
THE business heretofore conducted by A. BRIDGES & Co., at 64 Courtlandt st., will be continued by the same parties hereafter under the firm of—
BRIDGES & LANE,
at 50 Courtlandt, corner of Greenwich st.
New York, March 31, 1862.
See Advertisement. {ALBERT BRIDGES. JOEL C. LANE.

CHAS. A. MEIGS & SON,
BANKERS AND BROKERS,
No. 50 EXCHANGE PLACE, N. Y.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

Babbit Metal! Babbit Metal!
BEST and CHEAPEST in the WORLD!!!—"That's modest!"—says Mr. McGrowler. Well, it is true also, and if the Railroad Committees on supplies will call on me, they will find it so.
BLOCK TIN, ANTIMONY and LEAD for the use of Railroads also sold at the lowest rates by
LUCIUS HART,
Nos. 4 and 6 Burling Slip,
NEW YORK.

RAILROAD IRON.
THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,
OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.
OLD RAILS
received in exchange for new, or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
TROY, N. Y.
New York Agency:
BUSSING, CROCKER & CO.,
33 Cliff st.

RAILROAD IRON.
THE UNDERSIGNED are prepared to contract for the sale of
RAILROAD IRON
on advantageous terms, delivered at ports of England, Wales, or the United States.
MEAD & BELL,
13 Cliff Street, N. Y.

RAILROAD IRON.
ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by
E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.
2,000 TONS Railroad Iron, New York and Erie pattern, "Crawshay's" make,—50, 56 and 58 pounds per lineal yard, afloat, or in yard at Brooklyn, ready for immediate delivery; for sale by
FIRK, **THEODORE DEHON,**
May 8th, 1862. **28 Beaver st.**

RAILROAD IRON.
THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exhibit at ports in the United States
M. K. JESUP & COMP'Y,
44 Exchange Place.
New York, 1st June, 1859.

RAILROAD IRON.
3,400 TONS BEST QUALITY WELSH RAILS—T pattern—53 lbs. per lineal yard, for sale by
CHAS. L. PERKINS, or
E. LIVINGSTON,
8m15 **54 Exchange Place.**

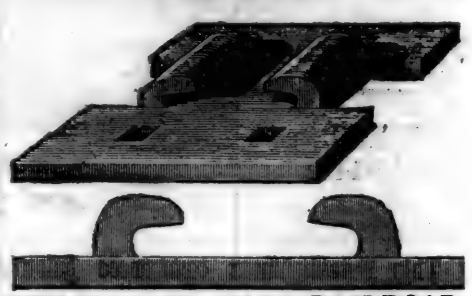
RAILROAD IRON.
THE subscriber is prepared to enter into **Contracts for RAILS** delivered at an English port or at a port in the United States.
JAMES TINKER,
54 Exchange Place,
NEW YORK.
Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

MORRIS, WHEELER & CO.,
SUCCESSORS TO
MORRIS & JONES & CO.,
IRON MERCHANTS,
MARKET AND SIXTEENTH STREETS,
PHILADELPHIA.
IRON AND STEEL
IN ALL THEIR VARIETIES.
BOILER PLATE, CAR AXLES,
BOILER RIVETS, RAILROAD IRON,
CUT NAILS and SPIKES, PIG IRON, etc.
Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.

RAILROAD IRON
AND COMMON BARS.
THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.
R. & J. MAKIN, 70 Broad st.

CAR DUCK.
HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS, 11 to 141 inches, PLUSHES, BURLAPS, CAR HEAD LININGS, and all kinds of RAILROAD SUPPLIES.
For sale by
WILLIAMS & PAGE,
67 Water st., Boston

NEW YORK
Railroad Chair Works,
J. S. BREESE, *Pres't.* J. S. DAVENPORT, *Sec'y and Treas.*
Office, No. 89 Maiden Lane, cor. Gold St., NEW YORK.
JOSIAH S. LEVERETT & CO.,
SOLE AGENTS.



THIS Company also manufacture **RAILROAD, SHIP AND BOAT SPIKES** of a superior quality, which they are prepared to supply at the **shortest notice.**

PHŒNIX IRON COMPANY'S



SUPERIOR WROUGHT IRON
RAILWAY CHAIRS,
With continuous lips, made to fit exactly the flanges of the rails.
SAML. J. REEVES, V. Pres't,
410 Walnut st., Philadelphia.

UNION COAL & OIL CO.,
MAYSVILLE, KY.
BRANCH OFFICE {No. 136 Maiden Lane, NEW YORK.
MARCUS A. FINCH, Agent.
MANUFACTURERS of Paraffine Lubricating Oil for Railroad Cars, Locomotive Engines, and Stationary Machinery of all kinds, including Cotton Spindles, Woollen Machinery, etc., etc.
TRIAL of PARAFFINE LUBRICATING OIL.
By W. B. LEONARD, Esq., Sec'y of the American Institute.
ON HIS PATENT DYNAMOMETER FOR TESTING OILS.

Revolutions.	Pure Sperm Oil, Power Exhausted.	Paraffine Oil, Power Exhausted.	In favor of Paraffine.
500	2	1	100 per cent.
1,000	4	2	100 "
1,500	6¼	3¼	90 "
2,000, Practical point of Oiling	9¼	5	90 "
2,500	13	7	85 "
3,000, Sperm entirely exhausted,	17¼	10	75 "
3,500, Paraffine entirely exhausted	14	500 more revolutions, and 25 per ct. less power exh'st'd than the sperm.	

CERTIFICATE.
OFFICE No. 1 SPRUCE ST., NEW YORK.
I hereby certify that the above is a true copy of a trial of Paraffine Oil, manufactured by the Union Coal and Oil Company, of Maysville, Ky., as tried on my Patent Dynamometer, on the 20th day of September, 1858, showing that said Paraffine Oil contains 75 per cent. more lubricating properties than pure Summer Strained Sperm Oil.
{Signed,} W. B. LEONARD.
P. S.—All Oils **warranted** for the purposes for which they are recommended.

ISAIAH W. SYLVESTER,
ATTORNEY AND COUNSELLOR AT LAW,
Law Reporter for the "AMERICAN RAILROAD JOURNAL,"
No. 8 WALL STREET, NEW YORK.
PATENT RIGHTS SECURED

COL. LONG'S PATENT IRON RAILWAY BRIDGE.



THE plan of this **Bridge** is upon the principle of the **SUSPENSION TRUSS**; and the **Iron** is so arranged in its construction as to impart its greatest **longitudinal strength** to the whole work.

The subscribers are prepared to furnish large quantities of **IRON BRIDGING**, for Railroad or other purposes, at short notice, and at moderate prices.

M. M. WHITE & CO., Proprietors,
GLOBE IRON WORKS, 33d St., near 11th Avenue, N. Y.

INSTRUMENTS.

Wm. J. Young
HAS removed his Engineering and Surveying Instrument Manfactory to No. 43 North Seventh Street, Philadelphia



E. BROWN'S SON,
MANUFACTURER OF
TRANSITS, LEVELS, RODS, CHAINS, ETC.
No. 27 FULTON SLIP, N. Y.

J. T. Hobby, (formerly SAWYER & HOBBY
MATHEMATICAL Instrument Maker, at the old stand 156 Water st., NEW YORK. 1y33

W. & L. E. Gurley, Troy, N. Y.,
MANUFACTURERS of Engineers' and Surveyors' Instruments. Descriptive and priced catalogue gratis.

Knox & Shain,
MANUFACTURERS of Engineering & Telegraphic Instruments, 46½ Walnut st, Phila. (*Two premiums awarded.*

H. SAWYER,
(of the late firm of SAWYER & HOBBY),
MANUFACTURER of Transits and Levels, has removed to Union Place, near Washburton Av., Yonkers, N. Y.

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Alfred W. Craven,
Chief Engineer Croton Aqueduct, New York.

Charles W. Copeland,
Steam Marine and Railway Engineer,
122 Broadway, New York.

Davidson, M. O.,
Chief Engineer Havana Railroad Company.
HAVANA, CUBA.

Robert B. Gorsuch,
City of Mexico,
MEXICO.

James H. Grant,
Civil Engineer, Atlanta, Ga.

Theodore D. Judah,
Chief Engineer Central Pacific Railroad of California,
SACRAMENTO.

S. W. Hill,
Mining Eng'r and Surveyor, Eagle River, Lake Superior.

Ellwood Morris,
Civil Engineer, Franklin Institute, Philadelphia.

Osborne, Richard B.,
Civil Engineer, Office 227 South 4th st., Philadelphia.

W. Milnor Roberts,
Civil Engineer, Carlisle, Pa.

Shanly, Walter,
Grand Trunk Railway, Toronto, Canada.

Charles L. Schlatter,
Chief Engineer Brunswick and Florida Railroad,
Brunswick, Georgia.

Charles B. Stuart,
Consulting Engineer, 19 Nassau str., New York.

WHEELS AND AXLES.

CAR AXLE WORKS.



A. & P. ROBERTS,
PENCOYD IRON WORKS,
OFFICE No. 410 WALNUT STREET,
PHILADELPHIA.
Rolled or Hammered Car Axles, Bar Iron and Forgings.

A. WHITNEY & SONS
CAR WHEEL WORKS,
Callowhill & Sixteenth Sts.,
PHILADELPHIA, PENN.,
FURNISH
CHILLED WHEELS,
FOR CARS, TRUCKS, and TENDERS.
CHILLED
Driving Wheels and Tires
FOR LOCOMOTIVES.
ROLLED AND HAMMERED AXLES.
WHEELS and AXLES,
FITTED COMPLETE.

C. G. LOBDELL. H. S. McCOMBS. D. P. BUSH
BUSH & LOBDELL,
WILMINGTON, DELAWARE,
MANUFACTURERS OF
CHILLED WHEELS
AND
TIRES,
FOR RAILROAD CARS
AND
Locomotive Engines,
ARE PREPARED TO EXECUTE PROMPTLY
ORDERS TO ANY EXTENT FOR THEIR
CELEBRATED WHEELS,
EITHER SINGLE OR DOUBLE PLATE,
WITH OR WITHOUT AXLES.
WHEELS FITTED
To HAMMERED or ROLLED AXLES,
IN THE BEST MANNER, AT THE SHORTEST NOTICE,
AND ON THE MOST REASONABLE TERMS.

RICHARD NORRIS. HENRY LATIMER NORRIS.
RICHARD NORRIS & SON,
LOCOMOTIVE STEAM ENGINE
BUILDERS,
SEVENTEENTH STREET, ABOVE CALLOWHILL,
PHILADELPHIA,
ENGAGED EXCLUSIVELY IN THE MANUFACTURE OF
LOCOMOTIVES,
RAILWAY TOOLS AND
MACHINERY.
MANUFACTURE to order. Locomotives of any Arrangement, Weight or Capacity. In Design, Material and Workmanship, the Locomotives produced at these Works, are equal to and cannot be excelled by any.

THE ROGERS
Locomotive & Machine
WORKS,
SUCCESSORS TO
ROGERS, KETCHUM & GROSVENOR,
PATERSON, N. J.,
HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either
COAL OR WOOD BURNING
LOCOMOTIVE ENGINES
AND OTHER VARIETIES OF
RAILROAD MACHINERY.
J. S. ROGERS, *Pres't,* } **Paterson, N. J.**
WM. S. HUDSON, *Sup't,* }
M. K. JESUP, *Vice Pres't.*
L. P. STARR, *Sec'y and Treas'r.*
44 Exchange Place, New York.

Locomotive Engines.
DANFORTH, COOK & CO.,
PATERSON, N. J.,
HAVING erected an extensive Shop, with the most approved Machinery and Tools, are prepared to execute orders for the various classes of Freight and Passenger Locomotive Engines and Tenders, in the best manner and on the most favorable terms.
Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops.
The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention.

THE
TAUNTON LOCOMOTIVE
MANUFACTURING COMPANY,
TAUNTON, MASS.,
HAVING large facilities, and having had a long experience in the business, are prepared to furnish
LOCOMOTIVES,
EITHER FOR BURNING WOOD OR COAL,
OF THE MOST APPROVED CONSTRUCTION.
ALSO ALL KINDS OF
RAILROAD MACHINERY,
STATIONARY ENGINES AND BOILERS,
SUGAR MILLS, SHAFTING, ETC.
W. W. FAIRBANKS, Agent.
HARRISON TWEED, Treas.

JACOB ROWE,
GENERAL COMMISSION MERCHANT,
Nos. 6 & 8 Broadway, and 8 Beaver St.
ORDERS received for all sizes MERCHANT, BAR and RAILROAD IRON, AMERICAN and SCOTCH PIG IRON, SUPERIOR WROUGHT IRON RAILROAD CHAIRS, SPIKES, CAR WHEELS, NAILS, ETC., ETC.
OFFICE, 8 BROADWAY,
Corner Beaver st., opposite the Bowling Green. NEW YORK.
REFERS TO
Messrs. Cooper & Hewitt. | Messrs Stillman, Allen & Co.
Messrs. Wm. Gothout & Bro., | Peter Cooper, Esq.
Messrs Marshall Lefferts & Bro. | James L. Jackson, Esq.

THE METALLIC CAR SPRING COMPANY
OF NEW YORK,

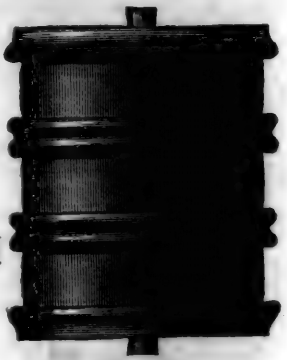


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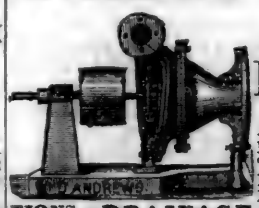
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10.	" 18	"	¾ to 1	22.	"	30 "	1½ to 1
11.	" 18	"	¾ to 1	23.	"	32 "	1 to 1
12.	" 18	"	1 to 1	24.	"	32 "	1½ to 1

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, June 21, 1862.

The Illinois Ship Canal.

The bill which has been introduced into the House of Representatives provides that so soon as the State of Illinois shall have transferred to the United States a title to the Illinois and Michigan Canal, with all its appurtenances, a commission of three persons shall take charge of the same for the purpose of improving the navigation. These are to consist of Wm. H. Swift, who is one of the present trustees; a competent engineer in the topographical corps of the U. S. army, and a citizen of Illinois, the two last to be designated by the President. Their authority extends to enlarging the canal and to improving the navigation of the Illinois and Des Plaines rivers. Surveys are to be made for a canal not less than 160 feet wide, with locks 350 feet long by 75 feet wide—the whole permitting the passage of war or merchant vessels of any kind drawing not over six feet.

On the President expressing his approval of the plan, the commissioners are to begin the construction of the works, under direction of the Secretary of War, making annual reports of the proceedings to Congress. The Commissioners are empowered to make all needful rules and regulations, not only for building the canal, but for its navigation afterward: they can establish or alter the rates of toll, employ agents, enter upon lands, use streams of water or any materials, compensation therefor being made as provided by State law. Work must be let by contract to the lowest bidder, after giving due public notice. The net revenue shall be paid into the United States Treasury and appropriated, first, to the payment of interest and principal of construction; next, to the payment of the State of Illinois of the entire amount which was a charge at the time of conveyance. The salary of Commissioners shall not exceed $3,000 per annum each. Bonds for the faithful performance of duties must be given. The last section provides that, after re-imbursing the United States and the State of Illinois for their respective outlays in this work, the President shall transfer it, on request, to that State, on the condition that its navigation shall be forever free to all citizens of the country, subject only to such tolls as may be necessary to keep it in suitable repair; but the general government shall have the right to use it, without payment of any charge whatever.

The Scientific American Patent Agency.

It is questionable whether in any other interest as many and as valuable patents have been taken out as in connection with the railroad, during the last forty years. Invention has built it up from nothing to the representative of at least twelve hundred millions of dollars, in this country alone. Yet the career of improvement seems as far as ever from having reached a limit; indeed, no bound to inventive progress can be imagined. Every invention calls into existence a class of others as necessary accompaniments. The business of procuring patents has become a recognized pursuit, as much as the importing of dry-goods or the sale of hardware. Among those who have entered upon it, we need not do more than name Messrs. MUNN & Co., publishers of the *Scientific American*. A visit to their establishment in the "Times Building" will amply repay the stranger the time required, if he have a taste for mechanical pursuits. We need not say it has no rival in the world, as it has none in this country. This will be best understood from the circumstance that in seventeen years they have acted as agents for more than *fifteen thousand inventors*, or nearly one thousand per annum. With the utmost readiness to befriend the great interest with which they are so closely identified, Messrs. MUNN & Co. have the amplest facilities, both in this city and Washington, for aiding inventors in the matter of procuring patents.

Chicago and Rock Island Railroad,

The time for closing the fiscal year of this company having been changed from July 1, to March 31, the last report of the directors, a copy of which has just been received, is made to cover a period of only nine months, viz: from July 1, 1861, to March 31, 1862, during which time the gross earnings of the road were:

From freight		$757,144 47
" passengers		254,071 12
" mails, etc.		43,488 81
		$1,054,704 40

The disbursements for operating and maintaining the road during the same time were:

Repairs of road	$93,351 04	
" engines	43,469 20	
" cars	64,548 06	
" bridges	17,727 92	
" buildings, etc.	15,014 49	
Cost of iron for repairs	87,347 81	
Fuel	75,466 20	
Oil, waste, etc	9,793 21	
Loss and damage	4,541 25	
Contingent account	7,947 60	
Salaries of agents, etc.	46,480 16	
Labor handling freight	45,228 32	
Pay of train hands	56,434 92	
Station house expenses	8,980 25	
Stationery, etc	4,456 63	
		531,886 86
Leaving net earnings		$522,817 54
Cost of new works	$35,875 12	
Taxes	11,408 84	
Legal expenses	2,287 19	
Interest on bonds for nine months	73,132 50	
Rent of Peoria road	98,760 00	
		216,453 65
Balance		$306,963 89

There has been expended upon the road for masonry in bridging and culverts, covering bridges bridge superstructure, new side track, ballasting, grading, etc., which is properly chargeable to con-

struction, $43,186 17. Of this sum, $7,811 05 is included in the item of repairs; the remainder, $35,375 12 is put down as the cost of new works. There has also been expended for covering Rock River bridge, new bridge over canal at Juliet, and for rebuilding two pile bridges across the West Bureau, 200 feet long each, the sum of $11,096 35, which sum, though properly chargeable to extraordinary repairs, is included in the general expenses.

The new materials placed in the track during the nine months have been; 60,657 ties, 249 tons rails, 825 tons rails re-rolled, 73,124 lbs. wrought iron chairs at 4.27 cts., 8,026 fish bars for rail joint, 115,346 cast iron chairs at 2 cts., 19,276 bolts for cast iron chairs and fish bars, and 156,650 rail spikes at 3.16 cts. In addition to which, 13,476 rails have been repaired in the company's shops, averaging per rail 64.84 cts. The value of the above materials is put down at $69,302 41. The chairs now used are much more expensive, and much better, than those formerly used.

The company have 59 engines, all in good working order; two of which are in the service of the Illinois River Railroad Company. Of this number, 32 have been in the shop the past year, and thoroughly repaired.

The number of miles run by engines with passenger trains is 264,665; with freight trains, 434,659; with wood and gravel trains, 66,635—total miles run, 765,949. The cost per mile run for each locomotive is 19.91 cents—a decrease of 3.01 cents. per mile from last year. The cost of oil, waste, tallow, fuel, and repairs of engines, making the total expense per mile run, including new works and extraordinary repairs in the expenses, 75.03 cents per mile. Less construction and extraordinary expenses and taxes, 68 cents per mile. The proportion of expenses to earnings is, including new works, extraordinary repairs and expenses, 55.08 per cent. Less new works, legal expenses and taxes, 50.38 per cent. It will thus be seen that the expenses are gradually decreasing, both in the aggregate as well as their proportion to the earnings. This is owing in some measure to the improved condition of the road, by substituting permanent works in the place of those more temporary and perishable. The saving from this cause will be more apparent as these works progress.

In the last report, the loss on Illinois currency was estimated at $40,350 40. Since then the currency has been disposed of and the loss accurately charged over, which makes it $26,551 46—a reduction of $13,798 94.

The total amount of freight transported over the road during the nine months was 570,288,866 lbs., and the whole number of loaded cars, 36,648, of which 12,330 went westward and 24,318 eastward.

The whole number of passengers carried was 148,829, of which 76,168 went west and 72,661 east; of these, 147,056 were first class, 795 second class, and 978 emigrant. Number of passengers carried one mile, 8,829,401. Number of soldiers carried east, 7,323; do., west 3,061—total, 10,384.

The total number of pounds transported across the Mississippi Bridge was 198,891,540, viz: going west, 64,853,558; going east 134,037,982. Number of car loads passing east, 8,460; do., west, 4,794. Foot passengers going east, 33,362; do., west, 33,254. Number of steamers passing the draw going north, 152; do., going south, 154. Total number of rafts, 121.

INCOME ACCOUNT.

Balance to credit July 1, 1861	$421,702 64	
Earnings, as above	1,054,704 40	
	$1,476,407 04	
Interest on bonds July 9, 1861	$48,895 00	
Rent of Peoria Branch to July 31, 1861.	62,500 00	
Three per cent. dividend Dec. 20, 1861.	168,090 00	
Interest on bonds Jan. 9, 1862	48,895 00	
Rent of Peoria Branch to Jan. 31, 1862.	62,500 00	
Operating expenses	531,386 86	
Paid taxes	11,408 84	
Legal expenses	2,287 19	
Balance, March 31, 1862	540,444 15	
	$1,476,407 04	

BALANCE SHEET.

Capital stock	$5,603,000 00	
Mortgage bonds	1,397,000 00	
Suspense account	2,746 02	
Unpaid coupons	2,030 00	
Profit, balance of income account	540,444 15	
	$7,545,220 17	
Cost of road and equipment	$7,023,936 25	
1,015 shares company's stock	101,500 00	
Sundry small balances	2,522 75	
Railroad Bridge Co.	20,000 00	
Fuel on hand	31,009 70	
Iron and materials on hand	29,144 14	
Due from Illinois River R. R. Co.	20,469 10	
" Post Office Department	9,210 61	
" rent of grain house	2,818 32	
" Miss. & M. R. R. (since paid)	9,066 17	
" General freight office	18,541 85	
Bills receivable	2,765 91	
Cash in hands of Cashier, Chicago	35,581 85	
Balance of cash, cash items and uncollected bills in hands of do.	87,145 29	
Cash in hands of treasurer	151,508 25	
	$7,545,220 17	

President—HENRY FARNAM, Chicago.

Directors—T. C. Durant, F. H. Tows, David Dows, C. W. Durant, E. W. Dunham, Nathan Peck, John B. Jervis, Henry Farnam, John F. Tracy, R. A. Forsyth, T. S. Faxton, E. Cook.

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Secretary—FRANCIS H. TOWS, "

Superintendent—JOHN F. TRACY, Chicago.

Assistan Sup't—W. H. WHITMAN, "

Cashier—FRANK D. SHERMAN, "

Washington and Georgetown Railroad.

The first meeting of the stockholders of this company was held in Washington on the 10th inst. The following is the list of directors chosen, viz: George S. Gileon, John Carter Marbury, Henry D. Cooke, Harris C. Fahnestock, Edward W. Clark, J. Parlow Moorhead, W. A. Darling. The two last named gentlemen are experienced railway men—Mr. Moorhead of Philadelphia, and Mr. Darling of New York.

The Directors have elected Henry D. Cooke, Esq., President, and Harris C. Fahnestock, Esq. Secretary and Treasurer; and already on the 11th instant, workmen have been engaged with the preparations at the foot of the Capitol for commencing the roadway thence along Pennsylvania Avenue to Georgetown. It is understood that a portion of the rails and other material for the construction of the road have been already procured, and the digging out for the road bed and laying of the timbers commenced.

The work will go on under the superintendence of Mr. Wm. Morton, Jr., who has had experience in street railway building, and be done directly for and by the Company, as it puts none of the work out by contract. A superior class of cars, with the most recent improvements, will be ready for the track as soon as completed.

Philadelphia, Wilmington and Baltimore Railroad.

We have received the report of this company for the fiscal year ending October 31, 1861, which was presented at the annual meeting of the company, held in Wilmington, Del., on the 13th of January last. From this we learn that the gross earnings during that time were:

From passengers	$1,067,275 42	
" freight and express	363,552 98	
" rents	17,000 25	
" mails and miscellaneous	46,847 73	
	$1,494,676 38	
Add earnings of New Castle and Frenchtown Line	22,308 43	
Total for both roads	$1,516,984 81	
And the expenses were:		
Repairs of road	$97,306 11	
" bridges	15,649 63	
" locomotives	29,377 27	
" cars	20,618 81	
" buildings	10,670 80	
Passenger department	79,641 32	
Freight "	65,750 19	
Ferries	26,120 88	
Fuel	44,312 56	
Oil, waste, etc.	7,861 18	
Taxes and insurance	11,855 78	
Office expenses, salaries, etc.	19,100 94	
Switchmen, watchmen, etc.	16,524 93	
Rents	6,319 92	
Telegraph	6,734 74	
All other ordinary exp.	30 430 41	
New work, as below	97,044 62	
Guarding bridges and repairing burnt bridges.	22,515 35	
Operating New Castle & Frenchtown Line	14,393 07	
Taxes and bonds to the State of Delaware	11,000 00	
Add loss in operating Delaware Railroad	53,060 26	
	688,288 77	
	$828,696 04	
Interest on bonded debt, ground rents, etc., less interest received	155,212 24	
Net earnings	$675,483 80	
Dividends, April and October, 1861, 6½ per cent.	364,000 00	
Surplus	$311,483 80	
Appropriated to the sinking fund	46,666 67	
Leaving an actual surplus of	$269,817 13	

—over all expenditure, interest, dividends, loss on Delaware railroad, and appropriation to sinking fund. The report says:

The year which this Report embraces has been the most extraordinary one in the history of the road. It began with a prosperous and regular business, which bid fair to go on increasing; but early in the year, the political horizon became overcast with clouds, and in April the great Rebellion, which began in an attack upon Fort Sumter, culminated in an assault upon a Massachusetts regiment in the streets of Baltimore, which had been carried over the road for the defence of the capital. This was succeeded on the night following by the destruction of three bridges, between the Susquehanna river and the city of Baltimore, by fire. The incendiary's torch was applied by I. R. Trimble, the former Superinten

dent of the road, professing to act under orders from the city of Baltimore and the State of Maryland. This uncalled for and criminal act was perpetrated on the morning of April 20th, and the road on the other side of the river Susquehanna, for forty miles, was disabled. The resources of the road, and its ability to serve the Government, were not, however, by this act, cut off, as was intended. Troops were immediately forwarded to Washington, via Perryville, and thence by steamer, "The Maryland," to Annapolis, and thus, through the instrumentality of this company the Annapolis road, the then only available route to the capital, was immediately occupied, and troops were transported to Washington, in season to save the city. The road has thus earned, if it has not received, the grateful remembrances of the Government. Though a corporation, it did not forget its duties to the country, in the darkest hour of its history, and in its most trying emergency. It expended its money, its resources, and the energies of all its employees, at a time when the fate of the country seemed trembling in the balance, and when many hesitated into which scale to throw their weight.

Amid all this, the managers of the road never doubted their duty, nor hesitated to perform it at any cost.

For a few months the business of the road was not satisfactory. The bridges beyond the Susquehanna, for want of aid from the military, remained unrepaired for some time. Finally, on the 14th day of May, the Company succeeded, without aid from the Government, in completing the repairs, and in opening the road through to Baltimore, for both freight and passengers. For some time, notwithstanding the invaluable services this Company had rendered the country in its hour of greatest need, another and a much longer route was availed of by the Government, for the transportation of troops and supplies, and this route was unaccountably ignored; but its importance has since been recognized, and its business largely increased—taxing at times its utmost capacity, with the rolling stock it then had.

Since the Government increased its requirements for the transportation of troops and supplies, we have added very largely to our stock of cars and engines, and also to our tracks and turnouts. We have also made large improvements at the Susquehanna river, rendered necessary to accommodate, on each side, the long trains it became necessary to run.

We have expended, during the last year, for new work on the road, and for new cars and engines as follows:

For new track, (about two miles,)	$13,067 82
New buildings, fences and bridges	11,640 25
45 new freight, platform and express cars	25,314 72
15 new passenger cars	29,316 70
2 new locomotives	17,705 13
Total	$97,044 62

Besides those above enumerated, there were placed on the road thirty-five freight cars and two mail cars, not yet paid for. In addition to these, we have now building four new locomotives and thirty new freight cars.

Exclusive of the new track, there were about twenty miles of the main track relaid with new cross-ties and new iron rails, the cost of which is included in the operating expenses.

The ferry boat "Maryland" has performed an amount of work the last year greater than any other boat of the kind in the world. It has never in a single instance failed to perform its part of the duty. All the troops and all the freight have been taken over on deck without change of cars; and for several months the New York and Philadelphia and Washington passengers have been carried through without any change of cars either at the river or at Baltimore.

Arrangements are now in progress for carrying both passengers and freight, between New York and Washington, in the same cars—thus avoiding the frequent changes which have heretofore given rise to much dissatisfaction on the part of the public. Already the tracks of the horse railroads between the Kensington depot and our station at Broad and Prime streets have been so connected that passengers are taken from one station to the other in the same cars, and are transferred from the cars of the horse railroad to our cars and those of the New York lines, without exposure to the weather.

With a connection by locomotive, now provided for in Philadelphia, and some projected improvements carried out in Baltimore, no route can be devised between New York and Washington so short in distance or expeditious in time as the present route. Much has been said in the public journals and in the halls of Congress, about an air line between these cities, to be built under the patronage of Government for military purposes; but it is presumed when all the facts are put before Congress and the public, that this scheme will be abandoned as one not required by any emergency justifying the expenditure. Government works cost, in the first place, much more than the same character of works when built by private enterprise; and, when once built, they afford offices to greedy and unprincipled politicians, who pervert the works to their own selfish purposes, and thus entail a constant loss upon the Government, without any return in valuable services.

The present roads between New York and Washington, passing through Philadelphia and Baltimore, are on the most direct practicable line. An air line between the two cities would cross the Chesapeake Bay below the mouth of the Susquehanna river, and be therefore totally impracticable. A line avoiding Philadelphia and Baltimore, and relying upon the business between New York and Washington, would find its running expenses exceed its revenue, and would therefore be but a poor speculation in the hands of individuals, while in the hands of the Government it would be productive of nothing but loss, and the service it would perform would be, from the nature of the case, inferior and unsatisfactory. In ordinary times, the Government has but little service to be performed by railroad, other than the carrying of the mails. It is to be hoped that the present emergency, demanding such extraordinary service, will soon pass away—by the effectual suppression of the rebellion; but if it should continue, and the Government require an amount of service equal to the present, or need greater facilities than the roads, with their present means, can now furnish, an expenditure of fifteen or twenty per cent. or the cost of a new road by the Government, in improving the present roads would enable them to meet promptly all the wants of the country, and from their increased earnings re-imburse the Government for both the outlay and the interest on the same.

A double-track railway between New York and Washington, with a bridge at the Susquehanna, could do an almost unlimited business; and the cost for such improvements would not be one-fifth of a single-track new road between the same points. The work could be accomplished in less than one-half the time of a new road of single track.

The number of miles run on the Philadelphia, Wilmington and Baltimore railroad, by locomotives carrying passenger trains, during the year, was 275,032; by freight trains, 159,668 miles; by gravel, repair and wood trains, and miscellaneous, 5,080 miles. Total miles run, 439,780. Cost per mile run, $1.38.

It will be seen that the whole expenditures bear a ratio of 40.6 per cent. to revenue.

The expenditures for new work and improvements bear a ratio of 8 per cent. to revenue. The ratio of operating expenses to revenus was 32.6 per cent.

That proportion of our service which has been performed for the Government, has been at an average of only about two-thirds of our regular charges, for both troops and their supplies. When it is considered that most of this business has been only one way, and that the cars home necessarily returned empty, it will be seen that the charges to the Government have really been but little over one-third of our usual tariff—the cost of returning an empty train being nearly the same as it would be were the train loaded. In view of all these facts, the rates to the Government must be considered very reasonable. We freely admit that such charges should always be at a minimum. This view we took at the beginning, and we believe it to be a fact beyond controversy, that this company, and the Camden and Amboy and New Jersey railroads, were the first railroads in Pennsylvania to reduce on Government transportation. The statement in the report of the Secretary of War, that the lines between New York and Baltimore did not reduce till after troops were sent to Baltimore via Harrisburg, is an error. The first troops sent that way left New York on the 21st day of June, and the reduction by the Camden and Amboy and New Jersey railroads and this road, took place on the 14th day of May, the day on which our bridges were repaired and the road opened through to Baltimore. For the short time that our road was crippled and in operation only about three-fifths of the distance, we charged our regular fares—deeming that to be no more than equitable, as our whole force was at the disposal of the Government, and the regular rates were but an inadequate compensation.

The Burnetizing apparatus, spoken of in our last annual report, was completed and put in operation in March last. It has been in almost constant use since its completion. The amount of material Burnetized during the last year is shown by the following table:

80,978 cross-ties.
430,320 square feet bridge timber and plank for platforms and crossings.
12,406 joint blocks.

The whole cost of material and labor for the foregoing was $5,325 30. The expenses incident to starting the establishment were larger than the average cost will be hereafter. Should the process add to the durability of timber as much as is claimed for it, a large item of expenditure will be saved annually, after a few years. For some time its adoption will increase our expenses; but at the period when timber in cross-ties and bridges begins ordinarily to decay, we shall begin to be repaid for our outlay by large annual savings.

We have been exempt to a remarkable degree from accidents. No one out of the large number of troops and other passengers we have carried during the year, has been injured, excepting through his own fault, by exposing some part of his body outside the car. Even these cases have been extremely rare. Our trains have been run at all hours of the night and the day, and our men have cheerfully and faithfully performed their laborious and responsible duties, both on the regular and irregular trains. Such exemption from accident speaks loudly in praise of the faithfulness of the employees.

From the 18th of April last, we carried over the road between Philadelphia and Baltimore, and intermediate points, 154,303 troops. We also carried a large number of sick and disabled soldiers, for whose transportation we have not received any pay.

Owing to the peculiar nature of the service for the last year, it is impossible to give the details of the performance of each locomotive, as we gave them in our last annual report. The saving in burning coal instead of wood has been very large on the engines used, and as we purchase no new locomotive except coal-burners, we shall soon dispense entirely with the use of wood as a fuel for motive power.

The rebellion and its consequent work of destruction has cut off all our Southern and Southwestern railroad connections for the time being, excepting the Washington Branch railroad. The main trunk of the Baltimore and Ohio railroad has been cut off at the early part of the rebellion, and our joint business with that road has in consequence ceased. This business has been heretofore a large item in our recipts. The wants of the Government and the public will, however, soon

render it necessary to re-open this most important thoroughfare, and thus we shall resume our accustomed East and West business in connection with it.

A comparison of the gross earnings with those of the preceding year show an increase of $280,-386 87 with an increase in expenditure, including interest on bonded debt, etc., of only $76,615 26—making the increase in net earnings for the year $207,771 61. The surplus for the year after payment of dividends is $203,771 61 in advance of the previous year. The actual surplus over everything, including loss on Delaware railroad, interest, dividends, rebuilding and guarding bridges, new work and improvements, appropriation to sinking fund, etc., etc., is $269,817 13. The company have built during the year a new frame engine house at Wilmington, and a new building for the Burnetizing apparatus; new freight platforms at Philadelphia, Perryville and Chester; new stone piers for drops at Perryville and Havre-de-Grace; a new bank wall and trestle-work for new tracks at Perryville and Havre-de-Grace; new stone pier at Brandywine bridge, and also one at Darby creek, two new stone culverts on the meadow above Lazaretto; a new blacksmith shop and tool house at Gray's Ferry; a new drop and dock at Southwark wharf. Besides, the following works, have been renewed, to wit: passenger platforms at Chester, Claymont, Staunton, Elkton, Newark and Perryman's; a bridge at Moody's Crossing; the centre drops at Perryville and Havre-de-Grace; the trestle-work for drops both at Perryville and Havre-de-Grace; a stone culverts near Grubb's Landing; a bridge house at Bush river, and one at Gunpowder bridge. All the burnt parts of Bush and Gunpowder bridges have been rebuilt, and both bridges thoroughly overhauled and repaired, with a new and improved draw at Bush river. The bridge in Baltimore, near Canton, which was burnt, has also been rebuilt. This latter work was mostly done by the city of Baltimore.

"It will be perceived," says the report, "that we have, within the last year, added largely to the valuable resources of the road, and that we have paid for all additions and improvements out of earnings. We have been able to do this without any increase of capital, while we have at the same time increased our reserve of cash over the last year. The Government still are indebted to us in a large amount for services rendered. A portion of our accounts have not yet been adjusted and approved. The large bulk of them, however, have been adjusted and approved, and will be paid as soon as the Government is in funds.

We have added to our real estate a valuable lot at the southwest corner of Swanson street and Washington avenue, in Southwark, to enable us to lay tracks on to our wharves that can be traversed by locomotives. The lot with the buildings cost nearly $20,000.

Our policy has been to steadily improve the value of the property entrusted to our care, and make it a reliable and certain dividend-paying work. We feel now that it can be relied upon with as much certainty as any other property in the country for regular dividends, which, if not extravagantly large, will be beyond the contingencies which often beset railroads in their infancy, as well as in their maturer years.

The company have 32 locomotives; 75 first class and 3 second class passenger cars, 2 sleeping cars, 16 baggage, 7 platform cars for crates, 5 express and 1 paymaster's car—making the total in the passenger department, 109; in freight department, 504; in road department, 61—total 674. Total number of miles run by locomotives with trains, 439,780. Number of passengers carried, 629,098; of which 499,622 were local and 129,476 through. Number carried one mile, 28,138,521; of which 15,499,873 were local, and 12,688,648 through. Tons of freight carried 165,352; of which 106,-984 were local, and 58,368 through. Tons carried one mile, 9,553,103; of which 3,833,019 were local, and 5,720,084 through. Of the through tonnage, 15,188 were carried northwardly and 43,179 southwardly. Of the local freight 68,508 tons were carried northwardly, and 43,476 southwardly. The passenger travel, both local and through were nearly equally divided.

The following is a condensed statement of the financial condition of the company at the close of the fiscal year, October 31, 1861:

Cost of road		$6,787,504 28
Port Deposit Branch railroad		109,514 70
Terminus on the Delaware		76,400 06
Stock owned by the company		744,425 00
Real estate, for use		48,298 79
Assets, viz:		
Real estate, subject to sale valued at	$205,650 00	
Stock and other securities at cost	142,840 50	
Agents' balances	11,526 76	
Sundry accounts—the principal portion being due by the U. S.	125,895 73	
Post office department	5,674 78	
Bills receivable	95,685 18	
Other roads and lines, principally for the transport'n of troops, etc.	190,573 49	
Materials on hand, including wood lands	55,313 40	
Cash	84,193 16	
		917,353 00
Advances, viz:		
To Eastern Shore R. R.	$2,577 24	
To Junction and Breakwater R. R.	1,786 95	
To Southwark R. R.	32,992 56	
To Delaware R. R.	21,203 03	
		58,509 78
		$8,742,000 61
Capital stock		$5,600,000 00
Mortgage loan, due July 1, 1884		2,300,000 00
Improvement bonds, due May 1, '63		119,000 00
Mortgages on real estate		36,500 00
Ground rents		20,000 00
Sinking fund for the mortgage loan due 1884—10 months' appropriation		35,000 00
Current liabilities		140,993 12
Balance of revenue Oct. 31, 1861		490,507 49
		$8,742,000 61

The officers and directors elected for 1862, are

President—SAMUEL M. FELTON.

Directors—Moncure Robinson, Wm. Lyttleton Savage, John A. Duncan, Jesse Lane, Joseph Bringhurst, Frederick A. Curtis, John C. Groome, J. I. Cohen, Jr., Thomas Kelso, Columbus O'Donnell, Enoch Pratt, Thomas Donaldson, Wm. W. Corcoran, Edward Austin.

Secretary and Treasurer—ALFRED HORNER.

Ohio and Mississippi Railroad.

In accordance with a decree entered in the Circuit Court of the United States for the Southern District of Illinois, the Western division of the Ohio and Mississippi Railroad, property and franchises, has been sold, under a foreclosure of the second mortgage, for $482,000, the amount of interest in default upon the second mortgage bonds, subject to the payment of the principal and interest of the first mortgage bonds amounting to $850,000, and the principal of the second mortgage bonds, amounting to $1,500,000. The purchaser of the road makes it also subject to the payment of all debts due for labor and supplies from the company, making an aggregate of about $3,000,-000 paid by the purchaser, or for which such purchaser is liable.

The property was purchased by the Ohio and Mississippi Railway Company, a corporation created by the General Assembly of the State of Illinois, at its regular session in 1861.

Chicago and Northwestern Railroad.

Messrs. French & Wells have taken the contract for building the section of railroad between Appleton and Green Bay. They are steadily engaged in preparing to complete the work of grading in the shortest possible time. These are the contractors who built that portion of the Northwestern Railroad between Janesville and Minnesota Junction, some four years ago.

Cincinnati, Hamilton and Dayton Railroad.

The company was chartered on the second of March, 1846. The division south of Hamilton was put under contract in December, 1849, and the Northern division in July, 1850. Construction on the Southern division was commenced in March, 1850, but owing to the prevalence of cholera in the Miami Valley the work was suspended and not resumed until the following September, when operations were commenced on the whole line. On the 18th of September, 1851, the first train of passenger cars left Cincinnati for Dayton, and on the 30th of the same month the road was regularly opened for travel; but not for freight transportation, until near the close of the year. The company has always had operating contracts with all the connecting roads. In 1860, a contract was concluded between this company and the Little Miami, the Columbus and Xenia, and the Dayton, Xenia and Belpre railroad companies, for working their several roads on joint account for a period of twenty years, and became operative on the 1st of April of the same year.

The road is 59.80 miles in length, extending from Cincinnati to Dayton. Second track, about 16 miles. Sidings, turn-outs, etc., about 2 miles.

The capital stock authorized is $2,500,000 in 25,000 $100 shares; of which $2,155,800 has been paid in on 21,558 shares.

Funded debt, $1,344,000, classified as follows:

First mortgage 7 per cent. coupon bonds, 394,-000—issued January 1, 1852, and payable Jan'y 1, 1867, and coupons semi-annually, Jan. 1, and July 1, in New York City.

Second Mortgage 7 per cent. coupon bonds, $950,000—issued May 1, 1853, and payable, principal May 1, 1880, and coupons semi-annually May 1, and Nov. 1, in New York City.

Cost of road and equipment, $3,423,619, as follows:

Graduation	$541,655	Inter'st & disc't.	$350,697
Masonry	309,199	General expens.	85,639
Bridges	114,045	Second track	188,046
Superstr'cture	198,177	Real estate	270,491
Railroad iron.	456,144	Engines	208,972
Engineering	87,423	Cars	295,920
Dep'ts & stat's	256,301	Fencing.	81,687
Right of way & damages.	127,283	Total	$3,423,619

Balance Sheet, 31st March, 1854-'62.

	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.
Share capital	$2,100,000	$2,100,000	$2,153,900	$2,155,800	$2,155,800	$2,155,800	$2,155,800	$2,155,800	$2,155,800
1st mortgage bonds, 1867	500,000	500,000	500,000	483,000	477,000	461,000	441,000	406,000	394,000
2nd " " 1880	362,000	465,000	511,000	950,000	950,000	950,000	950,000	950,000	950,000
Interest on bonds	.....	.....	.....	.....	22,895	5,950	24,150	815	132,135
Dividend scrip, 1st September, 1857	.....	107,483	112,444	113,968	.....	.....	.....	.....	.....
Dividends unpaid	.....	576	2,366	2,770	5,853	2,593	2,799	2,884	3,063
Bills payable	388,350	464,800	310,213	53,715	88,465	24,075	.....	.....	.....
Due railroad companies	.....	25,097	44,453	89,378	28,824	31,662	74,889	48,939	100,426
Due individuals	57,599	26,898	11,565	8,683	6,546	8,926	7,585	18,310	18,208
Sundries	.....	.....	.....	17,147	9,683	11,334	14,471	14,700	13,768
Surplus and dividends declared	77,244	.....	114,305	166,261	226,310	.....	87,805	111,494	181,389
Reserve fund	50,000	150,000	.....	.....	.....	.....	.....	.....	.....
Renewal fund	29,171	21,275	16,065	30,390	5,830	.....	.....	.....	.....
Totals	$3,564,364	$3,861,129	$3,776,311	$4,021,113	$3,971,706	$3,650,710	$3,758,499	$3,708,392	$3,818,784
Construction	$2,263,287	$2,414,489	$2,470,125	$2,624,443	$2,648,296	$2,648,296	$2,648,296	$2,648,296	$2,648,296
Equipment	444,127	517,633	517,633	505,872	506,292	504,892	504,892	504,892	504,892
Real estate	254,564	218,486	228,434	244,199	263,451	266,199	266,357	266,189	270,431
Stocks and bonds*	254,884	363,997	332,500	304,000	302,076	28,747	41,547	68,747	79,947
Steamboats	.....	100,000	52,070	81,218	81,218	.....	.....	.....	.....
Suspense account	29,358	.....	16,623	25,595	25,521	.....	.....	.....	.....
Material on hand	28,342	29,207	.....	27,118	32,396	35,397	41,476	41,259	40,246
Bills receivable	51,631	9,451	6,397	20,640	67,752	54,254	48,426	35,617	29,285
Due from railroad companies	57,022	76,117	70,825	9,757	9,683	17,429	32,934	9,719	69,884
" from individuals	50,360	8,012	9,312	14,021	3,705	12,351	5,148	11,526	10,683
" from Post Office Department	.....	.....	.....	.....	1,702	8,603	5,205	2,250	8,909
" " U. S. and State of Ohio	.....	.....	.....	.....	.....	.....	.....	.....	6,311
Cash and cash items	130,789	123,737	72,402	164,250	26,608	79,542	164,218	119,897	149,998
Totals	$3,564,364	$3,861,129	$3,776,311	$4,021,113	$3,971,706	$3,650,710	$3,758,499	$3,708,392	$3,818,784

* Most of these have been carried to profit and loss and cancelled as being of no value. They were generally for loans to other companies, and as follows:—Dayton and Michigan, $90,000; Indianapolis Junction, $200,000; Springfield and Columbus, $40,000; Richmond and Miami, $4,500; Dayton and Western (bonds), $26,000; etc.

Mileage and Cost of Road, Earnings, Expenses, Etc., Yearly.

Years.	Cost of Road and Equipm't.	Miles of Road.	Gross Earnings. Passengers.	Freight.	Mails, etc.	Total.	Operating Expenses.	Earnings less Expenses.	Dividends. Am't.	Rate.
1851-'52	$2,145,595	59.80	$74,427	$21,511	$1,246	$97,214	$29,930	$67,284	$48,881	4
1852-'53	2,508,012	59.80	191,701	122,377	7,715	321,793	120,837	200,956	78,086	5
1853-'54	2,961,978	59.80	274,650	176,142	12,229	463,021	176,994	286,027	207,350	10
1854-'55	3,150,608	59.80	259,915	211,563	12,142	483,620	210,914	272,706	105,000	5
1855-'56	3,216,192	59.80	236,568	221,698	13,620	471,886	193,873	278,013	101,560	5
1856-'57	3,374,513	59.80	231,571	268,819	17,943	518,333	220,716	297,617	150,906	7
1857-'58	3,417,626	59.80	243,488	225,114	18,869	487,421	226,658	260,763	.....	..
1858-'59	3,419,388	59.80	223,506	245,980	20,051	489,488	239,771	249,667	.....	..
1859-'60	3,419,545	59.80	236,463	297,888	27,330	561,681	289,566	272,115	150,906	7
1860-'61	3,419,377	59.80	283,247	330,560	30,422	644,229	351,530	282,699	150,906	7
1861-'62	3,423,620	59.80	272,117	298,290	75,798	646,205	316,491	329,714	161,685	7½
Total	$34,456,454	675.80	$2,527,603	$2,419,942	$237,365	$5,184,841	$2,877,280	$2,797,561	$1,154,780	57½
Average	3,132,405	59.80	229,782	219,995	21,579	471,349	216,116	254,324	104,980	5¼

Railroad Earnings--Weekly.

The earnings of the Toledo and Wabash Railroad for 1st week of June, 1862, were.$22,886 05
Do., 1861 ..... 18,158 32

Increase $4,727 73

The earnings of the St. Louis, Alton and Chicago Railroad for the 1st week in June, were:

1862 .....$18,876 81
1861 ..... 16,592 90

Increase $2,283 91

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 1st week of June, 1862, were $43,619 33
Corresponding week, 1861. ..... 39,773 93

Increase $3,845 40

The receipts of the Grand Trunk Railway of Canada for the week ending June 7, 1862, were:

15,016 passengers $21,521 65
Mails and sundries 4,353 98
12,825 tons of freight and live stock .. 36,977 08

Total $62,852 71
Corresponding week, 1861 ..... 66,184 78

Decrease $3,332 07

The traffic of the Great Western Railway of Canada for the week ending June 13, 1862, was as follows:

Passenger $18,842 02
Freight and live stock 22,525 92
Mails and sundries 1,375 29

Total $42,743 23
Corresponding week of last year. 33,164 52

Increase $9,578 71

The earnings of the Galena and Chicago Railroad the 1st week in June, 1862, were.$45,661 65
Do., 1861 ..... 46,674 84

Decrease $413 19

The Michigan Central earned in the 1st week in June, 1862 .....$36,075 54
Do., 1861 ..... 30,352 20

Increase $5,723 34

The earnings of the Chicago and Northwestern Railroad the first week in June were..$27,003 51
Corresponding week, 1861 ..... 20,982 23

Increase in 1862 .....$6,021 28

This rate of increase assures the payment of interest on all the first mortgage bonds.

Cedar Rapids and Missouri Railroad.

We understand this company has effected an arrangement with the Galena and Chicago Union Company, whereby the former leases to the latter their road for a term of years. This arrangement is said to be of such a nature as to secure the immediate completion of the road to the Missouri river.—*Marshall (Iowa) Times.*

Tubular Bricks.

The Society for improving the condition of the laboring classes, London, highly commend the use of tubular bricks for purposes of construction. According to an official statement made by the Society, a size has been chosen which, with the omission of the headers, reduces, by about one-third, the number of joints, and greatly improves the appearance of the work, giving it more boldness of effect and resemblance to stone than that of ordinary brickworks. This size is twelve inches long, and three courses rise one foot in height—a size equally convenient for the workmen in the manufacture, and in the use of the bricks. Nine bricks of this kind and size will do as much walling as sixteen of the common sort, whilst the weight of the former but little exceeds that of the latter. When passing through the machine, or in the process of drying, any number may be readily splayed at the ends for gables, or marked for

closures, and broken off as required in use, or they may be perforated for the purpose of ventilation.

New York and Harlem Railroad.

The receipts of the New York and Harlem Railroad for the first five months of 1862, as compared with last year, are as follows, viz:

	1861.	1862.
January	$103,494	$100,922
February	88,201	96,936
March	88,700	103,020
April	94,630	94,957
May	83,856	94,156
Total	$458,881	$489,991
		458,881
Total five months' incr. over last year		$31,110

The Rain Fall and Flood in the Anthracite Region.

Last week we referred to the tremendous fall of rain which occurred on Wednesday, 4th instant.

On Monday and Tuesday there were intermittent rains, which on Wednesday terminated in a rain pour that lasted into the "middle watches of the night." The storm covered a large extent of territory, extending across Pennsylvania, Maryland and Virginia, though the scene of severest visitation was along the water-shed in the anthracite coal region, in a distance of an hundred miles on the map, between Pine Grove on the Swatara and Port Jervis on the Delaware.

Within the anthracite territory the main summit sheds the gifts of the rain clouds into the Lackawanna, the Susquehanna, and the Swatara, on the Susquehanna side, and into the Lackawaxen, the Lehigh, and the Schuylkill, all tributaries of the Delaware, on the Delaware side. The flood caused by the rains was most severe in the Lehigh, next on the Swatara, next on the Upper Delaware, and next and least severe on the Schuylkill. From the great Southern and Northern Anthracite fields all the tidewater carriers were more or less flooded and injured, the damage done in some cases being especially severe to mechanical work and terribly destructive to human life.

Since the development of the coal trade the coal region has sustained no such visitation by flood, the flood of 1841 sinking into insignificance by a comparison of its effects with the wrecks made by the freshet of Thursday, 5th instant.

And as the greatest destruction of property on the day named occurred to the works of the Lehigh Canal Company, we shall commence with that important and *pioneer* coal carrier.

The Lehigh river, in the distance that it is occupied with the works of the Lehigh Navigation Company, from its month at Easton to Stoddartville, 84½ miles, has a lockage of 1,297 feet. The company's works are divided into three sections, two comprising slackwater and canal, and one, the upper section, consisting of a descending navigation for lumber.

Lower Section, Easton to Mauch Chunk, 46 miles; lockage 361 feet; locks 46; dams 8; height of dams 8 to 16 feet.

Upper Section, Mauch Chunk to White Haven, 26½ miles; lockage 600 feet; locks 29; dams 20; highest dams, "Barn Door" No. 8, *thirty-eight feet* from water to water, 58 feet from base to overfall: lift of highest lock *thirty feet*.

Descending Navigation, White Haven to Stoddartville, 12¼ miles, lockage 336 feet; locks 8; dams 3; this section is for passing down lumber and has no *ascending* navigation.

From White Haven across to the Susquehanna at Wilkes Barre the company own a railroad 20 miles long, over which coal is shipped to the canal at White Haven on the Lehigh, whence it is locked down to connecting canals leading to tidewater.

The principal points, however, where coal tonnage is put upon the canal are Mauch Chunk and Penn Haven, the first named distant 46 miles from Easton, the latter 8¾ miles from Mauch Chunk and from Easton 54¾ miles. From Easton to Penn Haven the lockage is 548 feet; locks 571; dams 26. From Penn Haven to White Haven distance 17½ miles; lockage 412½ feet; locks 18; dams 14.

Now, inasmuch as between White Haven and Easton the distance is 72½ miles, the lockage 961 feet, the number of locks 75, and the number of dams 28, it results that, *forty-three per cent.* of the lockage is in the *twenty-four per cent.* of mileage between White Haven and Penn Haven. And hence it is contended that, instead of reconstructing the dams and locks between Penn Haven and White Haven, it would make a better working programme if the company would extend their railroad down the Lehigh from White Haven to Penn Haven. This would give them a rail line from Wilkes Barre to Penn Haven 37½ miles long, and a canal navigation from Penn Haven to Easton 55 miles long. With a rail line extended from White Haven to Penn Haven, the Wyoming Valley would be put into direct rail communication with the Lower Lehigh Valley and with this city and New York.

How many of the river dams below White Haven have been carried away, or so washed around or sundered that the water does not run over the over-fall, we do not specifically know; but on Thursday a gentleman direct from the scene of disaster informs us that, from White Haven all the way down to and including the Slate dam, which is 46 miles blow White Haven and 20 miles below Mauch Chunk, he knew of very few dams (one at Penn Haven) that remained whole and intact and that passed the water over its over-fall; that some of the dams are washed out down to their foundations; that others are injured in their guard banks and combs and breasts, some in one way, some in another.

At the end of the deep level below Mauch Chunk, a work of masonry laid in cement and seemingly massive enough to defy any flood, was swept away. At Penn Haven the waters rose fifteen feet in three minutes, the reason of this sudden rise being the giving away of dams above, and the descent of the emptying pools in a rush of waters that carried destruction on its wave and left death in its wake; for the coming of the danger could not be signalled (the telegraph poles having previously succumbed to the storm) and in many places and cases there was no escape from it. Boats moored in pools, with crews and families on board, were torn loose and swept down upon the rushing current and wrecked and lost; whilst habitations along the river's side were lifted from their foundations by the rising waters, and their inmates sent adrift and drowned.

What the damage done to the company's works may amount to, we are unable to indicate. It is said that three months will elapse before the navigation can be reopened to Mauch Chunk. The company, however, is wealthy, being owner of a magnificent coal estate, and can command means to reconstruct its line according to any plan that may be agreed upon. It is manifest though, that from the lower portions of the valley of the Lehigh there will be urged, with plausibility and force, objections to the rebuilding of the river dams above Penn Haven, the reservoirs formed by the dams carried away on Thursday, 5th inst., having been the source and cause of the damage and loss inflicted upon property and life.

The Lehigh Valley Railroad.—The bridge upon which this road crosses the Lehigh river below Mauch Chunk was carried away, as also in whole or part were lesser structures farther down the river. In some places the track and roadbed were washed down into the river, and, altogether, much injury was sustained. About three weeks, it is said, will suffice to reopen the road to Mauch Chunk. This road is in able hands, and all that can be done will be done with a promptitude that will attain the end sought.

The Beaver Meadow Railroad.—On about nine miles of this road, between Penn Haven and Mauch Chunk, the damage done is serious, the road in some places having been washed down into the river; the Turnhole Bridge, an iron structure across the Lehigh, was carried off its piers and abutments, and lies in the river's bed at right angles to its course when in place, its wrought iron parts twisted and bent and its cast iron parts broken. The upper portion of this road was not injured, and on Monday next, upon the completion of the repairs to the Little Schuylkill Railroad, tonnage from Hazleton and its vicinity will be forwarded via the Quakake, down the Schuylkill Valley.

The Hazleton Railroad was injured nowhere except at the foot of the planes at Penn Haven, where the pockets and trestling and the bridge across the Quakake, were carried away.

The Delaware and Hudson Canal Company had their aqueduct across the Delaware river at the mouth of the Lackawaxen, and, we believe, some smaller aqueducts in its vicinity carried away.

The Delaware, Lackawanna and Western Railroad suffered in a number of places from the carrying away of culverts and loss of embankment and roadbed, but at no one spot was the damage very serious.

The Schuylkill Valley.—The Philadelphia and Reading R. R. was not even for the brief period of a day embarrassed in its operations, nor did the Schuylkill Canal suffer anywhere in its dams and locks; the breaches in its banks were all between Schuylkill Haven and Reading. One week from to day the repairs will be completed; the damage to the canal will not exceed $25,000.

The Mine Hill and Schuylkill Haven Railroad sustained a slight injury in Mine Hill Gap; the Little Schuylkill Railroad will be in operation by Monday next; The Mahanoy and Broad Mountain Railroad lost a culvert (ten feet wide over a small stream) and some embankment; other lateral roads lost bridges and otherwise sustained damage, but not to serious extent.

The Swatara—The Union Canal.—On the Union Canal, from Pine Grove to the Susquehanna, great destruction ensued from the giving away of some small mill dams above Pine Grove, which was followed by the giving away of the canal dam at Pine Grove, the big dam fifty feet high in the gap in the Blue Mountain—and the Feeder dam, which jointly from their pools let down into the valley below a volume of water that carried off or greatly damaged all the structures met with before the Susquehanna was reached, except the massive brick viaduct upon which the Lebanon Valley Branch crosses the Swatara. This permanent work, built by Richard B. Osborne, C. E., withstood the flood and vindicated its builder, at the same time that it kept open the Lebanon Valley route from Harrisburg to Philadelphia. The Union Canal basin at Middletown was considerably injured. One hundred thousand dollars, it is said, will be required to restore the works destroyed on the Union Canal. The Western Division of the line we are assured can be put in order without long delay; the Eastern Division is not damaged. The Branch Canal extending to Pine Grove it is supposed can hardly be rebuilt this present season.

Accompanying the destruction of property by the flood was an appalling loss of human life, two hundred persons, it is estimated, having been drowned on the anthracite territory and in the valleys leading down from it. The damage done in dollars, too, swells into a total of millions.

In consequence of this flood coal has risen in price, the carrying lines to the great markets having at one swoop been reduced from six to one, the Philadelphia and Reading Railroad being the only one of the half dozen, in operation this present week.

Soon, however, the Delaware, Lackawanna and Western Railroad will again be in use, forwarding coal trains to tidewater; in one week navigation on the Schuylkill Canal will be resumed; and soon thereafter the Lehigh Valley Railroad and then the Delaware and Hudson Canal will be reopened. Lastly, at the end of three months, the Lehigh Canal will be in order to Mauch Chunk, when the six lines will all once more be in operation.

Meantime the obstruction in the sources of supply will keep the market scant and scarce of the staple fuel, and, per consequence, better prices will rule, and the consumer will pay more than he paid last year, for his anthracite.—*U. S. R. R. and Mining Register.*

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1868	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western:				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1886	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1833	----
Mortgage Coupon	2,500.000	6	1885	91
" "	700,000	6	1880	84
" "	1,123,500	6	1875	94
" "	1,000,000	6	1867	93
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1868	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do:)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	870,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie:				
1st Mortgage coupon	2,000,000	7	1877	92
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	95
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	500,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'73-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	100
Mort. (chgd from Sterl'g)	888,000	5	1894	100
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
*Catawissa:				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	106
2d Mortgage	600,000	7	1875	100
Central Ohio:				
1st Mortgage W Div.	450,000	7	1861	62½
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	64
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	736,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	110
Consolidated 2d Mort. (S. F.)	813,000	8	1890	110
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	104½
Chicago and Northwestern:				
Sinking Fund Preferred	1,250,000	7	------	97½
1st Mortgage	3,600,000	7	------	65½
2d Mortgage	2,000,000	7	------	24½
Cincinn., Hamilton and Dayton:				
1st Mortgage	394,000	7	1867	100
2d Mortgage	950,000	7	1880	100
*Cincinn., Wilm. and Zanesville:				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	80
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	100
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	91
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	80
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	69
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	128,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296 000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	97
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	800,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	800,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	105
1st Mortgage (E. Extension)	1,499,000	---	1875	104
2d Mortgage	2,516,500	---	1881	103½
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	275,000	6	var.	100½
2d Mortgage (convertible)	*710,000	5	'62-'72	98
3d Mortgage (convertible)	450,000	6	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655.000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley:				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union:				
1st Mortgage Coupon	1,971,000	7	'62-'63	103
1st Mortgage (Extended)	22,000	7	1882	103
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	100
*Great Western, Ill.:				
1st Mortgage Eastern Division	1,000,000	10	------	----
" Western "	1,350,000	7	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	47
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	90
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	103
2d Mortgage	2,000,000	7	1860	102½
3d Mortgage	1,840,000	7	1875	91
Convertible	1,002,000	7	1867	86
Illinois Central:				
Optional Right bonds	38,000	7	1868	64
Construction	10,798,500	7	1875	97½
Construction	4,115,000	6	1875	97½
Eight per cent. bonds	328,000	8	1865	----
Indiana Central:				
1st Mortgage (convertible)	800,000	7	1868	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1868	66
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	350 500	7	1879	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
*Kennebec and Portland:				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1863	----
*Kentucky Centr. (Cov. and Lex.)				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	1870	103
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	80
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	21
2d Land Grant (Western Div.)	353,600	†	------	21
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1882	89
Long Island:				
1st Mortgage	500,000	6	1870	85
Extension Bonds	175,000	7	1890	82½
Long Dock Co.:				
Mortgage Bonds	100,000	7	1882	----
Mortgages on Land	473,800	7	------	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State (Tenn.), 1st Lien	800,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	800,000	7	1861	----
Marietta and Cincinnati:				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston:				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarksv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	107
2d Mortgage (S. F.), convertible	4,153,000	8	1882	104½
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	994,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	90
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	99½
Detroit and Toledo	684,000	7	1876	76
1st General Mortgage (S. F.)	3,030,000	7	1885	99
2d General Mortgage	2,572,000	7	1877	85
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1901	100
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,085	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	98
Preferred Stock	1,175,000	10	------	115
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
2d Mortgage	----------	----	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63-'68	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	100½
Funding (S. F.) Bonds	1,553,000	7	1876	108
Stock Exchange (S. F.) Bonds	680,000	6	1883	100½
Real Estate (S. F.) Bonds	166,000	6	1883	100½
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	106½
Convertible Bonds	970,000	7	1876	108
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	100½
New York and Erie:				
1st Mortgage	3,000,000	7	1867	109
2d Mortgage	4,000,000	7	1864	105
3d Mortgage	6,000,000	7	1883	99½
4th Mortgage	4,900,000	7	1880	92½
5th Mortgage	1,792,500	7	1888	87½
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	104
2d Mortgage	1,000,000	7	1864	100½
3d Mortgage	862,300	7	1867	90
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----

Description.	Amount.	Interest.	Due.	Price.
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	80½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	75½
2d Mortgage	3,077,000	7†	1861	4½
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	82½
Chattel Mortgage	360,000	10	1853	100½
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	107
2d Mortgage	2,319,000	6	1875	98½
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	89
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	500,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., German'n and Norris't'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	----
" 1836, "	192,000	5	1880	102
" 1849, "	2,103,600	6	1870	93½
" 1861, "	436,000	6	1871	----
" 1843, "	1,548,300	6	1880	102
" 1844, (convertible)	863,000	6	1880	102
" 1848, "	124,000	6	1880	102
" 1849, "	83,000	6	1880	102
" 1857, "	3,586,500	6	1886	89
" 1856, "	1,475,000	7	1886	89
Bonds and Mortg's—real estate	592,200	---	------	----
Preferred Stock	1,551,800	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	905,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	97½
2d Mortgage	5,100,000	7	1911	83
3d Mortgage	2,000,000	7	1911	60
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----

Description.	Amount.	Interest.	Due.	Price.
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1880	----
Richmond and Petersburg:				
Coupon	150,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	32½
2d Mortgage	937,500	7	1863	----
3d Mortgage	436,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1858	----
Mortgage	[997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,280,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
2d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	800,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	91
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	110
2d Mortgage (convertible)	2,000,000	7†	'62-'70	38
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible)	220,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	94
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	94
2d M. (Toledo and Wabash)	1,000,000	7	1869	69
2d M. (Wabash and Western)	1,500,000	7	1869	69
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1873	93½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,000)	4,319,520	5	'66-'71	----
Dollar Bonds	302,000	6	1875	----
Albany City Bonds	1,000,000	6	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	85
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1859	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1875	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. sed, etc	Mileage run of locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	—	50.6	—	—	—	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	—	101,102	37,866	—	—
28 Feb. '59	30 3	—	—	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	—	55,791	31,852	—	—
31 May '60	109.6	—	—	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	—	207,626	111,232	—	—
30 Jun. '59	57.0	—	—	171.3	—	—	—	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	—
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	—
1 May, '61	469.3	13.5	—	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	—	—	—	—	—	—	1,402,858	695,370	—	—
29 Feb. '60	88.5	28.4	—	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	—	506,156	260,289	6	—
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	—	—	—	—	—	—	—	—	—	—	—	—	—
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '58	38.5	—	—	107.5	—	—	—	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	—	230,251	104,894	—	—
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	89,373	—	307,010	96,500	—	—	23.8	45,543	77,028	34,866	16	—
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,147	149,477	—	—
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3.9 5,087	73.0	323,491	712,876	354,136	14	124½
31 Dec. '60	74.0	—	—	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,039	—	—
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	—
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	—	—	—
31 Dec. '60	43.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	—
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	—
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	439,930	808 060	301,979	—	—
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	—	66.4	—	288,512	108,626	—	87½
								DELAWARE.													
31 Oct. '60	34.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	34.3	136,631	138,970	41,466	—	—
31 Oct. '61	13.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,360	—	43,525	744,520	—	5,024	749,544	5.0	—	22,308	7,915	6½	—
								FLORIDA.													
— — '62	154.2	—	—	150	—	—	—	*Florida*	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	—	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	—	—	—	*Fla., Atlantic and Gulf Central*	—	—	—	—	—	—	—	—	—	—	—	—	—
— — '62	100.0	3.9	10.0	153.5	—	—	—	*Pensacola and Georgia*	—	—	—	—	—	—	—	29.4	—	—	—	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	—	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	—	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	—	—	—	Atlantic and Gulf—M. Trunk	—	—	—	—	—	—	—	30.0	—	—	—	—	—
31 Dec. '60	53.0	—	—	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	—	53.0	—	168,988	95,612	—	—
30 Apr. '60	43.5	—	—	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	—	—	—	31.0	—	—	—	—	—
30 Nov. '60	191.0	—	—	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	—	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	—	1,159,168	528,043	6	100
30 Nov. '60	102.5	—	—	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	—	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	—	202,714	110,516	8	—
1 May, '58	68.1	—	—	—	3	4	33	Savannah, Albany and Gulf	1,286,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	—	—	—	—	—
31 July '60	108.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	—	—	388,853	13	—
30 Sep. '59	138.0	—	—	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	—	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '61	220.0	—	—	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	—	—	8,500,000	4,500,000	—	10,000,000	220.0	—	1,096,465	452,693	4½	—
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	—	1,514,478	242,564	—	79½
31 Dec. '58	45.0	—	—	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	—
1 Apr. '60	194.0	—	—	—	—	—	—	Chicago and Northwestern	9,344,863	—	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	—
31 Mar. '62	181.8	—	—	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	66½
10 Nov. '58	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	—	84.0	—	—	—	—	—
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,811,917	—	6,028,400	3,414,702	—	10,502,318	261.3	1,123,454	1,720,396	811,185	5	71½
31 May, '61	175.0	—	—	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	—	175.0	—	486,943	181,529	—	—
31 Dec. '61	454.8	252.5	—	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,023	2,965,758	1,150,903	—	62½
— — —	—	—	—	51.6	—	—	—	Illinois River	—	—	—	—	—	—	—	—	—	—	—	—	—
— — —	143.0	—	—	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	—	143.0	—	—	—	—	—
— — —	46.6	—	—	—	—	—	—	Peoria and Bureau Valley	—	—	—	—	600,000	—	—	oper	by Chic.	& R. Is.	125,000	—	—
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	—	—	—	—	—	—	—	—	—	—	—	—	—
— — '58	186.0	—	—	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	—	186.0	—	—	—	—	—
31 Dec. '58	100.0	—	—	—	—	—	—	Quincy and Chicago	1,978,556	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	—
— — —	1.0	—	—	—	—	—	—	Rock Island Bridge	—	—	—	—	—	—	—	oper	by Chic.	& R. Is.	—	—	—
31 Dec. '58	168.5	39.5	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	—	823,767	—	—	—
								INDIANA.													
— — —	108.0	—	—	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	—	108.0	—	—	—	—	—
— — —	29.0	—	—	73.0	—	—	—	Cincinnati, Peru and Chicago	—	—	—	—	—	—	—	29 0	—	—	—	—	—
31 Aug. '57	109.0	—	—	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	—	249,867	119,342	—	—
31 Dec. '60	72.4	—	—	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	865,122	400,397	133,009	—	58
31 Dec. '58	89.8	20.2	—	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	—	448,858	230,834	9	30
31 Dec. '60	84.0	—	—	—	—	—	—	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37,219	2,031,942	84.0	—	277,952	119,745	—	—
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,234	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	—
— — '59	64.0	—	—	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	—	—	—	—	—
1Dec. '60	86.0	49.0	—	—	23	—	—	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	—
— — '58	288.0	—	—	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	—	645,827	371,402	—	—
— — '58	74.0	—	—	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	—	—	—	—	—
30 Nov. '61	73.0	—	—	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,976,801	73.0	325,707	377,602	216,184	10	120
								IOWA.													
1 Jan. '58	75.5	—	—	201.5	—	—	—	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	—	—	—	—	—
31 Dec. '59	86.0	—	—	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	880,000	369,084	—	86 0	7 mo's.	85,239	46,771	—	—
31 Dec. '61	111.0	—	—	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	—
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	—	—	—	245,000	755,000	—	—	—	—	—	—	—	—
1 Jun. '58	38.5	—	—	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	—	38.5	11 mo's.	459,821	21,356	—	—
1 Jun. '59	11.2	—	—	57.3	—	—	—	Keok., Mt. Pleasant and Muse.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	—	—	—	—	—
— — '59	55.0	52.6	—	312.0	—	—	—	Mississippi and Missouri	4,198,000	*	—	—	—	—	—	107.6	—	—	—	—	—
								KENTUCKY.													
31 Oct. '59	30.0	—	—	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	—	426,408	227,534	—	85
30 Jun. '57	20.0	—	—	113.0	—	—	—	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	—	20.0	—	—	—	—	—
— — '58	13.0	—	—	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	—	13.0	oper.by	Cov. &	Lex.	—	—
30 Jun. '61	29.0	—	—	—	—	—	—	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	—	108,944	48,267	—	80
30 Jun. '61	65.1	—	—	—	13	10	230	Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	2,256,500	661,269	9,455,250	269 0	613,903	716,478	371,122	—	—
— — '59	18.8	—	—	70.2	—	—	—	Maysville and Lexington	—	—	—	—	—	—	—	18.8	oper.by	Cov. &	Lex.	—	—
								LOUISIANA.													
— — —	22.0	—	—	—	—	—	—	Clinton and Port Hudson	750,666	*	—	—	—	—	—	22 0	—	—	—	—	—
— — —	27.0	—	—	—	—	—	—	Mexican Gulf	662,911	*	—	—	—	—	—	27.0	—	—	—	—	—
31 Dec. '60	80.0	—	—	173.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	222,649	—	—
1 Mar. '61	206.0	—	—	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	—	2,665,000	1,150,717	—	206.0	—	1,282,824	555 434	—	—
31 Aug. '60	58.7	—	—	126.3	—	—	—	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,016	248,969	108,494	1,710,819	58.7	—	—	—	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railronds are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	—	—	4	4	21	Androscoggin	757,381	*		151,633	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,319	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,880	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	---	---	-----	Penobscot	328,412			180,497	300,000	75,000	-----	-----	-----	-----	-----	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	-----
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	169,476	245,348	115,732	6	101
31 May, '59	37.0	—	.....	—	---	---	-----	Somerset and Kennebec	783,763	*		169,200	556,600	-----	-----	37.0	-----	55,403	25,404	—	—
31 May, '61	18.5	—	.....	33.5	---	---	-----	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	-----	26,386	-----	—	—
								MARYLAND.													
30 Sep. '60	270.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,863	566,070	31,241,011	286.8	-----	3,922,203	2,305,788	6	67
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			1,624,806	30.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,280,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	24½
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	600,560	100,000		600,000			601,360	ope	rat. by	Housat.	42,000	7	-----
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*		1,839,000	440,000	22,382	-----	57.7	-----	449,051	128,733	7	97
31 May, '61	74.3	8.8	49.7	—	32	54	606	Boston and Maine	4,300,349	*	465,758	4,076,974		88,655	-----	118.3	-----	776,066	315,071	6½	107½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	132,720	-----	-----	61.8	-----	588,871	272,429	8	112½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000		126,104	-----	83.6	-----	928,882	408,594	8	115
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,689	163,400	-----	-----	47.2	-----	95,871	34,072	—	28
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	300,000	-----	-----	52.3	-----	250,836	122,956	6	90
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	24,000	4,908,862	120.7	432,100	565,939	246,402	4	68½
30 Nov. '61	19.9	1.3	3.8	—	-----	-----	-----	Essex	742,592	4,416		299,107	280,261	197,428	776,796	-----	-----	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149		3,540,000			-----	71.6	-----	543,158	217,054	6	103½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226		217,825	55,450	5,900	333,884	26.4	-----	33,820	7,668	6	97
30 Nov. '61	25.0	—	3.0	—	-----	-----	-----	Hampshire and Hampden	596,651			292,950	303,014	97,706	-----	ope	r. by N.	H. & N'h	-----	6	-----
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	-----	6	-----
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,568	27.7	-----	204,374	48,542	8	110
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*		500,000	213,000	108,500	-----	21.6	-----	123,016	24,907	2	73½
30 Nov. '61	27.0	—	2.4	—	-----	-----	-----	Newburyport	597,386			220,340	234,900	140,902	-----	-----	-----	-----	-----	—	—
30 Nov. '61	21.5	—	0.3	11.5	---	---	---	N. York and Boston Air Line	744,130			283,037	459,693	133,585	-----	-----	-----	18,291		—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	*	3,015,100	81,000	121,778	-----	87.3	-----	505,320	219,608	6	107½
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			-----	-----	-----	36,588	19,060	6	-----
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	-----	-----	44.4	-----	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543		243,306	226,900	270	-----	ope	r. by B.	and L'll	-----	—	—
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	150,000	2,768	-----	11.5	-----	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	-----	-----	-----	Stockbridge and Pittsfield	448,700			448,700			-----	ope	r. by Ho	usaton.	31,409	7	-----
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000			250,000			-----	11.7	-----	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	---	---	---	Troy and Greenfield	-----	-----	-----	-----	-----	-----	-----	ope	r. by T.	and B.	-----	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*		2,214,225	991,125	-----	-----	77.0	-----	200,648	95,739	—	14½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*		5,150,000	6,271,520	75,854	14,242,462	217.9	-----	1,894,568	812,997	8	120½
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*		1,141,000	160,000	812	-----	45.7	-----	195,689	83,188	5.3	55
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	—	-----
30 Sep. '59	57.0	—	.....	—	—	—	-----	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G		r. Tr'k R.	R. Co. of	Canada	-----	-----	-----	-----	-----	—	-----
30 Sep. '60	138.0	—	.....	—	-----	-----	-----	*Detroit and Milwaukee*	3,270,623	647,596	-----	2,950,000	4,250,000	-----	9,008,369	138.0	-----	365,088	144,270	—	-----
— — —	—	—	—	—	—	—	—	*Flint and Pere Marquette*	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	—	-----
— — —	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	—	-----
31 May, '61	284.8	—	23.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,988,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	66
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,760,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,543	—	27½
— — —	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	—	-----
								MINNESOTA.													
— — '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	-----	-----	-----	-----	666,000	-----	-----	-----	-----	-----	-----	—	-----
— — '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	-----	-----	-----	-----	575,000	-----	-----	-----	-----	-----	-----	—	-----
— — '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	-----	-----	-----	-----	600,000	191,130	-----	-----	-----	-----	-----	—	-----
— — '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	-----	-----	-----	-----	500,000	-----	-----	-----	-----	-----	-----	—	-----
— — '59	—	—	—	60.0	—	—	—	*Root River Valley*	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	—	-----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	-----	2,000,961	2,554,732	895,992	6,331,899	236.0	-----	584,342	328,092	—	-----
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,013	-----	798,285	456,949	275,060	1,974,444	59.7	-----	176,462	116,433	—	-----
31 Dec. '58	33.2	—	.....	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	-----	1,000,000	1,400,000	-----	-----	33.2	-----	250,047	121,659	—	-----
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	---	---	-----	*Cairo and Fulton*	-----	-----	-----	-----	-----	-----	-----	37.0	-----	-----	-----	—	-----
31 Aug. '60	206.8	—	.....	—	---	---	-----	*Hannibal and St. Joseph*	12,364,134	*	-----	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,866	437,333	—	45
31 Jan. '61	168.8	—	16.8	68.0	22	19	391	*North Missouri*	6,469,890	496,254	-----	2,594,100	4,350,000	96,429	7,236,462	168.0	10 mo's.	292,428	78,975	—	-----
— — —	—	—	—	*Platte County*	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	—	-----
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	-----	3,364,336	7,013,000	674,859	18,614,489	189.0	327,708	683,644	277,629	—	-----
28 Feb. '61	77.0	—	.....	206.0	---	---	-----	*South-Western Branch*	4,201,216	-----	-----	68,413	3,860,000	-----	-----	114.0	311,665	67,866	1,516	—	-----
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,034	—	-----
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	---	---	-----	Ashuelot	506,000	-----	-----	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	20,000	—	-----
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	3
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,733,697	322,267	-----	2,088,925	738,200	84,327	3,163,731	63.6	-----	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	-----	389,047	420,853	13,070	858,264	28.1	-----	51,698	21,868	—	-----
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	-----	1,500,000			1,564,506	61.3	324,532	459,650	128,366	8	56½
30 Sep. '59	46.8	—	.....	—	-----	-----	-----	Concord and Portsmouth	250,000	*	-----	250,000			250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	-----	-----	-----	Contoocook River	200,000		-----	200,000			200,000	14.6	4,182	16,603	1,528	—	-----
30 Nov. '59	16.5	—	.....	—	-----	-----	-----	Eastern	525,205		-----	492,500		42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	60
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,837	-----	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	-----
31 Mar. '59	26.8	—	.....	—	-----	-----	-----	Manchester and Lawrence	1,000,000		-----	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	98,577	8	104½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	-----	595,587	383,400	303,517	1,292 504	52.7	-----	59,774	21,158	—	-----
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	63½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	-----	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	-----
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	-----	-----	-----	Belvidere Delaware	3,128,287	*	-----	997,862	2,082,000	106,879	3,183,741	76.0	-----	274,204	162,841	—	-----
31 Dec. '61	63.9	32.3	.....	8.0	-----	-----	-----	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	-----	12,171,200	124.2	-----	2,058,989	913,829	12	135
31 Dec. '60	60.2	—	.....	—	-----	-----	-----	Camden and Atlantic	1,829,473	*	-----	976,843	1,032,076	83,641	2,092,56	60.2	-----	160,043	54,902	—	14
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	-----	3,650,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	678,443	10	91½
1 Jan. '61	2.9	—	2.9	—	-----	-----	-----	Long Dock	2,553,554	-----	-----	600,000	973,810	779,744	2,563,584	-----	-----	Leased	to Erie	Co.	-----
31 Dec. '59	58.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,167,800	340,000	1,766,285	1,768,241	53.0	163,703	263,495	109,111	3	-----
31 Dec. '61	33.8	—	.....	—	-----	-----	-----	New Jersey	3,609,089	400,378	1,249,621	4,397 820	688,000	-----	5,628,931	33.8	-----	992,767	579,981	10	132
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	-----	154,157	-----	-----	-----	-----	-----	-----	-----	—	-----
31 Dec. '60	13.5	—	.....	—	-----	-----	-----	Paterson and Hudson	630,000	*	-----	630,000	-----	-----	630,000	ope	r. by N.	Y. & E.	53,400	8	-----
31 Dec. '60	15.0	—	.....	—	-----	-----	-----	Paterson and Ramapo	350,000	*	-----	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	25
31 Dec. '61	24.0	—	.....	—	-----	-----	-----	Warren	1,876,713	*	-----	1,276,000	600,000	713	1,876,713	24.0	-----	220,827	105,997	6½	70
31 Dec. '60	13 0	—	.....	43.0	—	—	—	West Jersey	280,278	-----	-----	218,704	-----	56,582	-----	-----	-----	15,344	3,268	—	-----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60				140.0				Albany and Susquehanna	543,221			507,957		46,139	554,096						
30 Sep. '60	32.9		3.3		5	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,099	50,000		oper. by Rens. & Sarat.					
30 Sep. '60	38.3		44.0					Albany and West Stockbridge	2,389,559			1,000,000	1,389,559		2,389,559	oper. by Western.				6	100
30 Sep. '60	34.9		2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445		822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609		
30 Sep. '60	14.8		1.6					Blossburg and Corning	496,661			250,000	220,000		470,000	14.8	22,712	34,310	19,886		
30 Sep. '60	14.5		7.0				28	Brooklyn Central and Jamaica	546,372	40,247		448,750	86,000	42,102	575,852	14.5	325,499	68,676	28,168	2½	
30 Sep. '60	24.7	0.9	23.4	5.5		158		Brooklyn City	928,356	335,870		1,000,000		130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	
30 Sep. '61	142.0		14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	593 845	187,704		130
30 Sep. '60	68.3		14.0		28	34	327	Buffalo and State Line	2,267,158	521,126		1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	
30 Sep. '60	34.6		38.1					Cayuga and Susquehanna	719,050			343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427		
30 Sep. '60	17.4		2.1					Chemung	400,000			380,000	70,000		450,000	oper. by Erie.			24,000	6	
30 Sep. '60	46.8		2.9		10	8	83	Elmira, Jefferson & Canand.	500,000			500,000			500,000	oper. by Erie.			30,000	6	
30 Sep. '60	17.3		3.0					Hudson and Boston (West'rn)	175,000			175,000			[175,000	17.3	46,981			6	
30 Sep. '60	144.0		115.1		58	107	554	Hudson River	10,618,073	1,182,372		3,758,466	9,107,000	182,106		150.0	967,065	2,047,145	778,121		47½
30 Sep. '60	84.0	2.5	10.8		17	40	126	Long Island	2,077,132	489,138		1,852,716	755,998	12.283	2,620,997	101.5	258,763	343,021	119,454		17½
30 Sep. '61	297.8	258.1	313.8		211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9		7,309,042	2,601,063	6	94
30 Sep. '60	446.0	19.0	282.5		219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406		37½
30 Sep. '60	138.0	2.1	29.6		33	93	576	New York and Harlem	8,022,786	*		5,717,190	6,055,752			152.9		1,142,851	433,716		17
30 Sep. '60	8.0				2	8	8	New York and Flushing	244,412	34,756		120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346		
30 Sep. '61	99.0							Niagara Bridge and Canand.	1,000,000			1,000,000			1,000,000	oper. by Central.			60,000	6	
30 Sep. '60	118.0	3.8	17.7		28	14	578	Northern (Ogdensburg)	4,809,856			1,500,000	3,077,000		4,577,000	121.8	395,128	458,912	153,080		
30 Sep. '60	35.9		2.2		7	6	46	Oswego and Syracuse	791,002	*		396,340	213,500	4,875		35.9	69,759	119,666	64,753	8	
30 Sep. '60	75.4		2.3		6	4	33	Pottsdam and Watertown	1,537,509	62,517		665,419	1,000,000	192,748		75.4	79,240	80,611	37,436		
30 Sep. '60	25.2		2.0		5	13	70	Rensselaer and Saratoga	755,124	157,048		610,000	140,000	750,000		59.2	119,325	269,353	131,525	6	
30 Sep. '60	18.5		1.2	21.3				Rochester and Genesee Valley	654,021			557,560	150,000	19,980		oper. by B., N. Y. & E.		22,047			
30 Sep. '60	18.0		1.0			1		Sacketts Harbor, Rome & N.Y.	70,468	1,050		10,305		61,213	71,518	18.0	3,365	634	54		
30 Sep. '60	21.0		1.6		2	2	11	Saratoga and Schenectady	480,684			300,000	83,000			oper. by Rens. & Sar.				5	
30 Sep. '60	40.8	6.7	3.8		9	11	84	Saratoga and Whitehall	820,518	81,166		500,000	378,000	3,376		47.3	114,731	175,604	60,113		
30 Sep. '60	13.0		0.3		2	6	6	Staten Island	251,389	36,443		62,731	162,087	63,374		13.0		15,720	11,800		
30 Sep. '60	81.8		7.6		13	12	117	Syracuse and Binghamton	2,854,212	*		1,200,130	1,643,183	121,065		81.0	191,579	227,488	139,817		
30 Sep. '60	31.9		3.5		10	9	123	Troy and Boston	1,366,326	168,437		605,911	806,500	247,155		112.0	280,643	312,066	160,237		
30 Sep. '60	6.0							Troy and Greenbush	258,835	36,073		274,400				oper. by Hud's River.				6½	
30 Sep. '60	2.1		2.1					Troy Union	752,601			30,000	680,000			oper. by other Co's.					
1 Jan. '62	10½		½	30.0				Warwick Valley	185,000			100,000	85,000		185,000	10½	oper. by Erie R.	W. Co.			
30 Sep. '60	96.7		11.0		17	11	288	Watertown and Rome	1,948,640	327,304		1,499,000	772,400	66,112		96.7	212,235	351,167	178,067		6
								NORTH CAROLINA.													
31 May, '60	94.9		6.4					Atlantic and North Carolina	2,157,503	*		1,545,225	400,000	276,372	2,419,401	94.9		103,953	38,572		
-- -- '58	223.0							North Carolina	4,235,000	*		4,000,000				223.0					
-- -- '58	97.0							Raleigh and Gaston	1,240,241	*		973,300	126,200			97.0		206,917	108,541		
30 Sep. '60	161.5	15.0			23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9		469,458	219,688		
30 Sep. '58	161.9				24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	
15 Mar. '60	81.0	3.0		192.5				Western North Carolina	2,000,000	*	4,700	290,212		70,860	364,072						
								OHIO.													
-- -- '58								Atlantic and Great Western	613,231			866,939		77,294							
31 Dec. '60	118.2				17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2		314,091	102,765		
1 Aug. '61	137.0				41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0		699,716	230,551		
31 Mar. '62	60.3				22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000		3,818,784	198.3		646,205	329,714	7½	100
31 Dec. '60	30.0			69.1				Cinc. and Indianapolis Junc.								32.0					28
1 May, '59	131.8			31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*		2,441,176	3,032,000	228,973		131.8	304,168	190,745	19,180		
31 Dec. '60	135.4	5.8			22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	124½
31 Dec. '60	67.0			18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003		89
31 Dec. '61	95.4	1.2	37.9		30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,353,000			96.6		1,120,370	662,948	14	125
30 Nov. '58	101.0	102.5			42			Cleveland and Pittsburg	9,320,288	*		3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	22½
31 May '61	109.2	79.4			32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6		919,971	493,956		46½
31 Dec. '58	61.4			53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*		369,673	575,250	632,486		61.5	75,120	68,128	19,763		
31 Dec. '58	72.0			31.0	6	9	103	Columbus and Indianapolis	2,555,000	*		750,000	1,600,000	205,000		72.0	144,000	84,000	17,760		50
30 Nov. '61	64.5		10.4		14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	oper. w. Lit. Miami.		177,371	8	87½
31 Mar. '61	144.0		7.9					Dayton and Michigan	5,087,571	112,644	4,800	2,196,762	2,521,700	350,824	5,241,812	144.0		375,002	212,107		
31 Aug. '60	36.6				5	3	87	Dayton and Western	999,173	104,912		307,246	716,000	80,845		36.6		62,025	3,565		
31 Aug. '58	16.0			47.0	3	2	21	Dayton, Xenia and Belpre	880,496	*		437,838	422,658		1,104,086	16.0	40,064	64,000	33,000		
1 Nov. '61	45.0				6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,863	152,694		45.0		102,180	52,408		
-- -- '59	36.0			84.0				Fremont and Indiana							1,358,867						
31 Oct. '61	32.0				6	5	68	Greenville and Miami	888,000	*		300,000	473,000	75,000		47.0		69,352			
30 Nov. '58	18.0			34.0	1	2	50	Iron	172,830	*		118,865	50,000	3,965		13.0	24,000	31,126	10,460		
30 Nov. '61	83.5		37.8		28	22	380	Little Miami	3 532,266	500 524	412,002	2,981,267	1,400,000		4,960,780	138.0	814,908	1,336,991	632,114	8	100
31 Jan. '62	182.0	21.6			37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*		8,781,699	285,789	106,895	9,792,293	226.6		434,290	99,554		
30 Apr. '61	192.3				48	34	928	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,380,030	18,794,721	192.3		898,818	169,943		1½
31 Aug. '58	117.0	8.0			17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*		1,906,736	2,400,000	466,215		125.0					
30 Jun. '61	158.9	82.0			40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	206.9	452,635	450,245	58,589		
31 Dec. '60	116.0	9.0			13	20	206	Sandusky, Mansfield & New'k	2,309,125	*		848,770	1,385,200	132,063	2,588,876	126.0		185,934	84,167		
30 Nov. '58	56.6			74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*		403,975	500,000	100,000		56.6	70,000	110,200	53,100		
31 Aug. '58	19.5			23.5				Springfield and Columbus	346,500			193,000	150,000	3,500	346,500	oper. by C., C. & C.					
30 Nov. '58	49.8			62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*		1,000,000	1,050,000	200,000	2,250,000	49.8	222,000				
31 Aug. '61	242.4				35	18	668	Toledo and Wabash	8,234,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	895,502	1,012,236	400,559		20
								PENNSYLVANIA.													
31 Jan. '61	45.0		3.0	136.2	4	6	97	Alleghany Valley					378,455	62,624		45.0	61,634	94,342	45,161		
31 Aug. '59	20.5		23.2		15	2	1,005	Beaver Meadow	966,792	260,000		1,410,900	2,000		1,412,900	20.5		311,201	164,554	10	57½
31 Dec. '61	68.5		3.5		22	14	300	Catawissa	3,403,500	*		3,350,000	53,500			146.0		219,548	22,490		4
30 Sep. '61	52.5		3.2		11	8	66	Cumberland Valley	1,126,574	*		956,900	270,500		1,308,919	52.5	181,067	249,778	159,531	8	
31 Dec. '61	110.8	2.3	36.0		74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0		2,169,946	1,339,680		109
30 Nov. '59	36.3		2.8		3	3		East Pennsylvania	900,000	16,617		386,121	365,500	188,515	940.136	36.3					
30 Sep. '59	18.6		4.0					Erie and Northeast	700,000			600,000	400,000		1,000,000	oper. by Buf. & S. L.				10	
31 Aug. '60	36.9	18.6	21.9					Harrisburg and Lancaster	1,882,555			1,087,100	661,000		1,883,343	55.5		438,237	153,334	6	55
31 Aug. '59	32.3		1.2	44.1	3	2	17	Hempfield	1,388,168	*		1,809,563			1,809,563	32.3		32,411	7,267		
31 Aug. '59	20.9	11.3	4.6		6	3	1,000	Huntingdon and Broad Top	1,354,724	*		425,015	1,000,000	206,550	1,631,565	42.2		84,017	3,413		
30 Sep. '59	68.9		2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000		710,000	1,100,000	167,303	2,164,303	68.9		116,200	67,600		
30 Nov. '60	45.7		22.3	20.2	15	6		Lehigh Valley	3,787,538	*		1,966,350	1,500,000			45.7	183,500	679,908	342,039	6	52½
30 Nov. '59	28.0	5.0	13.6		9			Little Schuylkill	3,299,600	*		2,256,100	942,500	85,000	3,299,600	oper. by C., W. & E.					19½
31 Dec. '60	29.0		4.0					Lehigh Coal and Navigation	1,380,000		4,455,000	2,479,950	3,413,871	303 927	9,303,932			753,318	670,227	6	48½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	3,594,228	266,838		2,800,000			2,991,150	72.3		556,192	379,976	10	44½
30 Nov. '61	55.6	10.1	9.7		18	21	504	North Pennsylvania	5,462,399	406,187		3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364,225	292,124		10½
31 Dec. '60	331.1	98.1	391.7		205	124	2,668	Pennsylvania	22,581,158	3,065,289	3,474,545	12,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402		49½
30 Sep. '59	12.0		0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000			250,000	50,000		20.0		1,637			
30 Sep. '59	17.0	7.0			16			Phila., Germant'n & Norrist'n	1,422,977	228,555		1,208,500	374,800	104,720	1,742,333	24.0		288,657	157,194		48
30 Nov. '61	147.4	4.0	61.0		145	65	6,678	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600		25,225,48	151.4	1,795,927	2,905,838	1,412,905		28½
31 Dec. '59	28.0							Philadelphia and Trenton	1,000,000			1,000,000			1,000,000	28.0	oper. by Cam. & Amboy				125
31 Oct. '61	96.9	0.6			82	109	565	Phila., Wilmington and Balt.	7,021,713	744,425	142,840	5,600,000	2,475,500	140,998	8,742,900	200.6	439,780	1,516,985	675,494	6½	53½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Year ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLV ANIA, (*Continued.*)													
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	—
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pitts'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 328	18,999 851	467.5	2,434,641	3,031,787	1,299,721	—	—
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----	----	—	—	—	—	—	—
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkil and Susquehanna	1,258,700	*	—	1,258,700	97,000	----	1,355,700	54.0	—	—	—	—	—
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkil Valley	573,616	*	—	568,150	—	----	573,616	24.5	—	34,501	29,604	3½	—
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	739,970	60,821	1,724,227	----	—	96,227	54,582	—	—
31 Dec. '59	148.0	—	20.0	140.0	----	----	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	—	114,126	61,848	—	—
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----	----	29.6	—	83,072	47,007	6	—
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,201	26.4	—	125,597	4,502	—	—
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	203,895	----	78.0	199,878	238,420	860,339	—	124
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	—	----	62.0	240,449	331,522	105,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	427,917	8,500	—	----	13.6	----	26,454	6,914	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	----	----	1,916,515	217,577	----	2,134,092	13.2	----	----	----	—	—
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,906	1,099,536	51.9	----	----	----	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	283,263	151,536	6	—
— — '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----	----	49.3	----	----	----	—	—
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,540	2,919,554	164.5	----	341,190	125,871	----	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----	----	----	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----	575,729	32.0	----	27,568	8,527	—	—
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	----	—	62	59	700	South Carolina	----	----	----	—	2,643,833	----	----	----	----	1,499,636	701,943	7	—
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----	----	----	----	----	----	----	25.1	----	----	----	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	69,110	1,137,707	47.6	----	29,967	19,187	—	—
1859	----	----	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,678	2,020,000	200,000	----	140.0	----	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,810,033	156,264	—	536,654	1,902,000	390,407	----	130.3	150,142	297,806	3 149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	870,000	1,361,000	145,000	----	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,906	—	317,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----	159.0	----	734,118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	----	----	----	----	----	----	----	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	8	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	----	----	216,962	413,000	408,477	----	30.0	----	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	153.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----	----	----	----	----	----	----	32.0	----	----	----	—	—
— — '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	----	----	----	----	----	56.0	----	----	----	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	----	275-000	240,000	171,560	----	50.0	31,300	32,670	----	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,845	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	----	----	----	----	----	25.0	----	----	----	—	—
— — '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----	----	----	----	----	----	----	28.0	----	----	----	—	—
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	182	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	----	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	579,119	6,385,045	119.6	349 440	334,368	113,318	—	—
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----	----	----	62.0	142,839	150,318	30,288	—	—
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	----	----	----	Vermont and Canada	1,350,695	----	----	1,350,000	----	----	1,380,695	ope	r. by Vt.	Central	----	—	117½
31 Aug. '60	23.7	—	0.7	—	3	4	42	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----	----	23.7	47,950	45,930	8,522	—	—
31 Aug. '60	54.0	10.5	----	—	----	----	----	Western Vermont	1,083,500	*	—	332,000	700,000	----	1,083,500	ope	r. b. Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	----	----	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----	113.7	708,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	—
30 Sep. '60	83.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	----	2,063,655	2,517,500	590,056	----	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,855	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	----	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	----	----	—	—
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,689,643	80.0	----	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----	55.0	----	----	----	—	—
31 Dec. '61	199.9	—	24.9	—	----	----	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----	----	199.9	----	756,476	329,580	—	—
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----	----	----	42.0	10 mos.	60,066	----	—	—
31 Dec. '61	191.9	42.5	28.2	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,842,600	2,526,000	58,549	8,036,604	234.4	----	1,108,354	436,069	—	33
— — '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----	----	345,861	132,000	----	----	50.0	----	121,401	----	—	—
10 May, '61	104.0	—	----	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	—
— — '58	10.0	—	----	55.0	----	----	----	Wisconsin Central	600,000	----	----	----	----	----	operated	by	Fox Riv	er Vall.	----	—	—
								CANADA.													
31 July '61	161.0	—	----	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,519,800	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	—
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----	----	----	----	----	----	----	81.0	166,245	----	----	—	11
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----	----	----	----	----	----	----	48.0	----	----	----	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	----	15,603,128	31,351,133	----	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	----	----	87	126	1,689	Great Western	22,153,321	*	----	14,064,908	8,480,849	----	----	357.0	1,360,900	----	----	3	----
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	----	----	----	----	----	----	----	24.0	37,081	----	----	—	—
— — '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----	----	----	----	----	----	----	98.6	254,530	----	----	—	—
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----	----	----	----	----	----	----	54.0	89,222	----	----	—	—
— — '59	25.0	—	----	—	4	—	57	Welland	----	----	----	----	----	----	----	25.0	----	----	----	—	—
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	—	14	15	235	European & North American	4,548,564	*	—	4,637,852	—	—	4,637,852	108 0	----	130,678	36,432	—	—
1 July, '61	60.0	—	----	—	----	----	----	New Brunswick and Canada	1,402,748	102,288	—	1,380,000	13,100	136,000	1,799,282	60.0	----	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '61	51.5	—	----	60.1	----	----	----	Nova Scotia	4,268,717	*	----	----	----	----	----	51.5	----	120,918	26,803	—	—
								NEW GRANADA.													
31 Dec. '60	48.7	—	----	—	----	----	----	Panama	8,000,000	*	620,304	5,000,000	2,400,000	—	9,608,580	48.7	----	1,589,859	1,110,662	13	137

New York Stock Exchange.

Highest Sale Prices for the week ending June 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18.
Federal Stocks:—						
U. S. 5s, 1871	----	----	97	----	----	
U. S. 5s, 1874	----	97⅛	97⅛	97⅛	----	
U. S. 5s, 1865	----	----	----	----	----	
U. S. 6s, 1881, reg.	103⅛	----	103⅝	103⅜	103	
U. S. 6s, 1881, cou.	106⅜	107	107⅛	107	106⅜	106⅜
U. S. 6s, 1862	----	----	----	----	----	
U. S. 6s, 1867	----	----	----	101⅛	----	
U. S. 6s, 1868	----	104⅛	----	100	----	
Treasury 7 3-10 Notes	106⅛	106⅛	106⅛	105⅞	105⅞	----
State Stocks:—						
California 7s	98	98⅛	98	98	98	98⅛
Georgia 7s	----	----	----	----	----	----
Illinois Coupon bonds	103	102	103	103⅛	----	----
" Canal bonds	99⅛	----	----	----	----	----
Illinois War Loan	99⅛	101⅛	----	----	101	101
Indiana 5s	----	----	----	----	----	----
Indiana War Loan	----	----	97	----	----	----
Kentucky 6s	----	----	----	----	----	99
Louisiana 6s	65	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	99⅛	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	53⅛	53⅛	53	52⅛	52⅛	51⅛
Do. iss. to H. & St. J. R.	66⅛	----	66	64	64	64⅛
New York 6s, 1872	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	72	----
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	----	103	----	----	----
Tennessee 6s, 1890	60⅛	60⅛	60	59⅛	59⅛	58⅛
Virginia 6s	57	----	57	56⅛	----	56⅛
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. and Q.	79⅛	80	79⅛	79⅛	79⅛	----
Chicago and Rock Isl.	66⅛	67⅛	67⅛	68	68	66⅛
Clev., Col. and Cin.	----	123	124⅛	----	----	----
Clev. and Pittsburg	21⅛	22⅛	22⅛	22⅛	22⅛	22⅛
Clev. and Toledo	46⅛	47⅛	47⅛	48⅛	48	46⅛
Del., Lack. and West	100	102	----	102	----	100
Galena and Chicago	71	71	71⅛	72⅛	72⅛	71⅛
Hudson River	48	49	49	48⅛	47⅛	47⅛
Illinois Central (scrip)	65⅛	65	64	64	63⅛	62⅛
Michigan Central	66	67⅛	67⅛	67	67⅛	66
M. S. and N. I. guar'd,	58⅛	60⅛	63	63⅛	63⅛	62
M. S. and N. I.	27⅛	27⅛	28⅛	27⅛	28	27⅛
Mil. and P. du Chien	29	30	31⅛	33	35	33
M. and P. du C. 1st pref.	90⅛	93	98⅛	97⅛	97	----
M. and P. du C. 2d pref.	70	72	75	75	75	----
New Jersey	132	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	93⅛	94⅞	95⅛	95⅛	95⅛	94
Erie	38⅛	38⅛	38⅛	38⅛	37⅛	37⅛
Erie pref.	66⅛	66⅛	67⅛	66⅛	66	65⅛
N. York and Harlem	16⅛	17⅛	18⅛	17⅛	17⅛	17
N. Y. and H. "pref."	40⅛	42⅛	44⅛	43	43⅛	42
Panama	136	139⅛	139⅛	----	----	137
Phila. and Reading	57⅛	59	59	----	57⅛	57
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	----	92	----	92	----
Ohio. and N. W. 1st M.	65	65	65⅛	----	----	----
" " 2d M.	----	24	24⅛	24⅛	24⅛	----
" " S. F.	----	----	----	----	----	----
Cl. & Tol. S. F. 7 p.c.	97⅛	----	----	97	97	----
Chi., Bur. and Q. 8 p.c.	110	110	----	----	----	----
Chi. and R. I. 1st M. '70	104⅛	----	----	----	----	----
D. L. & W. 1 M. 8p.c. '71-5	----	----	----	----	----	----
" 2 M. 8 p.c. '81	----	----	----	103⅛	----	----
Gal. & Ch. 1 M. 7p.c. '63	103	----	----	103	----	----
" 2 M. 7p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	50	50⅛	52	----	----	----
Hudson R. 1 M. 7p.c. '69	----	----	----	----	----	----
" 2 M. 7p.c. '60	106	----	----	----	102⅛x	----
" 3 M. 7p.c. '75	----	----	----	95	----	94
" sink. fund	----	----	----	----	----	----
Illinois Central bonds	95⅛	95	97	97	97⅛	97⅛
La Crosse & Mil. L. G.	----	----	----	21	21	----
Mil. and P. du C. 1st M.	----	99⅛	100	----	----	----
Mich. Cen. S. F. 8p.c. '82	----	----	105	104⅛	----	----
" conv. 8 p.c. '69	106⅛	----	106⅛	----	107	----
Mich. Southern 1st M.	100	----	----	----	----	----
" " 2d M.	85	85	86	87	84	84⅛
" " S. F.	99⅛	99⅛	----	100	98⅛	99
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8p.c. '77	----	----	----	----	----	85
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif. '83	100⅛	----	----	----	100⅛	----
" 1 M. 7p.c. '64	----	----	----	----	----	----
" bonds 1876	----	----	108	108	----	----
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	99⅛	99⅛	----	----
" 4 M. 7 p.c. '80	92	93	93	92⅛	----	92⅛
" 5 M. 7 p.c. '83	87	87⅛	87⅛	87⅛	----	----
N. Y. & H. 1 M. 7p.c. '73	----	----	----	----	----	104
" 2 M. 7p.c. '64	----	----	----	----	100⅛	----
" 3 M. 7p.c. '67	----	----	90	----	----	----
Pitts., Ft. W. & Chi. 1M.	96⅛	97⅛	97⅛	98	97⅛	----
" " " 2d M.	79	80	----	81⅛	82	83
Toledo & Wab. 1 M.	----	----	----	----	----	94
" " 2 M.	70⅛	70	70	69	----	----
Miscellaneous:—						
American Gold	104⅛	105⅛	105⅛	106⅛	106⅛	105⅞
Del. and Hud. Canal	----	96⅛	97⅛	97⅛	97	96⅛
Penn'a Coal Co.	97⅛	98	97	98	----	----
Pacific Mail S. S. Co.	116⅛	116⅛	116	118	117	116⅛

The following are the closing prices in the London Market on the 7th June:

United States 5s, 1874	77	to	79
Maryland 6s	80	"	82
Virginia 6s	49	"	51
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	68	"	70
Erie shares, ex assessment scrip	31	"	32
Erie shares, 7 per cent. preference	55	"	56
Erie shares, assessment scrip	2	"	2½
Illinois Central 6s, 1875	70	"	75
Illinois Central 7s, 1875 x. c.	79	"	80
Illinois Central $100 shares, $90 paid, dis.	47	"	46
Illinois Central, all paid	51	"	53
Michigan Central 8s, Convertible, 1869	85	"	87
Michigan Central Sinking Fund 8s, 1882	84	"	88
Michigan South. and North. Indiana 7s, 1885	75	"	78
Do. do. do. $100 shares	19	"	21
New York Central 6s, 1883	83	"	85
New York Central 7s, 1864 x. c.	82	"	84
New York Central 7s, 1876	90	"	92
New York Central 7s, 1876	90	"	92
New York Central $100 shares	73	"	75
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 x.c.	85	"	90
New York and Erie, 3d mort., '83, assented "	81⅛	"	82⅛
New York and Erie, 4th mort.	75	"	74
New York and Erie, 5th mort.	70	"	71
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	99	"	101
Panama, 2d mortgage 7s, 1872 x.c.	99	"	101
Pennsylvania Central 6s	87	"	89
Pennsylvania Central 2d mortgage	85	"	87
Pennsylvania Central $50 shares	38	"	40
Philadelphia and Reading $50 shares	20	"	25

American Railroad Journal.

Saturday, June 21, 1862.

Another Issue of Treasury Notes.

The Secretary of the Treasury has recently recommended Congress to clothe that department with authority to issue $150,000,000 of demand notes, in addition to an equal amount which is now in circulation. A bill has been introduced into Congress, we observe, with that object in view. It is meeting, however, with quite a strenuous opposition from a large section of the Press and the public which advocated the first issue. The advance in the value of specie, or rather the decline that has taken place in the paper currency, during the last ten days, is naturally exciting lively apprehension among all except those who may be operating in stocks for a further rise, or who seem to think that loyalty does not comport with criticising the advice of a member of the cabinet. If the mere *shadow* of the new issue has produced a change of nearly three per cent., what may be expected when the substance of such a large amount crosses our track?

We assume the Secretary's programme to be this: He requires a larger conversion than had lately been taking place of demand notes into permanent bonds. At the date of his report it amounted to about one million dollars per week. The receipts from customs and other sources added fully one million and a half to this, leaving four or five millions to be provided to cover ordinary expenditures. Mr. Chase thinks, and thinks correctly, that if authority were given to increase the volume of the currency still more largely, the exchanging process would go on at a proportionably more rapid rate. Indeed, last Friday and Saturday witnessed the conversion of $1,039,000, or nearly twice as much as during all the rest of the week. With the passage of the bill it is probable that twice the number of notes would be returned to Washington, as they are now piled up in such quantities in our banks as to be practically valueless.

But here occurs the difficulty. Unquestionably there is at this moment as large an amount of "currency" in circulation as the wants of the community require. If every body does not feel flush, it is not for want of gold or paper; but simply because industry is comparatively stagnated. The importer is afraid of speculating in wares, not being able to divine the wants of the public three or six months hence. For the same reason, the manufacturer prefers to do a small and safe business to trusting former customers with large amounts, however honest and solvent they may have been. Mistrust governs as respects the future; and for this reason gold or its representative is not so plenty as most of us might desire. There is abundance of money lying idle and seeking employment, if the state of affairs were such as to dispel fears and drive it into the channels of business. We do not require more treasury notes to supply our wants; even the precious metals are not wealth unless they are made to subserve the wants of commerce.

The condition of legitimate business being such, there is only one way in which a surplus currency can be employed, which is in *speculation*. Hence, as millions after millions of paper come in, stocks and other securities go up to a range where they are far above other and more substantial values. In a state where moneyed men go "from hand to mouth," that is, when they mean to use their means only for the day, the stock market is the first field that offers itself. Hence the rapid rise in prices that has lately taken place—a rise in many cases without any more just ground than the depressed state which preceded it. But this is not the great evil. Foreigners, hearing of the high prices which rule here, return our securities, convert them into specie, and withdraw it from the country. All at once people are struck with alarm at the export of the precious metals, seldom comprehending the true cause. Let stocks go ten or twenty per cent. higher, and unless an equal appreciation in the price of gold as compared with paper should take place, the banks would shortly be depleted of their treasures altogether.

In brief, then, we deprecate exceedingly th issue of any large additional amount of demand notes as currency. By the unsettling of values as well as the export of specie, it would probably cost the country far more than the amount which it would bring to the government. The first issue has probably conferred a benefit on the community; but enough is as good as a feast, and certainly better than a surfeit. It is believed that the means already provided will suffice to carry the government through till the re-assembling of Congress in December.

The Halifax and Quebec Railway.

Among the dispatches recently laid before the British Parliament we observe a reply from the Duke of Newcastle to delegates from the Provinces of Canada, Nova Scotia and New Brunswick, on the subject of railroad communication between Halifax and Quebec. The governments of these provinces submitted an offer of uniting with Great Britain in a guarantee of four per cent. on three millions sterling, the estimated cost of the intercolonial road. To this the Duke replies that the imperial government cannot accede. But they "are willing to offer to the Provincial governments an imperial guarantee of interest toward enabling them to raise by public loan, if they should desire it, at a moderate rate, the requisite funds for con-

structing the railway," whatever it may cost. The sum specified would probably go *half way* toward building a line 850 miles long after the English style.

The Irving House.

This popular establishment is situated on the corner of Broadway and Twelfth Street, this city. The entrance is on Twelfth Street. By reference to an advisement in another column, it will be seen that the "House" is now open for the acommodation of families and transient guests. Messrs. HUNT & NASH, the proprietors of the "Irving House," have recently opened in its basement, a first class *Restaurant*, the entrance to which is at No. 825 Broadway. As the "Irving" is conducted upon the European Plan, this will be a great accommodation to the guests, as well as to the public at large. Such an establishment has been for a long time needed in that neighborhood. Mr. Hunt, the senior proprietor has been for a number of years connected with our first class Hotels on Fifth Avenue, and elsewhere, and Mr. Nash, as the keeper of the "Great Republic," is well known to the business community. We commend the Irving, its proprietors, and especially the new Restaurant, to the attention of a discriminating public.

The Hartford and New Haven Railroad Company Compelled, by Mandamus, to run Passenger Trains to the Original Terminus.

DISCONTINUANCE OF PASSENGER TRAINS—RIGHTS OF THE PUBLIC, CHARTER OBLIGATIONS: CONTRACTS IN DEROGATION OF SUCH OBLIGATIONS DECLARED VOID.

The State of Connecticut, by her Attorney General, applied to the Superior Court for a *mandamus* against the Hartford and New Haven Railroad Company to compel them to run passenger trains to the original terminus of their road *at the navigable waters in New Haven Harbor*; they having constructed a track diverging from the original track at a point a mile and a half from its terminus at tide water, and running to the station of the New York and New Haven Railroad Company in the city of New Haven, and discontinued running passenger trains to the old terminus.

The application alleged that the respondents were incorporated by the Legislature of the State in the year 1833, with power and for the purpose of constructing and operating a railroad for the transportation of passengers and freight from the city of Hartford to the navigable waters of New Haven Harbor at some point between the canal basin and the west end of Tomlinson Bridge, and by a latter act were empowered to extend their road to the North line of the State, and thence, with the assent of the State of Massachusetts, which was soon after obtained, to Springfield in that State; that the connection of the road at Springfield with various important roads leading in all directions, made it a thoroughfare of great importance; that the road connected at its terminus at New Haven Harbor with a line of steamboats, which was established and run for the transportation of persons and freight from the said railroad to the city of New York, and from the latter to said railroad; and that said railroad and line of steamboats had for a long time constituted a direct and important route for the public travel, greatly accommodating the same, and necessary to the public convenience; and that the respondents were obliged, by the terms of the charter, to run their cars and transport passengers to said terminus, to such an extent as to afford reasonable accommodations to the traveling public; but that the respondents, some time before the bringing of the application, had wholly discontinued the running of the passenger trains to said terminus, although they had been often requested to continue them by persons desirous of being transported over that part of their road, and that they now wholly refused to run their passenger cars over that part of their road.

The Superior Court issued an alternative mandamus, and the respondents then came into court and filed their return. The substances of the defence was, first, that they were not required by their charter to run the passenger trains to the terminus in question; and, second, that in March, 1850, they had entered into a contract with the New York and New Haven Railroad Company the object of which was, among other things, to prevent the extension of a certain railroad in that State, known as the Canal Railroad, beyond a certain station known as Granby station; and in consideration of the covenants and agreements the respondents agreed, among other things, that they would pay $1,000 per month, to the New York and New Haven Railroad Company during the continuance of the contract, and until July, 1869, and that they would not run any passenger trains during said term, in connection with any steamboat running between New York and New Haven, and would not run any passenger trains to or from the steamboat dock in New Haven; but would run all their passenger trains to, and start them from the station near Chapel street, on the road of the said New York and New Haven Railroad Company. That the term of this contract had not yet expired and the New York and New Haven Railroad Company insisted on the observance of said contract as binding and obligatory upon the respondents.

The Attorney for the State demurred to the return, and the case was reserved by the Superior Court for the advice of the Supreme Court of Errors of the State. The following is the opinion, delivered after argument, and at the decision of the case: declaring that it was the duty of the company to continue the running of its passenger trains to the original terminus; they being required to do so by their charter, no contract with another company could absolve them from this obligation; and the people at large had the right, it being for their convenience, to require trains to be run as formally; and that *mandamus* was the proper remedy.

ELLSWORTH, J.—We consider the return made by the respondents to the *mandamus* unsatisfactory and insufficient, presenting no reason why the order should not be immediately executed.

The respondents admit that they have accepted, made and completed their road as required, and for years have continued to run cars upon it for freight and passengers to and from tide water in the harbor of New Haven in connection with steamboats from New York; and they do not deny that they are now using that part of their road for the transportation of freights, but they refuse, and have for some time past refused to use it for the transportation of passengers. And it is substantially admitted by the return that the public convenience will be subserved by the use of this part of the road.

Now it is difficult to perceive upon these premises upon what grounds the respondents can justify their refusal to perform their entire corporate duty; how they can expect to retain their franchise, and pay no attention to the duty it enjoins upon them. The contract with the New York and New Haven Railroad Company, that they will not permit the public to enjoy the benefit of this part of their road, amounts to nothing. It is in our judgment an aggrivation of their censurable neglect of duty, instead of a legal excuse for the neglect. What right have they to covenant with that corporation, that they will not run cars to tide water, as the charter provides that they shall, and as the public accommodation requires, especially when they enter into that covenant to secure to that corporation a monopoly of the public travel to and from New York, and, as an equivalent to secure to themselves a like monopoly of all the travel in the Connecticut valley, to the prejudice of every other corporation, that might have an interest in those routes? The whole proceeding from first to last, seems to us to be in contravention of the charter obligations of both these companies, and to present a case of arduous monopoly, if not of positive oppression and wrong, which can receive no countenance from an impartial tribunal.

We hardly know what doubtful principles of law are thought to be involved in the case. The respondents certainly were bound to make their road (if at all) within the time prescribed in the charter; and, having made it, to put into use every material part of it, and keep it in use until discharged by the Legislature. And this continuous duty is in no manner inconsistent with the power in the company, (which has been so much dwelt upon in the argument) to regulate and control the manner of using the road by wholesome rules and by-laws. These we admit are necessary and allowable; but then they must be such as are really promotive of the original design of the charter, and not such as tend to defeat that design. Under the contract in question, viewed in the most favorable light, persons traveling by railroad down the valley of the Connecticut, and desiring at New Haven to take the steamboat for New York, and those coming by steamboat from New York, and desiring to take the cars, must necessarily be exceedingly incommoded; while this very course of travel was well known when the charter was granted, and was intended to be secured and promoted by it.

We forbear going into other questions raised on the trial, or commenting upon the authorities cited by counsel. We think it unnecessary and prefer to place our decision upon the simple ground of the corporate duty of the respondents. All jurists and judges will at once agree that chartered companies are obliged fairly and fully to carry out the objects for which they are created, and that they can be compelled by *mandamus* to do it; and it will not be questioned that in the case of public highways, whether turnpikes or railroads, they are bound to keep them fit for use, and, in the case of railroads, to keep them furnished with suitable cars, engines and attendants, without which they cannot be used at all. We advise the issuing of a *preemptory mandamus*. In this opinion the other judges concurred.

Internal Improvements resulting from the War.

In our last CIRCULAR we gave a sketch of the great works proposed to be constructed by government, by means of which the extended line of frontier on the North could be defended by gun-boats entering the Lakes by way of the Erie Canal on the East, and the Illinois Canal on the West. The improvements proposed would probably allow the passage of boats of, say, 1,000 tons burden from the Hudson, and of very nearly equal tonnage from the Mississippi.

Such works, undertaken as *military* necessities, would inure chiefly to the benefit of commerce, as they would so reduce the cost of transporting the bulky products of the interior to market, as to pay for themselves in a very few years, and vastly increase the wealth and financial strength of the country. A system of internal navigation would be formed, unrivalled in the world, in capacity, extent and value. No country presents such extraordinary facilities for such a system. It would reflect, in its grandeur, the natural features, wants and resources of the country, and place its internal commerce entirely beyond the reach of foreign interference. It would render us invulnerable in war, and vastly augment our strength and prosperity in peace.

But this work only refers to the great Eastern portion of the continent. It leaves untouched the Western half, including the slope that faces the Pacific, whose richness both in soil and minerals is probably, unequalled in the world. No where else is labor so productive. Upon this Western slope is being rapidly repeated the achievements of the East—States, populous cities, immense mineral and agricultural interests, and every industry and enterprise that characterize a great, rich and progressive people. The only drawback to the prosperity of this Western sub-division of the continent, is the want of means of direct, rapid and cheap intercourse with the Eastern. Between the two are vast mountain ranges impracticable for a water line, and by far too extensive to admit of much personal intercourse, much less to allow the movement, over ordinary highways, of merchandise or property of any kind, except the precious metals. The only work that can unite the two extremes is a *railroad*. To such a work there are not only no insurmountable obstacles, but there are probably several routes from the Mississippi to the Pacific, over which a railroad might be constructed at the average cost of first class works in the Eastern States. Although a great altitude is reached in the central portion of the line, the difference in elevation is distributed over so great a distance as to be an inconsiderable element in either the cost of constructing or working the road.

There are several considerations which demand the construction of such a work by the United States. It is a political necessity to preserve the identity of our people in their ideas, sentiments, habits, and, as far as possible, in their pursuits. Notwithstanding the extent of the territory already occupied by them, so perfect have been the means of intercourse, and so universally have these been availed of that there are fewer provincialisms in the United States, with their area of millions of square miles, than in England with its thousands. We of course make one grand exception of a section which, by founding its great institution on force, necessarily cut itself off from the grand characteristic of the age—change resulting from progress—and checked the movement of a great portion of the population, free as well as servile, and necessarily gave birth to local peculiarities and provincialisms that could not accept government, or ideas, cosmopolitan in their character, and produced a divergence in feeling which resulted in rebellion. Everywhere else the people were able to accept a common nationality, so that when they met from the extremes of East and West, to put down the insurrection, they found themselves inspired by similar sentiments and actuated by a common object. The agencies that fused them into one people were *our public works*. If we would extend this nationality to the Pacific, we must extend the means that created it in the East.

By securing political unity we provide for military aggression or defense. With a line of railroad stretching across the continent we should secure our Western possessions from the fear of attack, while it would, assisted by the Electric Telegraph, enable each section to lend all its strength to the defence of the one menaced. In this way, it would be worth hundreds of millions, as it would relieve us from all fear of attack, from the utter hopelessness of such an attempt. It would be infinitely more effectual to avert aggression than any works of mere defense we might raise.

As an instrument of commerce it is indispensable. With it, the United States could not fail to become at once the centre of commercial influence and attraction, and by necessary consequence of political influence. The reader of every morning journal throughout the world would instantly cast his first glance to the column containing AMERICAN NEWS. In the Old World merchants would turn to the West for news from the East. The New Continent would become the thoroughfare between the extremes of the old, and command an influence from its wealth and resources quite as potent as from its position. With vast extents of territory of inexhaustible fertility fronting both oceans, and possessing salubrious climates, the great mountain chains that now divide them will be found to be Nature's Store-house for the most valuable minerals, so that with the area now occupied by our people, there will be found the greatest profusion of almost every product known to the tropical or temperate zones, with every metal and mineral valuable to man. All that is wanting to develop these resources to an extent that will make the United States the mart and counting house for the world, is a railroad which shall place the Atlantic coast within five days of the Pacific, and which shall form a great highway of commerce and travel between them. Such a work is now engaging the attention of Congress, with every probability that the proposed measure will become a law before the adjournment of that body. Sufficient aid will be extended to secure the speedy construction of the road. Such a step will show to the world that we are not, as Englishmen affect to believe, an effete and prematurely decayed people, but that the trials to which we have been exposed only serve to develop a strength which will not only astonish the world, but will lead to measures that will establish more firmly the genius of the Free States upon every portion of the continent, which will be gradually absorbed in a common nationality of which they are now the highest and most perfect type.—*Hallett's Financial Circular.*

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PROPRIETORS:
GEO. W. HUNT,
Late of the Brevoort House, Fifth Avenue.
CHAS. W. NASH,
Formerly of the Great Republic.

BOARDMAN'S
Patent Steam-Boilers
SAVE over 30 per cent. of the fuel required for flue or plain cylinder boilers, while they have all the advantages of strength, cheapness and simplicity of construction, convenience and safety in use, claimed for either. Send for a circular. H. BOARDMAN,
No. 84 Broadway, N. Y.

Prince's Metallic Paint,
AN INDESTRUCTIBLE COATING
FOR
IRON, TIN AND WOOD.

IT consists of seventy-two parts Oxide of Iron, and twenty-eight parts Cement Lime Stone in the one hundred pounds.

It has much more body than red or white lead. It is warranted perfectly water and fire-proof and to withstand a greater heat on metals, without scaling, than any other paint in use.

It is a perfect cover for all kinds of iron, tin or wood-work, out-houses and canvas coverings. It prevents and arrests the corrosion of metals, and is not affected by the action of salt, gases, acids or ammonia.

As a coating for patterns of iron or wood, when mixed with shellac, it is much superior to beeswax, oil, or shellac alone as has been proven at the largest foundries in the country.

For patching boilers and making joints, it is considered superior to red lead, or any other preparation.

For cleaning metals it takes the place of crocus, rouge and emery, being better and cheaper.

This Paint requires no more oil than dry lead or zinc, and much less than the ordinary mineral paints. It is free from any waste, and possesses a spreading and covering power unequalled.

TERMS,
By the Barrel or Half Barrel, { FOUR CENTS per pound.

A liberal discount made to parties purchasing by the ton.
A Barrel or Ton will be forwarded to any Railroad companies desirous of testing its qualities, for which there will be no charge if it does not give entire satisfaction.

DANIEL SLOAN, Gen'l Agent,
71 Maiden Lane, New York.

LOCAL AGENTS:
S. R. WILLIAMS, { 204 South Front st., Philadelphia.
CALVIN GAY, 81 State st., Boston.

MINING ENGINEER
AND METALLURGIST.

A YOUNG gentleman just returned from Europe, a graduate of the Royal Mining Academies of Freiberg and Clausthal, offers his professional advice and opinion on the value of Mines, Mineral Lands and Mining operations generally.

Having directed his attention particularly to the smelting of ores and to the extraction of useful products from their natural mineral, he offers his services in this particular branch of the business, and would have no objection to give to a limited number of pupils private lessons on the subject of smelting.

For further particulars apply to

WM. A. KOBBE,
No. 37 Murray Street, N. Y.

3m21

Messrs. MUNN & CO.,



PROPRIETORS OF THE SCIENTIFIC AMERICAN continue to solicit patents in the United States and all foreign countries, on the most reasonable terms. They also attend to various other departments of business pertaining to patents, such as Extensions, Appeals to United States Courts, Interferences, Opinions relative to Infringements, etc. The long experience Messrs. MUNN & CO. have had in preparing specifications and drawings, extending over a period of sixteen years, has rendered them perfectly conversant with the mode of doing business at the United States Patent Office, and with the greater part of the inventions which have been patented. Information concerning the patentability of inventions is freely given, without charge, on sending a model or drawing and description to this office.

Consultations may be had with the firm between 9 and 4 o'clock, daily, at their principal office, No. 37 Park Row, New York. We have also a branch office in the city of Washington, on the corner of F and 7th sts., opposite the United States Patent Office. This office is under the general superintendence of one of the firm, and is in daily communication with the principal office in New York, and personal attention will be given at the Patent Office to all such cases as may require it. Inventors and others who may visit Washington, having business in the Patent Offices, are cordially invited to call at their office.

MUNN & CO., are very extensively engaged in the preparation and securing of Patents in the various European countries. For the transaction of this business they have offices at Nos. 66 Chancery Lane, London, 29 Boulevard St. Martin, Paris, and 26 Rue des Eperonniers, Brussels. Probably three-fourths of all the European Patents secured to American citizens are procured through this Agency.

A pamphlet of information concerning the proper course to be pursued in obtaining Patents, the requirements of the Patent Office, etc., may be had gratis upon application at the Principal Office, or either of the Branches. They also furnish a Circular of information about Foreign Patents.

During the last sixteen years the business of procuring Patents for new inventions in the United States, and all foreign countries has been conducted by Messrs. MUNN & CO., in connection with the publication of the SCIENTIFIC AMERICAN; and, as an evidence of the confidence reposed in them by the inventors throughout the country, we would state that we have acted as agents for more than FIFTEEN THOUSAND Inventors! In fact, they have become identified with the whole brotherhood of Inventors and Patentees, at home and abroad. We would state that we never had a more efficient corps of Draftsmen and Specification Writers than are employed at present in our extensive Offices, and we are prepared to attend to Patent business of all kinds, in the quickest time and on the most liberal terms.

Communications and remittances should be addressed to

MUNN & CO.,
Publishers, No. 37 Park Row, New York

NATIONAL WIRE WORKS,

WAREHOUSE, 63 Fulton st., N. Y.

WIRE & SHEET BRASS,

Locomotive Wire Cloth.

HOWARD & MORSE.

PROPOSALS

FOR $333,000 "CENTRAL PARK IMPROVEMENT FUND STOCK OF 1876."

SEALED proposals will be received at the Comptroller's Office, until FRIDAY, the 27th day of June, 1862, at 2 o'clock, P. M., when the same will be publicly opened for the whole or any part of the sum of THREE HUNDRED AND THIRTY-THREE THOUSAND DOLLARS of the "Central Park Improvement Fund Stock," authorized by Chap. 85 of the Laws of 1860, and by an Ordinance of the Common Council, approved by the Mayor, April 25, 1860.

The said stock will bear interest at the rate of six per cent. per annum, payable quarter-yearly, and the principal will be redeemed November 1, 1876.

The proposals will state the amount of stock desired and the price per one hundred dollars thereof, and the persons whose proposals are accepted, will be required to deposit with the Chamberlain of the City, within fifteen days after the opening of the bids, the sums awarded to them respectively.

On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the stock, bearing interest from the dates of payments.

Each proposition should be sealed and indorsed "Proposals for Central Park Improvement Fund Stock," and inclosed in a second envelope, addressed to the Comptroller.

The right is reserved to reject any or all of the bids, if considered necessary to protect or promote the interests of the city.

ROBT. T. HAWS, Comptroller.

City of New York, Department of Finance,
Comptroller's Office, May 28, 1862. } 3t28

CUMBERLAND COAL.

THE BORDEN MINING COMPANY

ARE now prepared to fill orders and to make contracts for the season of 1862, for **CUMBERLAND COAL**, DELIVERABLE ON BOARD VESSEL AT **Baltimore, Md., Alexandria, Va.,** or **Georgetown, D. C.** Purchasers may rely upon the Coal proving equal in quality to that heretofore furnished.

The Company also have the pleasure of announcing that they have completed, after two years' labor, their shaft and machinery upon their new property in the VALLEY OF GEORGE'S CREEK, and are lifting from the very heart of the Coal Basin a superior and perfect article of **BITUMINOUS COAL,** remarkably free from impurities of every description, and possessing qualities peculiarly adapting it to Locomotive use, and to generating steam under all circumstances. This Coal will be known in market as **"BORDEN'S PIT COAL."**

Our Railroad friends, and others requiring a superior Coal, will find it to their interest to give this a trial before contracting elsewhere.

For prices and other information apply to

WILLIAM BORDEN.

3m21 **Nos. 70 and 71 West st., New York.**

LEMUEL W. SERRELL,

SOLICITOR OF

AMERICAN & FOREIGN PATENTS,

No. 121 NASSAU ST.,

NEW YORK.

VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS,** etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.

Address **HENRY RUTTAN,**
Coburg, Canada.

THE GREAT FIRE IN TROY.

Unparalleled Triumph

OF

LILLIE'S SAFES!

The following certificates explain themselves:

TROY CITY BANK, May 21, 1862.

LEWIS LILLIE, Esq.—Dear Sir: I am sure it will give you as much pleasure to know as it does me to say, that in the recent fire of the 10th inst., which desolated our city and destroyed our Banking-house, the contents of our Bank vault, though the building itself was a heap of ruins, remained entirely unharmed. This result we attribute entirely to the fact that our old Wrought Iron Doors were, about two years since, exchanged for a set of your celebrated Chilled and Wrought Iron Doors and Frames. With the old doors, not a book or paper in the Vault could have been saved; as it is, nothing in it was even damaged, though exposed to the most intense heat.

Yours, respectfully, S. K. STOW, Cashier.

TROY, N. Y., May 14, 1862.

The undersigned, using **Lillie's Chilled and Wrought Iron Fire and Burglar Proof Safes,** at the time of the late disastrous fire in this city, would state that our safes were subjected to a severe test by fire, the heat varying in intensity, according to the locality and surroundings. The time they were exposed to the fiery ordeal, unprotected by water, varied from 24 to 72 hours. We would say that our money, papers, books, etc. were well preserved, and the Safes are suitable for further use. By comparison with Safes of other manufacture, equally exposed, we have no hesitancy in recommending Safes of Lillie's manufacture to the public on their demonstrated merit as entitled to unparalleled confidence as fire-proofs.

James Kenyon,	S. Bachelder,
S. O. Gleason,	Gates H. Barnard,
Percy & King,	W. D. Haight,
McCoy & Beadle,	Denio & Freiot,
Coon & Van Valkenburgh,	Walsh, Petit & Anthony,
S. S. McClure,	D. H. Snyder,
Ross & Smith,	Jonathan Seaman.
Robert Green,	

Not dug out—nothing in them.

TROY, May 19, 1862.

The undersigned had one of **Lillie's Wrought and Chilled Iron Safes,** which went through the fire of the 10th of May. The Safe was exposed to a severe fire for over 24 hours. In falling it turned on its face, and when turned up to open the doors was red-hot. The back of the lower part of the Safe (behind the books) was filled with pennies, which, in falling over, pressed against the books, and brought them directly in contact with the doors. The wrappers on the pennies were mostly good. The books were unfit for further use, but the writing on them was partially legible, and could be copied.

DUSENBURY & ANTHONY.

TROY, May 19, 1862.

This is to certify that we had in our store, in this city, when it burned, one of **Lillie's Small Safes,** which was in the fire, without water on the building or Safe. Most of the valuables were removed before the fire, and therefore we were not in haste to get the Safe out of the burning ruins. Some of the papers left in the Safe were legible when taken out, but most of them were charred.

I. M. SINGER & CO.,
Per G. W. BABCOCK, Agent.

This is to certify that the undersigned had one of LILLIE'S Patent Chilled Iron Safes in their store, which was burned during the late severe fire in this city, and we are happy to state, the Safe preserved all its contents in first-rate condition. All the papers were legible, and the books will do for further use, without even rebinding.

GRANT, NUTTING & CO.

The foregoing comprises all the Safes of my manufacture that were in the fire, and below will be found certificates from all the owners of Safes manufactured several years since, by World's Safe Company, who used my Patent Chilled Iron Shell, but not my Fire-Proof Cement.

WORLD'S SAFE COMPANY'S SAFES.

TROY, May 19, 1862.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire of the 10th inst., in this city, would state that our Safes were exposed to a severe heat, being confined in the burning ruins, unprotected by water, from one to three days. On opening the Safes the contents were mostly legible, and to a far greater extent than could be reasonably expected of any Safe. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectors against fire, and by this test we are prepared to recommend them as such to public patronage.

Lyman Bennett,	Silliman, Matthews & Co.,
Flood & Dunham,	E. L. Mallory,
John Hutchinson,	E. H. Virgil,
	Sup't National Express Co.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire in this city, would state, that on opening our Safes the contents were mostly legible. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectives against fire, and we are happy to recommend them to public patronage.

W. & L. E. GURLEY,
R. L. & G. DRAKE,
LEONARD SMITH,
H. E. & W. ALENDORPH, Absent.

TROY, May 19, 1862.

To whom it may concern: We wou'd certify that when the recent fire broke out in this city, we took out from our Safe (which was made by World's Safe Company) all our books, papers, etc., and then left it to the flames without shutting the door, and the Safe will do for further use by being repaired, although the book case was destroyed by the door being left open through the fire.

ACKLEY & CO.

TROY, May 19, 1862.

The undersigned, using Safes manufactured by the World's Safe Company, at the time of the late disastrous fire on the 10th instant, in this city, would state that our Safes were filled with fire-brick for the fire-proof, and while several of this class preserved their contents, ours were considerably charred, and only a part legible. In justice to Mr. LEWIS LILLIE, we are pleased to state that Safes of his manufacture proved to be powerful protectors against fire, and have preserved their contents, after having been exposed to the fiery ordeal, unprotected by water, from one to three days.

Stephen Holton,	Luther Greenman,
Bennett, Strickland & Fellows,	E. W. Johnson,
Corloss & House,	J. H. Goodsell.

TROY, N. Y., May 17, 1862.

LEWIS LILLIE—Dear Sir: We were using at the time of the late severe fire of 10th inst., a Safe purchased in 1852 of the late World's Safe Company. The contents were considerably charred, but our Ledger is mostly legible, and we are able to copy it.

The Safe was subjected to a severe heat for over eighteen hours, and we are satisfied that if water had been thrown on the ruins, as is ordinarily the case, the contents would have come out uninjured. You will please repair our Safe, placing in it the improvements embraced in Safes of your manufacture, and oblige

SHELDON & GREENE.

N.B.—The above Safe is believed to have damaged the contents more than any of those named in this circular.

There were only seven Sheet Iron Safes, made by Herring and others, outside of the railroad depot, that were exposed to the fire, four of which were entirely burnt out; the fifth was saved by being early cooled off by water; the remaining two were not severely tested.

LEWIS LILLIE.

H. R. HUBBELL, Agent,
No. 198 Broadway, New York.

T. G. SELLEW,

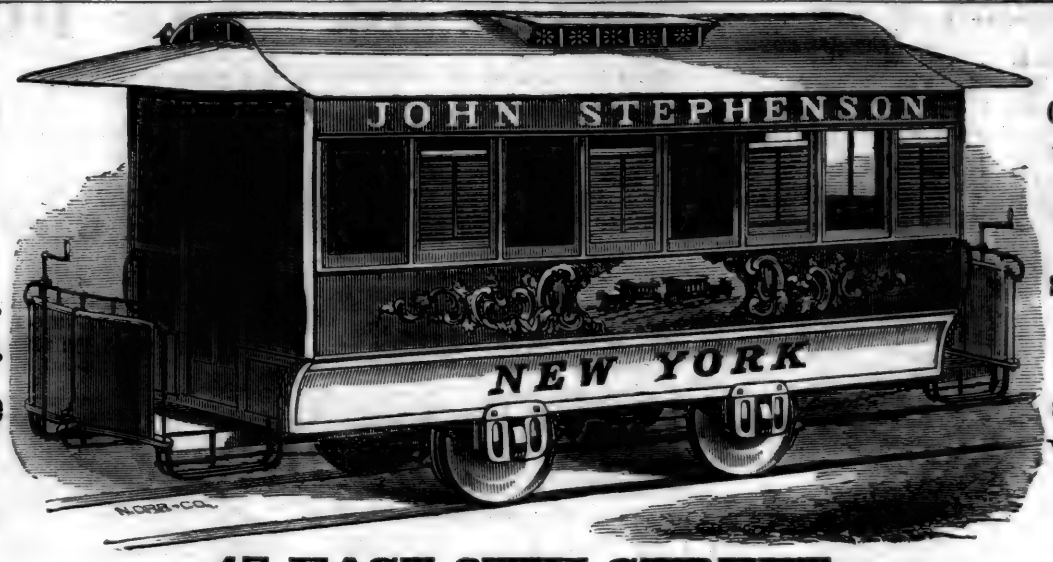
MANUFACTURER OF

Desks and Office Furniture,

WAREROOM { **No. 107 FULTON ST.,** Near Nassau, N. Y.

☞ **LIBRARY FURNITURE made to order.**

CARS FOR TWO HORSES COMBINING ALL Valuable Inventions, **ELEGANT STYLE**, Light & Durable, **Full Size** AND REDUCED WEIGHT



CARS FOR ONE HORSE, WITH or WITHOUT **Platforms,** OR TO Swing on Trucks.

EVERY **STYLE AND VARIETY** OF CONSTRUCTION.

47 EAST 27TH STREET.

This Establishment commenced building STREET CARS in 1832, and is famed for superior ELEGANCE of workmanship and SUBSTANTIAL practical results.

Its location, in the PORT of NEW YORK, is most favorable for shipments, and its CARS, CONSTRUCTED in SECTIONS, may be ENTIRELY COMPLETED before being packed for transportation.

PASCAL IRON WORKS,
ESTABLISHED 1821.
MORRIS, TASKER & CO.,
MANUFACTURERS OF
Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.
Wrought Iron Welded Tubes—from ¼ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also, fittings of every kind to suit the same.
Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.
Cast Iron Gas or Water Pipe—1¼ to 24 inches in diameter, and branches for same, etc.
Gas Works Castings, etc., etc.
PHILADELPHIA.

Manhattan Oil Company,
Office, No. 16 Broadway, NEW YORK.
JAMES M. MOTLEY, Vice Pres't and Treasurer.
MANUFACTURERS OF
MASON'S SPERM OIL,
AND DEALERS IN
SPERM, WHALE, LARD AND OTHER OILS,
For Railroads, Steamers, Machinery and Burning.

DELAFIELD & BAXTER'S,
Late OGDEN & DELAFIELD,
ROSENDALE CEMENT.
WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength.
For sale in tight barrels, well papered, on application at their office, by **DELAFIELD & BAXTER, 104** Wall st.
The above CEMENT is used in most of the fortifications building by government.

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STOCK AND BOND COMMISSION BROKER,
No. 51 EXCHANGE PLACE,
NEW YORK.
REFERENCES. DUNCAN, SHERMAN & Co., New York. I. SEYMOUR, Pres't Bank North America. AMERICAN EXPRESS Co., New York. Hon. ERASTUS CORNING, Albany, N. Y. Hon. C. VIBBARD, Albany, N. Y. INTERNATIONAL BANK, Buffalo, N. Y.

A. W. GREENLEAF & CO.,
BANKERS and BROKERS,
No. 44 EXCHANGE PLACE,
NEW YORK.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.
A. W. GREENLEAF. E. B. GREENLEAF.

SIMEON DRAPER, Auctioneer.
By SIMEON DRAPER,
OFFICE, No. 36 PINE ST., NEW YORK.
REGULAR AUCTION SALES
AT 36 PINE ST., EVERY DAY.
STOCKS and BONDS bought and sold at private sale
Sale every day at 1 o'clock. See Catalogue.

Livermoore, Clews & Co,
BANKERS,
41 & 43 WALL ST., N. Y.
GOLD, TREASURY NOTES
And all first-class SECURITIES
BOUGHT AND SOLD.

HENRY H. BOODY,
STOCK BROKER,
12 WALL STREET, NEW YORK,
BUYS AND SELLS STOCKS, BONDS AND Public Securities of every kind, on Commission.
Refer, by special permission, to
WM. A. BOOTH, Esq., 93 Front st., New York.
GEO. A. COE, Esq., President of the American Exchange Bank, New York.
ROBERT BAYARD, Esq., 12 Wall st., New York.
S. J. TILDEN, Esq., 12 Wall st., New York.

O. W. C. SCHACK,
STOCK BROKER,
No. 6 BROAD ST., N. Y.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

EUGENE THOMSON & CO.,
Stock and Bond Brokers,
41 PINE STREET.
STOCKS and BONDS Bought and Sold on Commission.
INTEREST ALLOWED ON DEPOSITS.
EUGENE THOMSON. C. MILTON RUTTER.

DUNCAN, SHERMAN & CO.,
BANKERS,
Corner PINE and NASSAU Sts.,
NEW YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

REMOVAL.
P. W. GALLAUDET,
NOTE BROKER,
HAS REMOVED FROM 11 PINE ST., TO
No. 1 WALL ST., corner Broadway.

WILLIAM H. MARSTON,
BANKER AND BROKER,
No. 36 Wall st., NEW YORK.

UNCURRENT MONEY,
TREASURY NOTES,
UNITED STATES ONE-YEAR CERTIFICATES,
QUARTERMASTERS' AND ORDNANCE VOUCHERS,
SPECIE, LAND WARRANTS, AND
DOMESTIC EXCHANGE,
BOUGHT AND SOLD.
STOCKS, BONDS and GOLD bought and sold on Commission at the Board of Brokers.
LOANS negotiated and Advances made on marketable Securities.

RICHARDS KINGSLAND,
BANKER AND BROKER,
No. 4 Broad st., NEW YORK.
GOVERNMENT CLAIMS, BONDS, QUARTERMASTERS' VOUCHERS and U. S. 6 PER CENT. CERTIFICATES,
Fire and Marine Insurance Stock and Scrip
BOUGHT, SOLD and ADVANCED UPON.
MERCANTILE PAPER AND LOANS NEGOTIATED.
INTEREST ALLOWED ON DEPOSITS.

H. MEIGS, Jr. & SMITH,
BANKERS and BROKERS,
39 WILLIAM STREET,
(FIRST BUILDING BELOW WALL STREET.)
STOCKS and BONDS Bought and Sold on Commission
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. WM. ALEX. SMITH.

SAMUEL HALLETT & CO.,
BANKERS,
58 BEAVER STREET,
NEW YORK CITY.
DEALERS IN
Foreign and Domestic Exchange,
AND NEGOTIATORS OF
STATE AND RAILROAD BONDS.

REMOVAL AND CHANGE OF NAME.
THE business heretofore conducted by A. BRIDGES & Co., at 64 Courtlandt st., will be continued by the same parties hereafter under the firm of—
BRIDGES & LANE,
at 50 Courtlandt, corner of Greenwich st.
New York, March 31, 1862.
See Advertisement. {ALBERT BRIDGES. JOEL C. LANE.

CHAS. A. MEIGS & SON,
BANKERS AND BROKERS,
No. 50 EXCHANGE PLACE, N. Y.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

Babbit Metal! Babbit Metal!
BEST and CHEAPEST in the WORLD!!!—"That's modest!"—says Mr. McGrowler. Well, it is true also, and if the Railroad Committees on supplies will call on me, they will find it so.
BLOCK TIN, ANTIMONY and LEAD for the use of Railroads also sold at the lowest rates by
LUCIUS HART,
Nos. 4 and 6 Burling Slip,
NEW YORK.

RAILROAD IRON.
THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,
OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.
OLD RAILS
received in exchange for new, or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
TROY, N. Y.
New York Agency:
BUSSING, CROCKER & CO.,
39 Cliff st.

RAILROAD IRON.
THE UNDERSIGNED are prepared to contract for the sale of
RAILROAD IRON
on advantageous terms, delivered at ports of England, Wales, or the United States.
MEAD & BELL,
13 Cliff Street, N. Y.

RAILROAD IRON.
ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by
E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.
2,000 TONS Railroad Iron, New York and Erie pattern, "Crawshay's" make,—50, 56 and 58 pounds per lineal yard, afloat, or in yard at Brooklyn, ready for immediate delivery; for sale by
FIRM, **THEODORE DEHON,**
May 8th, 1862. **28 Beaver st.**

RAILROAD IRON.
THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exhip at ports in the United States
M. K. JESUP & COMP'Y,
44 Exchange Place.
New York, 1st June, 1859.

RAILROAD IRON.
3,400 TONS BEST QUALITY WELSH RAILS—T pattern—53 lbs. per lineal yard, for sale by
CHAS. L. PERKINS, or
E. LIVINGSTON,
3m15 **54 Exchange Place.**

RAILROAD IRON.
THE subscriber is prepared to enter into **Contracts for RAILS** delivered at an English port or at a port in the United States.
JAMES TINKER,
54 Exchange Place,
NEW YORK.
Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

MORRIS, WHEELER & CO.,
SUCCESSORS TO
MORRIS & JONES & CO.,
IRON MERCHANTS,
MARKET AND SIXTEENTH STREETS,
PHILADELPHIA.
IRON AND STEEL
IN ALL THEIR VARIETIES.
BOILER PLATE, CAR AXLES,
BOILER RIVETS, RAILROAD IRON,
CUT NAILS and SPIKES, PIG IRON, etc.
Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.

RAILROAD IRON
AND COMMON BARS.
THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.
R. & J. MAKIN, 70 Broad st.

CAR DUCK.
HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS, u to 140 inches, PLUSHES, BURLAPS, CAR HEAD LININGS, and all kinds of RAILROAD SUPPLIES.
For sale by
WILLIAMS & PAGE,
67 Water st., Boston

NEW YORK
Railroad Chair Works,
J. S. BRESSE, *Pres't.* J. S. DAVENPORT, *Sec'y and Treas.*
Office, No. 89 Maiden Lane, cor. Gold St.,
NEW YORK.
JOSIAH S. LEVERETT & CO.,
SOLE AGENTS.



THIS Company also manufacture **RAILROAD, SHIP AND BOAT SPIKES** of a superior quality, which they are prepared to supply at the **shortest notice.**

PHŒNIX IRON COMPANY'S



SUPERIOR WROUGHT IRON
RAILWAY CHAIRS,
With continuous lips, made to fit exactly the flanges of the rails.
SAML. J. REEVES, V. Pres't,
410 Walnut st., Philadelphia.

UNION COAL & OIL CO.,
MAYSVILLE, KY.
BRANCH OFFICE {**No. 196 Maiden Lane, NEW YORK.**
MARCUS A. FINCH, Agent.
MANUFACTURERS of Paraffine Lubricating Oil for Railroad Cars, Locomotive Engines, and Stationary Machinery of all kinds, including Cotton Spindles, Woollen Machinery, etc., etc.
TRIAL of PARAFFINE LUBRICATING OIL.
By W. B. LEONARD, Esq., Sec'y of the American Institute.
ON HIS PATENT DYNAMOMETER FOR TESTING OILS.

Revolutions.	Pure Sperm Oil, Power Exhausted.	Paraffine Oil, Power Exhausted.	In favor of Paraffine.
500	2	1	100 per cent.
1,000	4	2	100 "
1,500	6½	3½	90 "
2,000, Practical point of Oiling	9½	5	90 "
2,500	13	7	81 "
3,000, Sperm entirely exhausted,	17½	10	75 "
3,500, Paraffine entirely exhausted	14	500 more revolutions, and 25 per ct. less power exh'sted than the sperm.	

CERTIFICATE.
OFFICE No. 1 SPRUCE ST., NEW YORK.
I hereby certify that the above is a true copy of a trial of Paraffine Oil, manufactured by the Union Coal and Oil Company, of Maysville, Ky., as tried on my Patent Dynamometer, on the 20th day of September, 1858, showing that said Paraffine Oil contains 75 per cent. more lubricating properties than pure Summer Strained Sperm Oil.
[Signed,] W. B. LEONARD.
P. S.—All Oils **warranted** for the purposes for which they are recommended.

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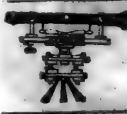
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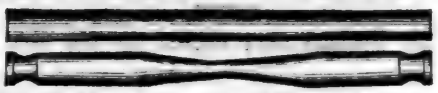
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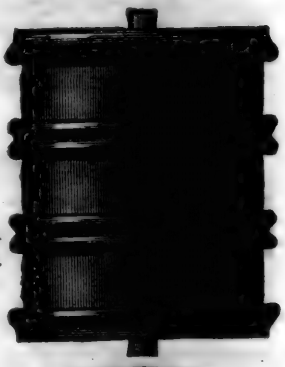


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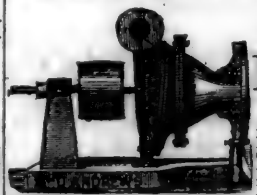
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6.	" 15 "	"	1 to 1	18.	" " 28 "		¾ to 1
7.	" 15 "	"	1½ to 1	19.	" " 29 "		1 to 1
8.	" 16 "	"	¾ to 1	20.	" " 30 "		1 to 1
9	" 16 "	"	1 to 1	21.	" " 30 "		1½ to 1
10.	" 18 "	"	¾ to 1	22.	" " 30 "		1½ to 1
11.	" 18 "	"	¾ to 1	23.	" " 32 "		1 to 1
12.	" 18 "	"	1 to 1	24.	" " 32 "		1½ to 1

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, June 28, 1862.

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A Bankruptcy Law.

The evil of a vicious system is that its effects do not immediately cease to exist, but that they propagate themselves indefinitely in point of time and space. One abuse generates whole classes of others. In all commercial countries the practice of giving *long credits*, has prevailed to a greater or less extent; but here it has reached a head that is alarmingly dangerous. Mere adventurers, empty in pocket and more empty in brain, are tempted to go into business in the hope that "something will turn up" in time to enable them to discharge their obligations. Creditors are too apt to feel equally sanguine. One venture having turned out favorably, why should not another and another? In a short time a very large and handsome house of cards is put up, and every body congratulates his neighbor on the improved condition of affairs in general.

But a breath of wind tumbles the whole structure into the mud. There arises a defective crop of grain or cotton; we import foreign fabrics too freely; we ship the precious metals pretty rapidly for a time; we are involved in hostilities, or in some other mode an alarm is got up. Retail dealers cannot collect from the farmers, and the wholesale merchant cannot collect from retailers. The importer or manufacturer is in turn non-plussed, and for a time every thing comes to a stand. Banks contract their issues, when these might at least mitigate the general distress; fearing an immediate return of their paper for conversion into gold, and doubting the solvency of their best customers.

This periodical "dead-lock" will doubtless take place while long credits in mercantile transactions shall be the rule and cash down the exception. It is essentially vicious, immoral, impolitic. It involves the necessity of further proceedings which, under other circumstances, would be radically wrong. Among these we may notice the all but unanimous call now arising for a bankrupt law. Seldom has such unanimity been shown on behalf of any public measure. Large creditors, who have lost millions by the revulsions of 1857 and 1860, are asking for such a law, as are unfortunate traders, both great and small. The East, the West, and the South so far as heard from, evince the same general desire, only differing in unimportant details. The earnest cry is to pass a bill which shall make a full and fair distribution of the debtor's effects among his creditors, taking that as a settlement in full for all past obligations and enabling him to begin *de novo*, free from all harrassing annoyances. "Leave to his own conscience," it is said, "the final liquidation of the debt, if he be able to pay; but let not the law force him, after it has once stripped him of every thing, seeing his creditor was willing to trust all to chance."

The position taken by the friends of a bankrupt law is to some extent like that of those who would repeal all statutes for the collection of debts, except that the latter is much more sweeping than the former. Some of the shrewdest business men we have ever met avow themselves favorable to repeal, on the principle that where every thing is left to the purchaser's *honor* credit will not be extended, unless there is good ground for believing him to be both solvent and honest; that, therefore, most of the hazards now existing would cease and a higher tone pervade all departments of trade, inasmuch as it would rest on a sounder foundation. Now, a bankrupt law goes one step in this direction. In certain circumstances the law virtually declares that it will not interpose its authority to collect debts. It says in effect, "you may levy once, but only once, on the debtor's effects. You shall have every thing in his possession except his person and family; but having made that seizure you cannot repeat the process. He is to be allowed an opportunity to recover his position free from harrassing persecution. If, under these circumstances, you see fit to trust him, it is at your own risk."

It will be alleged that this has not been the true situation of the fifty thousand insolvents at the North, to whom a bankrupt law would apply; that no such act being on the nation's statute books two years ago, to force creditors to relax their grasp after one distribution of the effects, would be like legalizing a breach of contract. But to this it may be replied that the events which have arisen were not foreseen two years ago, and that they are unprecedented in our history as a people. In legislation some allowance must be made for emergencies like the present. The late revulsion has caused many of our oldest and wealthiest houses to totter and fall. During the year 1861, 6,993 failures occurred in the Free States, for sums of $5,000 and upward, against 4,932 in 1857. The aggregate amount of indebtedness due by the South to the North, at the outbreak of hostilities, has been estimated at $300,000,000, of which fully fifty per cent. was to merchants and others in this city. A very small proportion of this will ever be recovered; but the necessity for a general settlement by some process common to all portions of the country, is felt by both the great interests concerned.

Had the vicious system of long credits not prevailed to such an extent, the course of events would probably have been different; the necessity which is now felt might not have existed. But it is idle to waste breath in talking about what might have been, unless we are turning the painful lessons of the past to profitable account. It seems to us that sound policy, mercy to the fallen, and even justice, call for the enactment of a bankrupt law, such as will operate fairly between debtor and creditor.

Iron Sleepers.

In the last report of the Madras (India) Railroad Company, we observe that the managers are now laying down iron sleepers on some portions of the track. In the south of that peninsula, and indeed in nearly all parts of it, wood is so scarce that it is difficult to obtain it in sufficient quantities; while the decay, induced by a tropical climate, is much more rapid than with us. Much benefit ultimately is expected to arise from the substitution of iron for wooden ties. In same portions of the United States the same difficulty may be expected to arise respecting ties, that has already shown itself in regard to fuel. Fortunately there is no limit to the iron deposits of the West, where the scarcity of wood will first be experienced. In the Southern States the necessity of frequently renewing that portion of the superstructure, on account of the climate, is greater than at the North or Canada, but the extent of country still covered by the forest is such that no lack of material need be apprehended for an average life time. The same remark will apply still more forcibly to the Central American countries and part of Mexico. But if the cost of timber is of little consequence, it is different with that of *labor* in taking up old and putting down new ties—one of the largest items of expenditure on the part of the Panama Railroad Company. Taking the United States as a whole, we suppose that seven or eight thousand miles of track have to be re-laid every year with wood, for which one million and a-quarter ties are necessary.

The railroad in question has been recently completed its entire length, 406 miles. It stretches across the Indian peninsula from Madras to Beypoor. Its construction extended over a period of nine years. It traverses a section from which much is expected in the production of cotton and coffee.

New York and New Haven Railroad.

The iocome of this company for the year ending March 31, 1862, was:

From passengers	$618,181 69
" freight	125,092 38
" miles, expresses, extra baggage, and interest on dividend funds invested	64,786 38
	$808,060 45

And the expenses were:

Transportation expenses	$213,661 68	
Repairs of roadway, etc.	80,706 64	
" equipment	112,694 04	
Fuel, oil and waste	76,102 86	
Haulage by horse-power	22,916 50	
		506,081 72
Leaving as net earnings		$301,978 73

The resources of the year have been disposed of as follows;

Cash on hand, April 1st, 1861	$223,926 74
Reduction, since April 1st, 1861, of the stock of materials on hand	24,060 97
Net earnings for the year	301,978 73
	$549,966 44
Paid loss in operating the Canal road	$40,675 48
" coupons for bond interest	122,520 00
" two dividends of 3 per cent each	180,000 00
" for new locomotives	38,180 18
Reduction of accounts papable	49,947 50
Cash on hand, April 1st, 1862	118,643 28
	$549,966 44

The report says:

The unfortunate National troubles of the past year have exercised a bad influence on the passenger and freight business of this road, in common with all other roads north and east. It will be seen, by reference to the annexed table of comparative receipts, that the serious diminution commenced in June, 1861, and continued until January, 1862. This was mainly caused by the almost total absence of the Southern business and pleasure travel by which we have, in former years, been largely benefitted during the Summer.

In order to meet the effects of this deficiency in receipts, prompt measures were taken to reduce our expenditures in all the various departments of the road. Important reductions of the pay to various salaried officers of the company were at once made, and in some cases to the extent of 33⅓ per cent. of their whole pay, and this reduction was cheerfully acquiesced in by all. Our average number of employees was reduced by over one hundred, or twenty per cent. of the force employed; and all such other means were put in requisition as would have a tendency to reduce our expenditures to a point not inconsistent with safety and efficiency. It will be seen that while the gross receipts of the road have been diminished, during the past year, $118,425 35, at the same time the expenditures have also been reduced $93,420 48. The business and receipts of the road have much improved; and while no immediate large increase may take place, yet there is confidence that they will prove to be more satisfactory in the future. An arrangement has been made with the Housatonic Railroad Company, by which our freighting business will be largely increased from that source.

It will be seen that the bond account remains in all respects as reported last year, being in no wise changed.

The Directors, after a careful consideration of the propriety of declaring a dividend in February last, and in view of the large and unexpected diminution of receipts, decided that the interests of the stockholders would be best promoted by passing or deferring the same. The large amount of our cash earnings, invested in our own bonds and in building the second track from New Rochelle to the junction with the Harlem road, amounting in the aggregate to upwards of three hundred and ninety thousand dollars, left but slight room for the accumulation of a desirable surplus. Since the date of our last report, two dividends of three per cent. each have been paid to the stockholders in cash.

During the past year, two powerful coal-burning engines have been added to our equipment, and paid for out of the earnings; six hundred tons of new iron have been purchased, and 41,616 new ties have been bought and paid for, together with 5,000 wrought iron chairs; all of which materials are being used in the ordinary repairs of the road. There have been repaired, at our shop in Norwalk, during the past year, 2,619 old rails that were susceptible of easy repair. Some extra expense has been incurred in altering the flues of many of our locomotives, removing the copper and substituting iron, the former having been found unequal to a long endurance of coal-heat; and it was deemed to be sound economy to make the alterations, although at some cost. The rebuilding of old passenger cars, which was formerly done at our shops in New Haven, is now being done by contract at Springfield and Worcester, under an arrangement which, it is believed, will insure important savings to the company. Much difficulty has been experienced in procuring our usual supply of desirable coal, since the interruption of traffic on the Baltimore and Ohio Railroad, from which source we have chiefly derived our supply. As the road is now open, these difficulties will disappear, and at the same time a reduction of price may be looked for.

The Directors have made a careful and close examination of the roadway, bridges, culverts, station houses, shops, and the property of the company generally, and are enabled to report that they were all found, with slight exceptions, in good repair and safe condition.

Since the decision of Judge Ingraham, in the so-called "Omnibus" case, confirming the separation of the so-called "bogus" stock from the genuine, made by this company, some suits have been brought in the State of New York and three in the State of Connecticut, for damages. Up to this date there has been no hearing in any one of these cases; but all the principles involved in the above mentioned suits were embraced in a suit brought in the Superior Court of New York, by John O. Woodruff and Robert M. Henning, against this company, for damages. The case was decided by Judge Woodruff, at Special Term of January, 1860, in favor of the company, and from this decision the plaintiffs appealed to the General Term full Bench of three Judges; at this present April Term, 1862, the decision of Judge Woodruff was confirmed, with costs to the defendants, the New York and New Haven Railroad Company. It is to be hoped that these repeated decisions, all of the same character, will have the effect of preventing further useless litigation.

It is with the highest pleasure that we are enabled to report the truly gratifying fact, that there have been conveyed over this road more than six millions of passengers during the past six years, ending on April 1st, 1862, without causing the loss of a single life or limb to any passenger so carried; and at the same time, we would submit this to be the highest testimony that could be offered, to prove the good condition of the road, and the care and attention evinced by the officers and employees.

The number of miles run by passenger trains during the year was 420,992; by freight trains, 63,519; by service trains 5,339—total 489,850. Number of passengers carried, 1,016,934; do., carried one mile, 34,688,451. Tons of freight moved, 55,442; do., moved one mile, 3,018,280. Number of passenger trains, 6,490; average cars per train, 5. No. of freight trains 683; average cars per train, 17. Average weight of passenger trains loaded, 115 tons; do., freight trains, do., 225 tons. Average speed of express trains, 30 miles; way trains, 24 miles; freight trains, 12 miles. Average receipts per passenger per mile, 2 cents; per ton of freight, 4.50 cents. Of the passengers carried, 763,112 were local and 253,822 to and from other roads; 503,108 were passengers over Harlem road, 257,712 commuters over do., and 256,114 passengers beyond do. Of the freight moved, 21,818 tons were local, and 23,624 tons to and from other roads.

The equipment of the road consists of 32 locomotives; 74 passenger, 19 mail and baggage, and 349 freight cars—of which 6 locomotives, 6 passenger, 3 mail and baggage, and about 150 freight cars are in use upon the Canal road.

The cost of fuel for running the trains the past year has been about 12.53 cents per mile—being a reduction on the cost per mile for the preceding year of about 16 per cent. Tons of coal used, 6,255; cords of wood, 3,927; cords of kiadling, 717.

But three of the engines which are wood-burners, are now running on the New York and New Haven road, and one of these is used only for switching. The remainder of the wood-burners are used for operating the Canal road, on the line of which wood can be obtained at a rate which renders its use as economical as the use of coal.

The number of miles run by engines on the Canal road was 85,656. Tons of coal used, 186; cords of wood, 1,995; cords of kindlings, 34.

The earnings of the Canal road were $99,879 24, and the expenses of operating, $140,572—loss $40,675 48. The actual falling off in receipts on this road was $41,094 48; the expenses were however lessened by the amount of $28,173 63.

Last year the loss in operating this road was $27,754 63.

CONDENSED BALANCE SHEET.

Railroad; including the franchise, right of way, grading, masonry, bridging, fencing, superstructure, iron, station-houses, shops, fixtures, furniture, machinery, engineering, agencies, interest, discount on bonds, &c. &c.		$4,643,649 18
Equipment; locomotives, tenders, cars, &c		710,402 91
Real estate, (including leases;) in the cities of New York and New Haven		65,505 66
Materials; lumber, iron, fuel, oil, &c., &c.		88,258 03
Cash; in bank and offices		218,643 28
		$5,626,459 06
Capital stock; 30,000 shares		$3,000,000 00
Bonds; due December 1st, 1866, with 7 per cent. coupons, payable on the first days of June and December in each year		912,000 00
Bonds; secured by mortgage, due Oct. 1st, 1875, with 6 per cent. coupons, payable on the first days of April and October in each year.		978,000 00
Profit and loss; being the total surplus of earnings not paid out in dividends, (but of which $529,557 75 has been expended for new depots, finishing the second track, new bridges, and retiring bonds,).		678,368 37
Accounts payable; being for coupons payable April 1st, 1862, and balance due on the March payroll.		58,090 69
		$5,626,459 06

Officers chosen May 9th, 1861:

President—JUSTUS R. BULKLEY.

Directors—Justus R. Bulkley, George N. Miller, Abraham R. Van Nest, George B. Cahart, New York, Donnie Kimberly, John Bradley, E. C. Scranton, New Haven; John W. Leeds, Stamford; Jonathan Godfrey, Southport.

Superintendent—JAMES H. HOYT.

Treasurer—WILLIAM BEMENT.

Secretary—E. S. ABERNETHY.

Railroad Earnings--Monthly.

The approximate earnings of the Pittsburg, Fort Wayne and Chicago Railway during the month of May ultimo, compared with the same period last year, were as follows:

	1861.	1862.
Freight	$137,854 26	$180,505 28
Passengers	61,146 03	75,907 49
Express	2,700 00	2,700 00
Mails	7,825 00	7,825 00
Rent of railway	7,083 33	7,083 33
Rents	157 75	.....
Miscellaneous	234 54	500 00
Total for May	$216,500 91	$274,521 10
Earnings, Jan'y 1, to April 30	955,142 20	1,146,397 06
Total earnings to May 31	$1,171,643 11	$1,420,918 16

Increase for May, $58,020 19, or 26.8 per cent.

Average increase to May 31, 1862, 21¼ per cent.

This increase shows over 8 per cent. on the stock, after paying interest on 1st, 2nd, and 3rd mortgages, and providing $200,000 annual sinking fund on the 1st and 2d mortgages.

The earnings of the La Crosse and Milwaukee Railroad for May, 1862, were $125,999 19
Do., 1861 108,002 71

Increase $17,996 48

The earnings of the Erie Railway for the month of May, 1862, were $575,344 95
Do., 1861 506,610 49

Increase $68,734 46

The earnings of the Norwich and Worcester Railroad for May were as follows:

	1861.	1862.
Passengers	$7,642 38	$9,009 39
Freight	16,218 10	18,088 51
Total	$23,860 48	$27,097 90
Increase		$3,237 42

The May earnings of the Cleveland, Columbus and Cincinnati Railroad, are $119,984, as against $96,433 same month last year.

The business of the Illinois Central Railroad for May, 1862, was:

Land Department.

Acres Construction Lands sold	5,865.31 for	$64,434 23
Acres Interest Fund L'ds sold	777.68 "	7,385 28
Acres Free Lands sold	1,280.37 "	13,124 72
Total sales during the month	7,923.36 for	$84,944 23
To which add Town Lot sales		1,751 00
Total of all		$86,695 23
Acres land sold since Jan'y 1, 1862	35,363.55 for	$418,551 76
Acres sold prev'sly (net sales)	1,236,971.08 for	16,161,203 15
Total	1,272,334.63 for	16,579,754 91
Construction bonds canceled previous to April 30		$2,106,000 00
Cash collected in May		23,312 15
55,000 bushels corn received on hand.		
Net collections to April 30, 1862		4,193,210 04

Traffic Department.

Receipts from Passengers		$59,466 40
" Freight		117,110 35
" Mails		6,358 34
" Rent of road		6,333 00
" Other sources		2,750 00
Total receipts for May, 1862		$192,076 75
Do. do. 1861		199,487 63

Original land grant, 2,595,000 acres; railway, 706 miles of main track, and 97 miles of sidings, 113 engines, 2,456 cars. Funded debt, $15,235,500.

The following statement shows the business of the Philadelphia and Reading Railroad Company for May, 1862, compared with that of 1861:

	1862.	1861.
Rec'd from coal	$189,356 82	$205,985 43
" " merch'dise	44,701 31	31,762 69
" " travel, etc.	49,938 24	26,169 37
Total	$283,996 37	$268,917 49
Transportation, roadway, dumpage, renewal fund, and all charges	147,412 24	131,983 34
Net profit for the m'th,	$136,584 13	$131,954 15
Profit for the previous 5 months	589,262 62	469,121 12
Total net profit 6 mos.	$725,846 75	$601,055 27

☞ Messrs. Nathaniel Marsh of the Erie, G. W. Carr, of the Fort Wayne, and W. H. Clements of the Little Miami road, have been appointed a commission to audit the claims of the Baltimore and Ohio road against the general government. They will meet in Washington on the 30th instant.

The Financial Measures of Government.

We have advices from Washington, that the bill for an additional issue of Demand Notes, recommended by the Secretary of the Treasury, will undoubtedly become a law before the adjournment of Congress.

While there are some objections to the proposed measure, there is no one so well calculated to supply government with money, while provisions might, and we trust will be added, which would disarm the objections most urged, and render it salutary in its operations both for the government and the people.

That on the whole the financial measures of Government have been wisely conducted, is proved by the steady appreciation in the market value of its securities, compared with a specie standard. The 6 per cents. of 1881 have commanded a premium, even in gold. A year ago they were at a discount of nearly 20 per cent., payable in gold. Such an advance in face of a civil war, and of enormous expenditures, is full evidence of the wisdom of the course pursued, and of the strength of the country. This course consisted in a declaration by government that its promises should be the equivalents of money. This promise was accepted by the people. Its adoption was an immediate addition to the available capital of the country, equal to the amount issued. It was a general opinion that an excess in the volume of currency would be thereby created, with all the consequences of such a plethora. But such has not been the result up to the present time. The whole issue has been absorbed in the operations of the government and the people, the great portion of the amount having been treated as capital, in the same manner of bonds payable at a future day, rather than currency. The notes receivable for Custom House dues have entirely disappeared from circulation—and form no portion of the currency. The balance of the whole issue has been readily absorbed to fill the vacuum created by the retirement of local currencies, as in the Western States; in supplanting local currencies of doubtful value, and by hoarding to a large amount. From all these causes only a small portion of the $150,000,000 is in circulation, except in the Western States, where a still larger amount might be used to advantage.

As a means of raising money the plan adopted by Government is perfect. Its promises are, in the conviction of the people, the equivalents of money. The only weak point in the matter is the irredeemability of the notes issued, and the tendency to a wider divergence than at present exists, between paper and metallic standards. But as the long bonds of the Government are the equivalents of gold, no step should be taken to subvert such relation. On the contrary, the utmost care should be had to maintain the Government Securities at a premium. So long as such a state of things exists, the solution of our financial problem is an easy one. Every issue of demand notes, consequently, should be convertible into long bonds bearing a rate of interest sufficiently high to induce such conversion. When there is an excess of notes issued, the rate of interest will fall, and conversion be resorted to as a matter of course. An active demand will show that there is no excess in the currency.[5] In this way a provision for converting the money issued by Government into its long bonds may be made to serve as a regulator which shall maintain the machinery of business in uniform and healthy action.

We have no doubt of government being able to sell its bonds bearing 5 per cent. interest, and having fifty years to run, at par. Money

is likely to remain very nearly as abundant as it is at present. The public works of the country, upon which our people for many years, spent at least $150,000,000 annually, are completed, and the greater portion of them are now returning a fair income upon their cost. The annual net income of the railroads of the loyal States will exceed $50,000,000. From 1856 to 1860 was the great period of emigration from East to West. During the process, and for several years thereafter, the labor of the immigrant was mainly unproductive; or rather, it was not felt in the channels of commerce. The period of productive industry has commenced. Hence the enormously increased traffic of Western Railroads. This is only an index of the increasing wealth of the country. Money is a drug because there is no employment for it as formerly. It must seek investment, not in new enterprises, but in the securities of the old, and in those of the National and State Governments. The latter will rise to prices higher than have yet been reached. The officials of Washington should bear in mind the low rates for money which must prevail. All that is wanted to get money at rates very nearly as low as those that prevail in England is a similar security—one bearing a low rate of interest, but irredeemable except at the pleasure of the government—or what is better, a security having 100 years to run. Length of time has become a great element of value. Government can, by paying out its six per cents., resume specie payments to-day. In a short time it could probably do so with its 5 per cents. But whatever may be the rate of interest necessary, government should never put it beyond its power to resume specie payments at will, as an example, and a means of enabling the public to accomplish a similar result, which should immediately follow the close of the war.—*Hallett's Financial Circular.*

Railroad Earnings--Weekly.

The receipts of the Grand Trunk Railway of Canada for the week ending June 14, 1862, were:

15,474 passengers	$21,884 41
Mails and sundries	2,837 68
13,636 tons of freight and live stock	41,650 40
Total	$66,372 49
Corresponding week, 1861	67,246 14
Decrease	$873 65

The earnings by the Chicago, Burlington and Quincy Railroad for the 2d week in June, 1862, were

	$51,201 85
Do., 1861	32,120 97
Increase	$25,080 88

The traffic of the Great Western Railway of Canada for the week ending June 20, 1862, was as follows:

Passenger	$18,918 87
Freight and live stock	21,143 10
Mails and sundries	1,536 28
Total	$41,598 25
Corresponding week of last year	31,981 91
Increase	$9,616 33

The earnings of the Galena and Chicago Railroad the 2d week in June, 1862, were $56,832 80
Do., 1861 43,824 51
Increase $13,008 29

The earnings of the Toledo and Wabash Railroad for 2d week of June, 1862, were $28,308 10
Do., 1860 18,957 10
Increase $9,351 00

The earnings of the St. Louis, Alton and Chicago Railroad for the 2d week in June, were:

1862	$22,530 33
1861	17,725 23
Increase	$4,805 10

The earnings of the Chicago and Northwestern Railroad the 2d week in June were $30,268 11
Corresponding week, 1861 22,546 02
Increase in 1862 $7,722 09

The Michigan Central earned in the 2d week in June, 1862 $30,848 62
Do., 1861 39,950 27
Increase $9,101 65

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 2d week of June, 1862, were $37,377 86
Corresponding week, 1861 28,453 99
Increase $8,923 87

The Chicago and Rock Island Railroad earned the 2d week of June, 1862 $21,729
Do., 1861 31,697
Increase, equal to 41 per cent. $9,868

Interest and Dividends.

The Michigan Central R. R. Co., have declared a dividend of $3 per share, payable July 1. Payment to be made to stockholders residing in Michigan and registered at Boston, at the office of the general receiver, in Detroit: to holders of stock registered in the City of New York, at the office of the Farmers' Loan and Trust Company, in said City, and to all others at the office of the Treasurer, in the City of Boston.

The Chicago and Rock Island Railroad Company have declared a dividend of 3 per cent payable July 12.

The Hartford and New Haven Railroad Company have declared a quarterly dividend of two and a half dollars per share, payable in this city, at the Union Bank, on the 1st of July.

The Western Railroad Corporation of Massachusetts have declared a semi-annual dividend of 4 per cent, payable July 1.

The Boston and Providence Railroad Company, 4 per cent payable July 1.

The Fitchburg Railroad Company 3 per cent, payable July 1.

The Boston and Maine Railroad Company, $3 per share, payable July 1.

The Old Colomy and Fall River Railroad Company, 3 per cent, payable July 1.

The Boston and Worcester, 4 per cent, payable July 1.

The Vermont and Canada Railroad Company, 4 per cent, payable July 2.

The Providence and Worcester Railroad Company, 4 per cent, payable July 1.

The Chemung Railroad Company has declared a quarterly dividend of $2 per share, payable on demand at the Park Fire Insurance Company's office, 237 Broadway.

The interest coupons of the Brooklyn and Newtown Railroad, due July 1, will be paid at the office of the company, corner of Front and Dock streets, Brooklyn.

The interest due July 1, on the Funded Debt Mortgage Bonds of the Cleveland and Pittsburgh Railroad Company, will be paid at No. 25 William street, by H. C. Kingsley.

The coupons of the City of Marysville, California, due July 1, will be paid on that day at the Bank of the State of New York.

The Treasurer of the State of Illinois will, on and after the first Monday of July, 1862, until the 6th day of August, 1862, be ready, at the American Exchange Bank, New York, to pay the interest maturing on the first Monday of July, 1862, on the public debt of the State of Illinois. The interest then due and not called for prior to the 6th day of August, will thereafter be paid only at the office of the Treasurer of the State of Illinois, in the City of Springfield, Illinois. Holders of Illinois and Michigan Canal Bonds, whose coupons are exhausted, are required to present the bonds.

The Trustees of the Illinois and Michigan Canal, have ordered a dividend of 5 per cent to be paid on account of the principle of the Illinois and Michigan canal registered bonds. The payment of the dividend will be made by the treasurer of the board of trustees, at his office, No. 54 Fulton street, in the City of New York, on and after July 1. The bonds must be presented to the treasurer at the time of payment, in order that said payment may be stamped thereon.

The interest on the Iowa State debt will be paid by Gilman, Son & Co., No. 47 Exchange place, on 1st of July.

Coupons due July 1, 1862, of Chicago city municipal and water bonds, will be paid on presentation, by Duncan, Sherman & Co.

The coupons due July 1 on the first mortgage bonds of the Sacramento valley railroad will be paid on that day at the office of Schuchardt & Gebhard, in this city.

The semi-annual interest on the bonds of the Joliet and Chicago Railroad, due July 1, will be paid at the office of Messrs. M. K. Jesup & Co., No. 44 Exchange place.

The coupons of the Evansville and Crawfordsville Railroad company, due on the 1st of July next, will be paid at the Farmers Loan and Trust Company.

The interest warrants, or coupons, attached to the different series of bonds issued by the Pittsburg, Ft. Wayne & Chicago Railway company, will be paid as they respectively mature, on being surrendered to the transfer agents of the company in New York, Messrs. Winslow, Lanier & Co., No. 52 Wall street. The company has so arranged the interest on its funded debt, that one-twelfth falls due each month in the year.

The interest coupons on the first mortgage bonds of the Indianapolis and Bellefontaine—now Indianapolis, Pittsburg, and Cleveland Railroad Company—due July 1, 1862, will be paid at the Market Bank, New York.

The holders of the bonds of the city of Columbus, given on the 1st day of July, 1849, payable to the treasurer of the Columbus and Xenia Railroad Company, or bearer, and made redeemable on the 1st day of April, 1864, or redeemable at the pleasure of the City Council of Columbus after the 1st day of April, 1854, are hereby notified that said City Council are now ready to redeem said bonds, at the office of Miller, Donaldson & Co., in the city of Columbus, Ohio, and that no interest on said bonds, after the 1st day of July, 1862, will be paid by the city.

The Commissioners of Greene county, Ohio, give notice that they are now ready to pay all the

bonds of certificates of indebtedness of Greene county, Ohio, made payable to the treasurer of the Columbus and Xenia Railroad Company or bearer, redeemable at the pleasure of the commissioners of Greene county, Ohio, after the year 1855; and that no interest will be paid on said bonds after the 1st day of July, 1862. The above bonds with coupons due July 1, 1862, will be paid by the Broadway Bank, New York.

☞ Street railroads in Cincinnati do not make very profitable returns to the stockholders. Official examination by the Council Committee shows a loss to the companies in the two years and three months they have been in operation of $60,428.

The Railroad Tax Laws of Illinois.

A NEW KIND OF PROPERTY: RAILROAD TRACKS DECREED TO BE "FIXED AND STATIONARY PERSONAL PROPERTY," BUT ONLY FOR THE PURPOSES OF TAXATION. THE TRACKS LIABLE TO BE REMOVED AND SOLD BY THE COUNTY TREASURER.

The Supreme Court of the State of Illinois have decided the case of William L. Maies, Treasurer of Tazewell county, *vs.* The Logansport, Peoria and Burlington Railroad Company. The decision effects all railroad companies whose lines traverse the State of Illinois; and holds that the stations and tracks of such companies were declared by a statute of the State of Illinois, passed in February, 1855, to be "fixed and stationary personal propty;" and they are therefore liable to be removed and sold by the Collector, for taxes due to the State.

The case was submitted to the Circuit Court of Tazewell county, at the September term, 1861, upon the following statement of facts: It was agreed that the complainant was a regularly incorporated company, for the purposes and objects stated in the bill. That it has connections and runs for the carriage of passengers, and freight and United States mails, as stated in the bill; and that the company was formally known as the Eastern extension of the Peoria and Oquawka Railroad Company. It was further admitted that the length of the main track and side tracks of the road in Tazewell county, liable to taxation is 16.35-100 miles; that the value of the fixed and stationary personal property in the county, as returned by the company was $70,000 for the year 1857, upon which there was legally assessed for the State, county, and special taxes, the sum of $439 64. For the year 1859, the value of the fixed and stationary personal property, was $40,875, upon which there was legally assessed the sum of $396 43. That no part of these taxes were ever paid by the company; but that there was then due from the company for taxes on the fixed and stationary personal property, besides interest, the sum of $2,157 67. That the company were requested to pay the taxes, and that the Treasurer on the 17th of August, 1861, after notifying the agents of the company, and upon their refusal to pay, was proceeding, by warrant in due form of law, to collect the taxes, and was proceeding to take up and remove the rails that composed and formed the track of the road, and which were fixed with spikes and chairs to the ties imbedded in the bed of the road, and to take them to a convenient place for the purpose of sale, when he was stopped by injunction from so doing. That the company had no personal property out of which said taxes could be collected; that Tazewell county had adopted a township organization; and that the defendant was Treasurer of the county.

The circuit court rendered a decree making the injunction perpetual; and the case was then appealed to the Supreme Court.

Previous to the act of 1855, the term "real property" and "land" were held by the courts of the State to mean and include, not only the land itself, whether laid out in town lots or otherwise, with all things contained within the land, but also all buildings and other fixtures thereon. The term "personal property" was held to mean and include every tangible thing which was subject to ownership, whether animate or inanimate, other than money, and not forming part or parcel of real property. The act of 1855 changes the classification of the taxable property of railroads, as it previously existed under the act 1853. The fourteenth section of the act of 1855 is as follows:

"The schedule or list of the taxable property of railroad companies shall set forth a description of all the real property owned or occupied by the company in each county, town, and city, through which such railroad may be run; and the actual value of each lot, or parcel of land, including the improvements thereon, except the track or superstructure of said road, shall be annexed to the description of such lot or parcel of land. Said list shall set forth the number of acres taken for right of way, stations or other purposes, from each tract of land through which said road may run, describing said land as near as practicable in accordance with the surveys of the United States, giving the width of the strip or parcel of land, and its length through each tract; also the whole number of acres, and the aggregate value thereof, in said county, town, and city. All of the property mentioned in this section shall be denominated real property. The list aforesaid shall set forth the length of the main track, and the length of all side tracks and turnouts in each county, city and town through which the road may run, with the actual value of the same, and the value of the improvements at each of the several stations, when said stations are not a part of the city or town lots. The said stations and track shall be denominated 'fixed and stationary personal property.'

The list shall contain an inventory of the rolling stock belonging to said company, with the value thereof; said rolling stock shall be denominated 'personal property;' also a statement of the value of all other personal property owned by said company, in each county, city and town; the length of the whole of the main track within this State, and the total value of the rolling stock, shall be set forth in said list. The rolling stock shall be listed and taxed in the several counties, towns and cities, *pro rata*, in proportion as the length of the main track in such county, town or city, bears to the whole length of the road. All other property shall be listed and taxed in the county, town, or city, where the same is located or used." The remainder of the section is directory to the Assessor, as to the manner in which he shall enter the description of the right of way, or land for station purposes on his books, and "when advertised by any sheriff or collector, to be sold for taxes, or when so sold, no other description shall be necessary."

The following is the main portion of the opinion rendered at the decision of the case:

BREESE, J.—The act of 1855 classifies railroad property somewhat differently from the act of 1853. In that act, railroad property was known only as real property and personal property, and subjected to taxes as such, and to compulsory payment of them in the same manner as property of natural persons, each description of property being liable for the taxes assessed upon any one description. In construing any amendatory act, it is a fixed rule that the old law must be considered, the mischiefs arising under that law and the remedies for them which the new law may be supposed to provide. We have seen in what manner the old law classified such property. We apprehend the evils resulting from it were found to be that the government was liable to the loss of its sustenance by the obstacles thrown in the way of the speedy collection of the taxes by the very law itself, there being no other mode provided than by the sale of their real property, in default of personal property, with a redemption of two years allowed after the sale, or, in case of no sale, a forfeiture to the State; then, by carrying it from year to year, on the Assessor's books, as forfeited land, to be again sold as such for the taxes assessed. It is a part of the public history of this State that purchasers could not be found to buy, for taxes, such property, who were willing to take the risk of the legality of the sales, and other risks; the consequence of which was a forfeiture to the State; and the counties through which the roads run were deprived of the annual taxes due them from such property. The object of the amendatory law was, as we conceive, to provide some remedy for this, which they have done by giving description other than "real property," and other attributes, to a portion of such property, thereby rendering it susceptible of immediate transfer and delivery on a sale of it, for the taxes assessed upon it.

The complainants contend that the only object of the Legislature in so classifying railroad property was for the purpose of valuation and a view to increase the aggregate of the revenue. We do not precisely understand how the aggregate of the revenue can be increased by classifying this kind of property. It is very evident the statute in the valuation requires the road-bed to be separate from the track and superstructure placed upon it, and to be valued separately. Now is it possibly they could produce more revenue by being valued separately than if valued together? Suppose the value of a road-bed be ten thousand dollars per mile, and the value of the superstructure six thousand dollars per mile, do these two sums produce more revenue than would be produced by a valuation of the road-bed and superstructure jointly, at sixteen thousand dollars per mile? As in the case of improved property owned by individuals, by separating the house from the lot, the State would derive no more revenue from them separated than it would from them together, the valuation in each respect controlling the amount of the revenue to be derived from the property. If such was the only design of this amendatory act, it need not have been passed, as it is no improvement whatever on the old law. It is quite manifest, we think, that the legislature had something more in view in thus classifying railroad property, and in denominating a portion of its fixtures, placed by artificial means upon the land owned by it, "personal property," than mere facility in its valuation. The road-bed and right of way is denominated "real property;" for a delinquency in paying the taxes assessed upon them they can be sold and redeemed in two years after the sale. The main track, the side-tracks, the turn-outs, and the buildings at the several stations are to be scheduled separately, and denominated "fixed and stationary personal property." The rolling stock shall be denominated "personal property."

Here is evidently a design on the part of the Legislature to create a species of personal property not before known to the law, and with the purpose, as we think, of subjecting it in certain contingencies to a separation from the soil on which it may be fixed. If not, why call it personal property at all? If, though "fixed and stationary," it was never to be under any circumstances subject to removal, and to all intents, and for every purpose, of the same nature and character as land itself, why not call it real estate? What is gained by designating it as personal property, when it shall never, under any circumstances, or for any purpose, public or otherwise, possess any of the attributes of such property? We are at a loss to discover any good reason for the distinction, unless it be, in view of the loss of revenue to the State

and counties by the neglect of such companies to pay the taxes assessed on such property, that the Legislature has endowed it with the attributes of personal property, so that it might be removed and sold for the taxes, an attempt to do which would bring delinquent or reluctant companies to a performance of their obligations to the State. To make the road-bed on which the superstructure is placed, personal property would have been, for this purpose, of no practical benefit, as it could not be removed, and, though sold for the taxes, the company would continue in its enjoyment. Not so with the main and side-tracks, turn-outs, and improvements at the several stations. They are placed there by artificial means, and easily removed. It is true they are stationary and fixed, but surely it will not be contended that, although fixtures of a certain kind, which, by the common law, are deemed a part of the freehold and cannot be removed, that the Legislature may not destroy this character and make their personal property liable to be sold for taxes or upon execution to pay a private debt. It is a question of expediency and policy only, whether the dwelling house shall not, for purposes of taxation, be deemed personal property, to be severed from the land if the taxes assessed upon the house are not duly paid, and the house exposed for sale on that account.

It cannot be denied that this "fixed and stationary personal property" is liable for the taxes assessed upon it—the defendants do not deny that; it follows then like all other property, it is liable to be sold for the assessments. The defendants, however, insist that, for the taxes assessed on this property and unpaid, the land is liable, and that this property is liable for the tax assessed upon the land—that there is a mutual liability under section fourteen, already quoted. That section does not so provide, as we understand it. The provision is that personal property of the kind and nature denominated in that act shall be liable for the taxes on real estate and *vice versa*, but it nowhere provides that land or personal property shall be subject to the taxes assessed upon "fixed and stationary personal property," that new description of personal property, so by the act created. This kind of property stands by itself, isolated from real and from personal property, and is made by the law to bear its own burdens, and, if it cannot be sold and removed, as the defendants contend it cannot be, then the new law is of less avail than the old law, for, under the old law, the real property could be sold to pay the taxes assessed on the personal property in certain cases. Under the new law this kind of personal property is not so liable, and no taxes assessed upon it can be collected unless authority is conceded to the Collector to take it and sell it. This property is a new species of property created by the Legislature, made distinct from all other property, and assessed and valued as such; and, as the lands and personal property are not made liable for the taxes assessed upon this kind of property, as they clearly are not, it must follow that this new description of property must be liable for the assessment upon it, to be collected on default by a sale of the property. Surely the Legislature did intend that this new description of property should be liable to taxation, and be sold if the taxes were not duly paid, else how could it be subjected to this burthen?

It seems to follow as a necessary consequence from these premises that the Sheriff or Collector, to put the property in a position to be sold, may sever the superstructure from the freehold, and take it into his possession precisely the same as he could any other fixtures which the Legislature may have declared to be personal property, and subject to removal. In taking personal property for taxes, the Collector, in all cases, has the right to remove the property. His right to do so cannot be questioned, and it is no argument against it that he may exercise it in a riotous manner, or at an improper hour. Nor, as to the quantity of such personal property to be removed to satisfy the taxes, can the Collector be restricted, unless his act in this regard should be oppressive and wanton, and done with a design unnecessarily to vex and harass the delinquent.

That the State should have this power, vast and destructive as it may be to some great interests of the country when exercised, there seems great propriety. In considering such questions as have arisen in this case, we must bear in mind the maxim, that the Government must not be deprived of the aliment indispensable to its life—that it must be sustained at all hazards regardless of the individual suffering which may be produced—the derangement of the business affairs of communities, or the crippling of corporate powers, for whatever purposes they may have been granted. All must yield to the inexorable demands of the Government. Taxation in some form must exist in every civilized community, and must be enforced upon property if not paid in money. It is a public burthen which all persons and corporations should be willing to bear, since all receive a just compensation in the benefits conferred by the Government. Nay, it is a duty which all should be prompt to perform. Taxation is the breath of its life; if that be stopped, anarchy, ruin and death would be the inevitable catastrophe. As was said by the Supreme Court of the United States, in the case of Priestman *vs.* the United States, 4 Dallas, 28: "Public policy, national purposes, and the regular operations of Government require that the revenue system should be faithfully observed and strictly executed."

We know of no principle that will exonerate an individual from the prompt payment of his taxes, if he has property out of which they can be made, nor of any applicable to railroad corportions, however conducive they are admitted to be to the development of the resources of a State, or however necessary to the transaction of its widely extended business. Nor is it an argument in favor of relieving these companies from the taxes imposed upon their property, that they have become embarrassed for its construction and equipment, incurring therefor heavy debts. It is no fault of the State that it has become embarrassed and contracted debts beyond its ability to pay, but it is the just claim of the State that the dues of the company to it shall be first paid, in preference to all other claims upon it.

The conduct of this road furnishes a strong argument in favor of the view of the case we have presented, keeping in view the principle that taxes must be paid before all other obligations. This record shows this road has not paid one dollar of taxes assessed upon its fixed and stationary personal property for the last four years, having been delinquent for the years 1857, 1858, 1859 and 1860 until the amount due to the county of Tazewell has reached the very considerable sum of two thousand one hundred and fifty-seven 67-100 dollars, exclusive of interest. This preferred and paramount claim of the public has been postponed year after year by the company, and they now contend, when the attempt to collect it is made in good earnest, that the mode adopted is illegal; that great public interests will be destroyed, and a wanton sacrifice of property inevitable.

The legality of the mode proposed to be adopted by the Collector, we do not question. He can take these rails from their bed and sell them, in the same manner as he could take a horse from a stable of an individual owner for payment of taxes, and if the property be sacrificed, or if great public interests be injured, we have only to say, all these considerations must yield to the paramount claim of the State to be sustained in its existence, a claim so great and overriding as to dwarf all others which may be set up against it. It is a good law, and should be strictly enforced, doing as little injury as possible in the execution of its provisions.

We think it may be said with truth that the railroad companies of this State have discharged their taxes with commendable promptitude, and performed their obligations in a manner generally satisfactory. This road is the only one, so far as we are informed, which has manifested a disposition to postpone the just claims of the State to those of other creditors and to evade its responsibility to the power which protects it in the enjoyment of its franchise. We are slow to believe that other railroad companies, operating in this State, desire such a construction should be placed on the revenue law as the appellees contend for, by which they may avoid the payment of their taxes and, to that extent assume an attitude of hostility to the government.

The views here expressed are not intended to apply to a levy and sale by execution of this species of property, or to retract or qualify in the slightest degree former decisions of this court on that question. This species of property is made personality to a limited extent, and for revenue purposes only, and the attributes of personal property only attach to it for such purposes. The General Assembly, in regulating the liability of property to taxation, sought to prescribe the mode in which it was to be subjected to that burthen, and were not seeking to charge wholly its incidents. Was such a provision found in the act regulating sales on executions, or in the law regulating chattel mortgages, or had the Legislature declared in those statutes this description of fixtures to be "fixed and stationary personal property," then it would assume the attributes of personality for these several purposes. No such design has been indicated, except in this revenue law, and for the purpose of revenue, and since no other property, real or personal, is made liable to the burthen imposed upon this species, we are forced to conclude the Legislature designed that, on delinquency, it should be subject to sale and removal.

The decree of the Circuit Court is reversed, and a decree entered that the injunction be dissolved and the bill dismissed.

Association of Provincial Land Surveyors.

INSTITUTE OF CIVIL ENGINEERS AND ARCHITECTS OF CANADA.

This Association met in Montreal on the 4th inst., at the Mechanics' Hall, for the election of officers and the transactions of business. There were present George Browne, James Springle, Frederick Lawford, James Nelson, T.S.Scott, John Jas. Browne, H. M. Perrault, T. Fahrland, from Montreal; G. H. Perry (Vice-President), W. A. Austin, (Rec.-Secretary), Duncan Sinclair, Thos. Stent, Thos. Fuller, from Ottawa City; Chas. Baillerge, A. Wallace, from Quebec; and W. J. McDonald. George Browne, Esq., was called to the chair. The Secretary read thirty-eight letters from absent members approving of the object of the meeting. The President, after stating the object of the meeting, requested the members to proceed with annual election of officers. The following gentlemen were elected for 1862-63:

George Browne (Montreal), President.

Charles Baillergé (Quebec), James Stewart (London, C. W.), F. Rastuck (Hamilton), Vice-Presidents.

W. A. Austin (Ottawa City), Rec. Secretary.
John Tully (Toronto), Corres. Secretary.
Augustus Laver (Ottawa City), Treasurer.

COUNCIL.

Surveyors' Division.—A. Wallace (Quebec), D. Sinclair (Ottawa City), O. F. Austin (Ottawa City), Samuel Peters (London, C. W.), H. M. Perrault (Montreal), J. Mamel (Quebec), J. L. P. O'Hanley (Ottawa City).

Engineers' Division.—Walter Shanly (Montreal), George H. Perry (Ottawa City), W. B. Galloway (Ottawa City), G. L. Reid, Robert Shanly, W. H. Napier, F. W. Cumberland (Toronto).

Architects' Division.—F. Lawford (Montreal), James Springle (do.), T. S. Scott (do.), Thos. Fuller (Ottawa City), W. Kauffman (Toronto), T. Stent (Ottawa City), C. P. Thomas (Toronto).

BOARD OF EXAMINERS.

Surveyors' Division.—D. Sinclair (Ottawa City), H. M. Perrault (Montreal), A. Wallace (Quebec).

Engineers' Division.—Walter Shanly (Montreal), F. W. Cumberland (Toronto), G. H. Perry (Ottawa City).

Architects' Division.—F. Lawford (Montreal), T. Stent (Ottawa City), Thomas Fuller (do.).

The officers of the Association are *ex officio* members of the Council and Board of Examiners.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	7	----	----
Mortgage	109,500	7	----	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec :				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western :				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	91
" "	700,000	6	1880	84
" "	1,128,500	6	1875	94
" "	1,000,000	6	1867	93
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60) :				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica :				
1st Mortgage	$70,000	7	1860	----
Boston Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	----	----
4th Mortgage Coupons	200,000	7	----	----
Sinking Fund	200,000	6	----	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie :				
1st Mortgage coupon	2,000,000	7	1877	92
2d Mortgage coupon	380,000	7	----	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	95
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	142,000	7	----	----
Burlington and Missouri :				
1st Mort. on 1st Division	500,000	----	----	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	100
Mort. (chgd from Sterl'g)	888,000	5	1864	100
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,600,000	6	1887	----
*Catawissa :				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Central of Georgia :				
Mortgage	86,067	7	1863	----
Central of New Jersey :				
1st Mortgage	1,400,000	7	'65-'70	106
2d Mortgage	600,000	7	1875	100
Central Ohio :				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	64
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	----	----
2d Mortgage	1,000,000	7	----	----
Cheshire :				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	110
Consolidated 2d Mort. (S. F.)	813,000	8	1890	110
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	----	†	----	----
2d Mortgage	----	†	----	----
3d Mortgage	----	†	----	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	104½
Chicago and Northwestern :				
Sinking Fund Preferred	1,250,000	7	----	97
1st Mortgage †	3,600,000	7	----	67
2d Mortgage	2,000,000	7	----	30½
Cincinn., Hamilton and Dayton :				
1st Mort age	394,000	7	1867	100
2d Mortgage	950,000	7	1880	100
*Cincinn., Wilm. and Zanesville :				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	----	----
3d Mortgage	158,000	7	----	----
Income	250,500	7	----	----
Tunnel Right	1,000,000	7	----	----
Cleveland and Mahoning :				
1st Mortgage	850,000	7	----	90
2d Mortgage	469,000	7	----	----
3d Mortgage	344,100	8	----	----
Clev., Painesville and Ashtabula :				
1st Mortgage	584,000	7	1861	99
2d Mortgage	393,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	100
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	91
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	80
4th Mort. (M. L.) or 3d Extension	1,154,000	7	----	68½
Clev., Columbus and Cin. :				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296 000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1845	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	98
Columbus and Xenia :				
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River :				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	----	----	----
Cumberland Valley :				
1st Mortgage	161,800	8	----	----
2d Mortgage	109,500	8	----	----
Dayton and Michigan (1 Ap. '60) :				
1st Mortgage	800,000	8	----	----
2d Mortgage	2,212,000	8	----	----
Dayton and Western :				
1st Mortgage	300,000	7	----	50
2d Mortgage	----------	7	----	40
Delaware :				
1st Mortgage	500,000	---	----	80
Guaranteed	65,000	---	----	----
State Loan	170,000	---	----	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	105
1st Mortgage (E. Extension)	1,499,000	---	1875	105
2d Mortgage	2,516,500	---	1881	104
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----
Dubuque and Pacific :				
New Construction	800,000		----	----
Dubuque Western :				
1st Mortgage	344,000	†	----	----
Eastern (Mass.) :				
Income (due $75,000 annually)	275,000	6	var.	100½
2d Mortgage (convertible)	710,000	5	'62-'72	93
3d Mortgage (convertible)	450,000	6	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	----	----
Endorsed by State of Tennessee	150,000	---	----	----
Mortgage (ordinary)	790,688	---	----	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	----	----
Endorsed by State of Tennessee	200,000	---	----	----
1st Mortgage (after State)	100,000	---	----	----
Redeemable in Stock	66,950	---	----	----
Eaton and Hamilton :				
1st Mortgage	757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	----	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley :				
1st Mortgage	400,000	†	----	----
2d Mortgage	180,000	---	----	----
Galena and Chicago Union :				
1st Mortgage Coupon	1,971,000	7	'62-'63	104
1st Mortgage (Extended)	22,000	7	1882	104
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	100
*Great Western, Ill :				
1st Mortgage Eastern Division	1,080,000	10	----	----
" Western "	1,350,000	7	----	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	----	47
Land Security	5,000,000	7	1881	28
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster :				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven :				
1st Mortgage	927,000	6	1873	99
Housatonic :				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	----	----
Mortgage	125,000	7	1896	----
Hudson River :				
1st Mortgage	4,000,000	7	'69-'70	110
2d Mortgage	2,000,000	7	1860	103
3d Mortgage	1,840,000	7	1875	93
Convertible	1,092,000	7	1867	89
Illinois Central :				
Optional Right bonds	38,000	7	1863	64
Construction	10,798,500	7	1875	94
Construction	4,115,000	6	1875	94
Eight per cent. bonds	326,000	8	1865	----
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	----	----
Income	281,500	10	----	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	----	85
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60) :				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	----	----
Jeffersonville :				
1st Mortage	275,000	7	1861	75
2d Mortgage	392,000	7	1873	70
*Kennebec and Portland :				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6½	1861	----
3d Mortgage	250,000	6½	1862	----
*Kentucky Centr. (Cov. and Lex.)				
1st Mortgage	160,000	6	----	----
1st Mortgage	260,000	7	----	----
2d Mortgage (convertible)	1,000,000	7	----	----
3d Mortgage	600,000	7	----	----
Guaranteed by Covington	200,000	6	----	----
Cincinnati (exchanged)	100,000	6	----	----
Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	6½	----	----
City of Keokuk, (special tax)	150,000	10½	----	----
Lee County, 20 years	150,000	8	----	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	----	----
City of Keokuk	200,000	8	----	----
Henry and Louisa Company's	50,000	8	----	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	1870	103
La Crosse and Milwaukee :				
1st Mortgage (Eastern Div.)	903,000	†	----	89
2d Mortgage (Eastern Div.)	1,000,000	†	----	----
1st Land Grant (Western Div.)	4,000,000	†	----	21
2d Land Grant (Western Div.)	353,600	†	----	21
3d Mortgage (whole road)	1,700,000	†	----	----
Farm Mortgage	1,087,700	†	----	----
Unsecured Bonds	1,785,000	†	----	----
Lexington and Frankfort :				
Mortgage, due 1864, '69 and '74	130,000	6	----	----
Little Miami :				
Mortgage (Coupon)	1,300,000	6	1883	89
Long Island :				
1st Mortgage	600,000	6	1870	85
Extension Bonds	175,000	7	1890	82½
Long Dock Co. :				
Mortgage Bonds	500,000	7	1882	----
Mortgages on Land	473,809	7	----	----
Louisville and Frankfort :				
Louisville Loan	174,000	---	----	----
1st Mortgage	248,000	---	----	----
Louisville and Nashville :				
State [Tenn.], 1st Lien	300,000	6	----	----
1st Mortgage	2,000,000	7	----	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester :				
State [Tenn.]	372,000	6	----	----
Mortgage	24,000	7	----	----
Mortgage	10,000	6	----	----
Madison and Indianapolis :				
Mortgage	600,000	7	1861	80
Marietta and Cincinnati :				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston :				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,800,000	7	----	----
Memphis, Clarkesv. and Louisv. :				
State (Tenn.] Loan	910,000	6	----	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1860	84
1st Mortgage (unconvertible)	250,000	8	1860	96
1st Mortgage (convert.) Dollar	2,598,000	8	1869	107
2d Mortgage (S. F.), convertible	4,153,000	8	1882	103½
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	904,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	85½
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	99½
Detroit and Toledo	684,000	7	1876	76
1st General Mortgage (S. F.)	3,030,000	7	1885	100½
2d General Mortgage	2,572,000	7	1877	85
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	100
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	93,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	98
Preferred Stock	1,175,000	10	------	120
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
2d Mortgage	------	------	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	101
Funding (S. F.) Bonds	1,553,000	7	1876	101½
Stock Exchange (S. F.) Bonds	680,000	6	1883	101
Real Estate (S. F.) Bonds	166,000	6	1883	101
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	106½
Convertible Bonds	970,000	7	1876	101½
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	100½
New York and Erie:				
1st Mortgage	3,000,000	7	1867	107½
2d Mortgage	4,000,000	7	1864	104
3d Mortgage	6,000,000	7	1883	97½
4th Mortgage	4,000,000	7	1880	90½
5th Mortgage	1,792,500	7	1883	86
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	103½
2d Mortgage	1,000,000	7	1864	100½
3d Mortgage	862,300	7	1867	82
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	82
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	75½
2d Mortgage	3,077,000	7†	1861	4½
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	82½
Chattel Mortgage	360,000	10	1883	100
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	6	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	1'5½
2d Mortgage	2,319,000	6	1875	98½
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	80
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynch'b'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., German'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	----
" 1836, "	192,000	5	1880	102
" 1849, "	3,103,600	6	1870	94½
" 1861, "	436.000	6	1871	----
" 1843, "	1,548,300	6	1880	102½
" 1844, (convertible)	863,000	6	1880	102
" 1848, "	124,000	6	1880	102
" 1849, "	83,000	6	1880	102½
" 1857, "	3,586,500	6	1886	89
" 1856, "	1,475,000	7	1886	89
Bonds and Mortg's—real estate	592,200	---	------	----
Preferred Stock	1,551,800	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1854	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Allegheny Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	97
2d Mortgage	5,100,000	7	1911	82
3d Mortgage	2,000,000	7	1911	62½
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				32†
1st Mortgage	1,800,000	7	1863	----
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,200,000	7	1886	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1853	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	200,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	91
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	100
2d Mortgage (convertible)	2,000,000	7†	'68-'70		
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	93
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	93
2d M. (Toledo and Wabash)	1,000,000	7	1869	69
2d M. (Wabash and Western)	1,500,000	7	1890	69
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Balt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	563,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Dollar Bonds	802,000	6	1875	----
Albany City Bonds	1,000,000	6	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	85
Wilmington and Manchester:				
1st Mortgage	598,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Willmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1875	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	80.6	...	...	.....	*Alabama and Florida*	1,451,336	*		877,053	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	.....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991		336,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906		1,087,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*		.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*		600,431	—	—	600,431	—	—	—	—	—	—
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*		.....	.....	.....	.....	.....	.....	1,402,858	695,870	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								ARKANSAS.													
— — '61	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*		351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	—	—	—	Sacramento Valley	1,493,850	*		793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	.....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373		307,010	96,500	.....	.....	23.8	45,543	77,028	34,966	16	.....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,147	149,477	—	.....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	136½
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,489,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	.....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*		1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	96,501	8	.....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*		738,538	750,000	156 429	1,644,967	62.0	127,390	136,072	.....	—	.....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*		922,500	500,000	—	1,422,500	55.2	120,671	149,31	149,317	5	.....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*		602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	.....
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,628,549	117.4	4	808 060	301,979	—	.....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	43
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138.970	41 466	—	.....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6½	.....
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586		191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	—	—	—	*Flo., Atlantic and Gulf Central*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....		.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	—	—	16	7	124	Atlanta and West Point	1,192,389	*		1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....		.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*		733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*		151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*		4,366,800	.....	.....	6,590,173	229.0	879 468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	....	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123 343	252.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*		1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	80.0	—	....	—	7	2	107	Muscogee	774,244	162,534		669,950	249,000	—	1,026,868	80.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	2,770,495	*		2,021,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	18	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*		built and own'd by State.				138.0	.....	832 343	454,541	—	.....
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	—	10 000,000	220.0	.....	1,098,465	452,693	4	.....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,728,930	4,889,340	3,814,516	—	10,195,257	168.0	.....	1,514,478	242,564	—	70
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '60	194.0	—	....	—	—	—	—	Chicago and Northwestern	9,344,863	—	—	2,000,000	7,369,024	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	.....
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,986	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,064,704	415,971	3	67
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580.000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	.....
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.8	1,123 454	1,720,896	811,185	5	71
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5.022,926	*	—	1,600,000	2.391,000	—	.....	175.0	.....	485,943	181.529	—	.....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,096	15,277,500	172,929	33,504,024	708.3	2,458,022	2.965,758	1,150,903	—	61½
— — —	—	—	—	51.0	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — —	148.0	—	....	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
— — —	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper.	by Chic.	& R. Is.	125,000	—	.....
— — —	—	—	....	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '58	186.0	—	....	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	....	—	—	—	—	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100 0	oper. by	Bur. &	Quincy	—	.....
— — —	1.0	—	....	—	—	—	—	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,908	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
— — —	108.0	—	....	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
— — —	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	—	—	—	Evansville and Crawfordsville	2,233.413	*	2,750	986,061	1,219.100	51,772	2,288,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26.641	610,050	1,178,000	40.550	2,108,011	109.0	364,122	460,397	133,009	—	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,649	3,458,108	110.0	.....	448,858	230,634	9	20
31 Dec. '60	84.0	—	....	—	—	—	—	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	87.219	2,031,942	84.0	.....	277,952	119,746	—	.....
31 Dec. 61	78.0	—	11.0	—	16	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	.....
— — '59	64.0	—	....	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
1Dec. '60	86.0	49.0	....	—	23	—	—	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,949	3,060,128	135.0	201,402	230,563	99,080	—	.....
— — '58	288.0	—	....	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	.....
— — '58	74.0	—	....	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '61	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,976,801	73 0	325,707	377,692	216,184	10	120
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	—	—	—	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,034	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	.....
— — —	—	—	....	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	459,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	—	—	—	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
— — '59	55.0	52.6	....	312.0	—	—	—	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,109	2,930,000	337,532	4,375,998	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	—	—	—	Lexington and Big Sandy	394,024	*	—	sold, 1859,	for $26,0 00.	.....	.....	20.0	.....	.....	.....	—	.....
— — '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13 0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '61	29.0	—	....	}	13	10	230	} Lexington and Frankfort	591,121	52,800	—	514,433	130,000	.....	735,312	29 0	.....	108,944	48,267	—	80
30 Jun. '61	65.1	—	....	}				} Louisville and Frankfort	1,383.526	126,735	6,540	1,104,587	414,519	.....	1,649,151	65 1	244,773	245,911	98,679	4	96
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,580,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,12	—	.....
— — '59	18.8	—	....	70.2	—	—	—	Mayaville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
— — —	22.0	—	....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	.....
— — —	27.0	—	....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N, O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,818	566,000	339,297	5,855,320	80.0	180,204	431,922	223,849	—	.....
1 May, '61	206 0	—	....	206.0	45	37	513	*N, O, Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,824	565 424	—	.....
31 Aug. '60	58.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,062,691	*	—	1,283,015	248,969	108,434	1,710,819	58.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,988,475	149.0	.....	707,144	177,318	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,478	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '61	51.3	—	.....	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	—	1,500,000	51.3	169,475	245,348	115,732	6	101
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	.....
31 May, '61	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,333	566,070	31,241,011	236.8	.....	3,922,203	2,305,788	6	67
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	23½
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	26	686	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	97
31 May, '61	74.3	8.8	49.7	—	32	54	906	Boston and Maine	4,300,349	*	465,758	4,076,974	—	86,655	.....	118.3	.....	776,065	315,071	6½	108
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	132,720	—	.....	61.8	.....	588,871	272,429	8	111½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	128,104	.....	83.6	.....	928,932	408,594	8	115
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	.....	52.3	.....	250,836	122,956	6	90
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,855,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	61½
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	.....	71.6	.....	543,158	217,054	6	103½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	110
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	—	21.6	.....	123,015	24,907	2	73½
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	—	.....
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	506,320	219,608	6	104½
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308 228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	.....
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	14
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	120½
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	55
								MICHIGAN.													*
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- --	--	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	--	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '61	284.8	—	28.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	63½
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	28½
-- --	--	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,760,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	—	—	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	45
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- --	--	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	—	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	53.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,608	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	56½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma ss.	.....	—	60
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	58,577	8	104½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	308,517	1,282,504	52.7	.....	59,774	21,158	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,398,900	82.0	268,657	358,101	187,136	4	53½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	282,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	.....	Belvidere Delaware	3,123,287	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	—	—	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	130½
31 Dec. '60	60.2	—	.....	—	—	—	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,58	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	91½
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,236	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	—	—	.....	New Jersey	3,609,089	400,378	1,249,621	4,397 820	688,000	—	5,628,931	33.8	—	992,767	579,991	10	132
31 Dec. '60	21.3	—	.....	2	6	—	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	90
31 Dec. '60	13 0.	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	716,794	.....	56,582	.....	—	—	15,344	2,262	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	oper. by Rens. & Sarat.				—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	oper. by Western.				6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	2½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	593 845	187,704	—	—
30 Sep. '60	68.8	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	130
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	oper. by Erie.			24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	oper. by Erie.			30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	987,085	2,047,145	778,121	—	47
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,182	489,188	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	17½
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	—	7,309,042	2,601,063	6	94
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,285	11,000,000	25,326,505	2,074,796	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	37
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	453,716	—	174
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.			60,000	6	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,575	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	oper. by B., N. Y. & E.			22,047	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	oper. by Rens. & Sar.				5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	8	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,257	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	oper. by Hudson River.				6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	oper. by other Co's.				—	—
1 Jan. '62	10½	—	½	30.0	—	—	—	Warwick Valley	185,000	—	—	100,000	85,000	—	185,000	10½	oper. by Erie R. W. Co.			—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	—	6
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
— — '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
— — '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,787	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.6	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	—	314,091	102,765	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	699,716	230,551	—	—
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	—	646,205	329,714	7½	98
31 Dec. '60	80.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	82.0	—	—	—	—	98
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	496	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	126½
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369 849	238,003	—	80
31 Dec. '61	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,353,000	—	—	96.6	—	1,120,370	662,948	14	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	22½
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	—	919,971	493,956	—	47½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,768	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	oper. w. Lit. Miami.			177,371	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	—	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	909,173	104,912	—	307,246	716,000	80,845	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	—	—	457,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	102,180	52,408	—	—
— — '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,600	*	—	300,000	473,000	75,000	—	47.0	—	69,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500,524	4,2,002	2,981,267	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	8	106
31 Jan. '62	182.0	21.0	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	—	434,290	99,554	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	808,518	169,943	—	14
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	158.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,864	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper. by C., C. & C.				—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	865,502	1,012,236	400,559	—	20½
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	280,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,564	10	58
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	219,548	22,490	—	4
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	—	2,169,946	1,339,680	—	101
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	oper. b. Buf. & S. L				10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	86½
31 Aug. '59	32.3	—	1.2	44.1	8	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	----	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	163,500	679,906	342,039	6	52½
30 Nov. '59	28.0	5.0	13.5	—	9	—	----	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	oper. by C., W. & E.				—	19
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	—	753,318	670,227	6	42
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	47½
30 Nov. '61	55.6	10.1	9.7	—	18	21	604	North Pennsylvania	5,462,399	406,187	—	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364,225	202,124	—	10½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,261,900	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,246,402	—	47½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	15	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,655	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	48
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	—	25,225,43	151.4	1,796,927	2,905,888	1,412,905	—	28½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by Cam. & Amboy			—	128
31 Oct. '61	96.0	6.0	—	—	32	109	566	Phila., Wilmington and Balt.	7,021,713	744,423	142,840	5,600,000	2,475,500	140,998	8,742,000	200.5	429,760	1,516,965	675,434	6½	82½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	PENNSYLVANIA, (*Continued.*) Pittsburg and Connellsville	2,828,895	90,803		1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217		31
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1,847,329	18,999,551	467.5	2,434,641	3,031,787	1,299,721		
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*		1,221,277	280,000	.....	.....	.....	.....	.....	.....		
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*		1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....		
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*		568,150	.....	.....	573,616	24.5	.....	34,501	29,604	5½	
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	.....	.....	98,227	54,582	.....	
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury (Phila.) and Erie	6,393,712	107,252		4,506,920	4,369,070	861,271	10,169,869	148.0	.....	114,126	61,848		16
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932		97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677		682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502		
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*		1,500,000	2,200,000	293,895	.....	78.0	199,878	238,420	860,339		12½
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	276,900	—	.....	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*		437,917	8,500	.....	.....	13.6	.....	26,454	6,914	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539			1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....		
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....		
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	
— — '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*		400,000	200,000	.....	.....	49.3	.....	.....	.....		
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*		200,000	—	—	200,000	22.5	.....	.....	.....	5	
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*		400,000	106,218	.....	575,729	32.0	.....	27,568	8,527		
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,852	*		985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145		
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....		
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187		
1859	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*		333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486		
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466		
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167		
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597		
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000	.....	—	—	—	—		
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000	.....	.....	—	—	—	—		
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518	.....	59.4	60,870	177,256	60,029		
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,389	.....	47.4	54,175	83,129	44,666		
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892		
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	
1859	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243		
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,243	—		
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....		
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....		
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,580	.....	50.0	31,300	32,670	.....		
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568		
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....		
— — '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....		
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422		1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743		2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,388	113,318		
31 Aug. '60	62.0	.....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*		950,000	—	—	—	62.0	142,839	150,318	30,288		
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*		5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727		
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	.....		122
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	708,200	—	—	23.7	47,950	45,930	8,522		
31 Aug. '60	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.h.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....		
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062		
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332		
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*		488,605	5,719,229	.....	.....	103.5	345,427	248,004	loss		
30 Sep. '60	83.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214		
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	.....	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	.....	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*		1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328		57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,808	26,853	.....	43.5	1,068,054	163,763	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	28	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	.....	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	196.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.9	—	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	—	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	—
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,842,600	2,526,000	58,549	8,036,604	234.4	.....	1,108,354	436,039	—	36½
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	—
10 May, '61	104.0	—	.....	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	—
— — '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	000,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	—
								CANADA.													
31 July '61	161.0	—	—	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	—
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	11
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	781.0	2,049,997	1,069,219	4,000	6	88
— — '59	229.0	128.0	.....	—	87	128	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	8	—
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	—
— — '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	284,530	.....	.....	—	—
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	—
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								NEW BRUNSWICK.													
31 Oct. '61	103.0	0.9	12 0	—	14	18	235	European & North American	4,548,564	*	—	4,637,852	—	—	4,637,852	103 0	.....	130,678	36,432	—	—
1 July,'61	60.0	—	.....	—	.....	.....	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60.0	.....	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '61	81.5	—	.....	60.1	.....	.....	—	Nova Scotia	4,268,717	*	—	.....	.....	.....	.....	61.5	.....	120,018	28,803	—	—
								NEW GRANADA.													
31 Dec. '60	48.7	—	—	—	—	—	—	Panama	5,000,000	*	620,804	5,000,000	2,400,000	—	9,606,580	48.7	—	1,589,859	1,110,852	13	137

New York Stock Exchange.

Highest Sale Prices for the week ending June 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25.
Federal Stocks:—						
U. S. 5s, 1871	96¼	----	----	----	----	----
U. S. 5s, 1874	97	97	96⅝	96½	96¼	96½
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	103½	----	----	102⅝	102⅝	102⅝
U. S. 6s, 1881, cou.	106½	106½	106½	106½	106	106½
U. S. 6s, 1862	----	----	----	----	----	----
U. S. 6s, 1867	----	----	----	----	----	100½
U. S. 6s, 1868	104	----	----	----	----	----
Treasury 7 3-10 Notes	105½	105½	----	105½	105½	105½
State Stocks:—						
California 7s	97½	----	97	97	97	----
Georgia 7s	----	----	----	----	----	----
Illinois Coupon bonds	----	----	----	----	----	103
" Canal bonds	100	----	100	101	----	----
Illinois War Loan	----	101	101½	103	----	103
Indiana 5s	----	----	----	----	----	----
Indiana War Loan	97	----	----	96	----	----
Kentucky 6s	----	----	----	97	96½	----
Louisiana 6s	----	----	----	----	----	66
Maryland 6s	----	----	----	----	----	----
Michigan 6s	101	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	102
Missouri 6s	62½	51½	51½	51½	51½	51½
Do. iss. to H. & St. J. R.	----	----	64½	----	----	----
New York 6s, 1872	----	----	----	----	----	----
North Carolina 6s	72	----	----	----	----	72½
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	----	----	----	----	----
Tennessee 6s, 1890	59½	58½	58½	58½	58½	58½
Virginia 6s	----	----	----	----	----	----
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. and Q.	77½	----	----	73½	----	79
Chicago and Rock Isl.	67½	67⅝	67½	67½	67½	67
Clev., Col. and Cin.	129	----	128½	128	127	126½
Clev. and Pittsburg	22½	22½	22	22	22½	22½
Clev. and Toledo	48	47½	48	47½	48½	47½
Del., Lack. and West.	----	----	----	101	----	----
Galena and Chicago	72	71½	71½	70½	71½	71
Hudson River	----	47½	47½	----	47½	47
Illinois Central (scrip)	62½	63	62½	61½	62	61½
Michigan Central	64½	64	64½	63½	64½	63½
M. S. and N. I. guar'd	63½	62½	62½	61½	62½	61½
M. S. and N. I.	27½	27⅝	27½	26½	27½	26½
Mil. and P. du Chien	34½	34½	35½	36½	37	36½
M. and P. du C. 1st pref.	----	----	----	----	95	----
M. and P. du C. 2d pref.	74	----	----	----	----	----
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	94½	94	94	93½	93½	94
Erie	38	37½	37½	37½	37½	37
Erie pref.	65½	64½	64½	64	64½	64½
N. York and Harlem	17½	17½	17½	17½	17½	17½
N. Y. and H. "pref."	43½	42½	42½	42½	43½	----
Panama	----	136½	136½	135½	----	137
Phila. and Reading	----	56½	58	57½	57½	57½
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N. W. 1st M.	64	65	65	65½	67	----
" " 2d M.	24	----	24½	----	29	30½
" " S. F.	----	----	----	----	----	97
Cl. & Tol. S. F. 7 p.c.	----	----	----	----	98	----
Chi., Bur. and Q. 8 p.c.	----	----	----	110	----	----
Chi. and R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2M. 8 p.c. '81	----	103½	----	----	----	104
Gal. & Ch. 1 M. 7 p.c. '63	103	----	----	103½	----	104
" 2M. 7 p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8 p.c.	50	----	----	----	50	51½
Hudson R. 1 M. 7 p.c. '69	----	----	----	110	----	----
" 2 M. 7 p.c. '60	----	----	----	----	103	----
" 3 M. 7 p.c. '75	----	93	----	----	----	----
" sink. fund	----	----	----	----	----	----
Illinois Central bonds	97	97	96½	----	94	----
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. and P. du C. 1st M.	----	----	----	99½	100	----
Mich. Cen. S. F. 8 p.c. '82	105	----	103½	----	----	----
" conv. 8 p.c. '69	107½	----	107½	----	107	----
Mich. Southern 1st M.	----	----	----	----	----	----
" " 2d M.	86½	86	85½	----	85	85½
" " S. F.	101	100½	101	----	----	100½
M. S. & N. I. 1 M. S. F.	----	----	----	----	----	----
" 2 M. 8 p.c. '77	----	----	----	----	----	85
Northern Ind. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83.	100½	----	----	100½	100½	101
" 1 M. 7 p.c. '64	----	----	----	----	----	----
" bonds 1876	108½	----	101½s	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	----	107	----	107½	----	----
" 2 M. 7 p.c. '64	----	104	----	----	----	----
" 3 M. 7 p.c. '83	99½	98½	----	97	97	97½
" 4 M. 7 p.c. '80	92½	90½	90½	90½	90½	90½
" 5 M. 7 p.c. '83	86½	----	86	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	----	103½	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	89
Pitts., Ft. W. & Chi., 1M.	97	----	96½	96½	96½	97
" " " 2d M.	83½	83	----	----	81	82
Toledo & Wab. 1 M.	94	----	----	----	----	93
" " 2 M.	69	68½	69	69	69	----
Miscellaneous:—						
American Gold	106½	106½	106½	106⅝	108½	108½
Del. and Hud. Canal	96½	97	97	----	----	----
Penn's Coal Co.	97½	97½	----	----	----	----
Pacific Mail S. S. Co.	115½	115½	115	115½	116½	

The following are the closing prices in the London Market on the 14th June:

United States 5s, 1874	77¼	to	78¼
Maryland 6s	79	"	81
Virginia 6s	48	"	50
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	67	"	69
Erie shares, ex assessment scrip	32	"	33
Erie shares, 7 per cent. preference	55	"	56
Erie shares, assessment scrip	1⅝	"	2⅛
Illinois Central 6s, 1875	72	"	74
Illinois Central 7s, 1875 x. c.	79	"	80
Illinois Central $100 shares, $90 paid, dis.	45	"	44
Illinois Central, all paid	53	"	55
Michigan Central 8s, Convertible, 1869	86	"	88
Michigan Central Sinking Fund 8s, 1882	87	"	89
Michigan South. and North. Indiana 7s, 1885	78	"	80
Do. do. do. $100 shares	19	"	21
New York Central 6s, 1883	83	"	85
New York Central 7s, 1864 x. c.	82	"	84
New York Central 7s, 1876	90	"	92
New York Central 7s, 1876	90	"	92
New York Central $100 shares	73	"	75
New York and Erie 7s, 1867	90	"	92
New York and Erie, 2d mort., 1859 x.c.	85	"	90
New York and Erie, 3d mort., '83, assented	81½	"	82½
New York and Erie, 4th mort.	74	"	75
New York and Erie, 5th mort.	70	"	72
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	99	"	101
Panama, 2d mortgage 7s, 1872 x.c.	99	"	101
Pennsylvania Central 6s	87	"	89
Pennsylvania Central 2d mortgage	85	"	87
Pennsylvania Central $50 shares	38	"	40
Philadelphia and Reading $50 shares	20	"	25

American Railroad Journal.

Saturday, June 28, 1862.

Report of the Philadelphia, Wilmington and Baltimore Railroad Co.

The report of this company, published in our last, is eminently satisfactory. A railroad which for eight years was entirely unproductive, and for twenty-one years averaged only about three per cent. on its capital, has at length become one of the best paying lines in the country. The Philadelphia, Wilmington and Baltimore road, like a great many others, was too sanguine of paying large dividends at the outset. For those amounting to seven and a half per cent., divided in 1838 and 1839, its stockholders had to go on short rations for many a year afterward. In 1849 the mangaers divided a modest three per cent., and since then the profits have kept gradually increasing. Two chapters in the history of the Erie have borne a close resemblance to that of the P., W. & B. Co. We hope the third one will also be equally satisfactory before many years.

The largest earnings for any year previous to the war, by the Wilmington road, were in 1857, when the gross receipts reached $1,143,852; last year they amounted to $1,494,676—an increase of $350,824, or twenty-one per cent. in round numbers. In 1856 the net profits were $662,365; last year, $828,698—an increase of $166,331, or over twenty-five per cent. The advance was, of course, caused mainly by the outbreak of hostilities, which for a time threw upon that thoroughfare a larger volume of business than it was able to perform. Had the company had a double track all the way, and the bridges near Baltimore escaped destruction in April, the gross income would doubtless have amounted to more than two millions, yielding fully fifty per cent. as net profits.

It would be idle, however, to anticipate a continuation of the large income enjoyed last year, caused by the transportation of such vast numbers of soldiers and their friends, of warlike materials and supplies of all kinds. With the restoration of peace that great artery of travel must relapse into something like its former condition. There may be more persons passing to and from the national capital; but the numbers coming from beyond that point will, we apprehend, be fewer. At least the subject appears to us in this light at the present moment.

That the Philadelphia, Wilmington and Baltimore Railroad Co. have been able to divide six and a half per cent. last year, leaving a handsome surplus, does not prove that there is a necessity for another great thoroughfare being opened between New York and the city of Washington. A good deal of vigorous writing on this subject has lately been done by parties who ought to know better than make the statements which some of them have done. What is to be thought of the assertion, for example, that such a line need not cost more than $30,000 or $35,000 per mile, crossing the Delaware, the Susquehanna and a score of smaller rivers? It is preposterous on its very face. A moderate estimate would be $50,000 per mile for a single, or $75,000 for a double track. The one would require $12,000,000; the other, $18,000,000 to complete it. To avoid Philadelphia and Baltimore, or either, would be wild in the extreme, as such a detour would not only add to its length, but cut off its principal sources of income.

But while we feel compelled to take this view of some of the schemes proposed, especially in the improbable event of their being undertaken by the general government, it is incumbent on the stockholders of the Wilmington road to put it in the most efficient condition that can be done on the resources within their reach. A double track is urgently needed on such a great thoroughfare. It ought to have been constructed ten years ago. The crossing of the Susquehannah river by a ferry-boat is still a serious and costly obstruction to travel, when a bridge with a sufficient draw would answer every purpose. If the road is to continue profitable it must keep up with the wants of the age. If the general government is to be restrained from building a rival line, the stockholders in this must put it in a condition for accommodating any amount of travel or freight that may be offered.

Bridging the Ohio River.

A bill has been introduced into Congress providing for the establishment of certain post roads across the Ohio. It confers upon the Steubenville and Indiana and the Halliday's Cove Railroad companies, or either of them, authority to build a bridge across the Ohio river; or rather constitutes the one partly built near Steubenville a lawful structure. If constructed without a draw, there must be an unobstructed headway of ninety feet above low-water mark, with a width of channel not less than two hundred feet between the piers. If built as a draw-bridge, the space designated for the draw shall not be less than one hundred feet on each side of the pivot, both spans remaining constantly open, except for ten minutes preceding the time when trains may be due. Section third provides, further, that it shall be lawful for *any* railroad company having a line extending to the Ohio river to throw a bridge across it under the same limitations and conditions, such roads to be used as post roads and to charge no higher rates for mails, munitions, etc., belonging to the United States, than on other portions of the lines. Should the bill become law, as we trust it will, it will have an important effect on the railroad inter-

ests of Virginia, Kentucky, Ohio and even Pennsylvania.

Iron and Steel Forgings.

In the London International Exhibition are shown some immense iron forgings, one piece from the works of a Liverpool firm weighing over twenty-four tons. The same party exhibit a forged armor plate, 21 feet 3 inches long, 6 feet 3 inches wide, and 5¼ inches thick, having a superficies of 133 feet and weighing upward of 13 tons. It is said the plate would have been prepared of still larger dimensions, if space could have been obtained in the exhibition.

But in mammoth steel forgings the Germans bear away the palm. The celebrated Herr Krupp exhibits an ingot *broken*, each fragment weighing 10½ tons. It is 44 inches in diameter and when whole was 8 feet long. About one-fourth of the section was cut away to enable it to be severed and then it required 150 blows of a fifty ton hammer fully ten feet to break it.

Among the locomotive tires, is shown a pair from the North London railway, which have run 78,000 miles without repair, and another set which have made 66,000 miles. Both are of steel, from the same establishment. Among other articles exhibited is a pump rod five inches in diameter and 30 feet long.

If steel tires can ordinarily be made to render such service, they will become objects of demand in this country as well as in Europe.

☞ We annex a card, addressed to the public by Mr. Samuel Hallett, on the subject of Indiana State Five per cents. It will be seen that he has from the first desired to have a public investigation. The card will be read with interest:

To the Public.—Various rumors have recently been circulated, in reference to an alleged over-issue of Indiana State Bonds. My connection with Bonds of that State commenced by my receiving them in the regular course of business, as collaterals for advances made and money loaned on faith of those instruments; afterwards, to secure money borrowed, I hypothecated some of them, and when it was deemed necessary that a number of them should be retired, I co-operated in effecting that result with the legally authorized agents of the State of Indiana. The idea has been in some way conveyed to the public that these bonds were fraudulently circulated, and the charge has been made that the authorities of Indiana, knowing the bonds were improperly issued, took no steps to expose parties through whose agency they reached the public.

The result is, that the Grand Jury have been induced, as I understand, upon an unsworn and informal communication, without any complaint or charge before a magistrate, to investigate these matters, and as these proceedings are secret, and they receive only testimony from the prosecution, and no accused party can be heard before them, it is not impossible that on the imperfect, or misrepresented state of facts presented to them, they may find an indictment against those to whose hands the alleged illegal bonds have come, and thus attempt to implicate me.

No Indiana State Bonds have ever reached my hands which were not in the usual and regular form of those admitted to be valid obligations. It is not pretended that any signature or attestation essential to their legality is wanting, nor that any name or attestation they bear is not genuine. But it is said that though legal and binding on their face they are invalid, because they were issued "in excess of authority."

This is not the first time that obligations, informally or regularly issued, have come to the possession of our business community, and I need not say how frequently similar informalities or irregularities have failed to prevent obligations being enforced. In the present instance, I am advised by counsel that the bonds alleged so to be valid, are valid and legal obligations binding on the State of Indiana, and that whatever objection may by any possibility have existed in reference to the original issue of the bonds by the State agent has been removed by the fact that the authorities of Indiana have, with a knowledge of the circumstances, permitted the very bonds now claimed to be invalid to be transferred at the agency, and others issued in their place, and otherwise and in all respects treated and recognized them as bonds properly and lawfully issued.

From the moment when I understood these bond transactions were to be investigated, I have most earnestly desired and striven to have the investigation publicly conducted, being assured that, having an opportunity to explain, I could satisfy any tribunal that, so far as I am concerned, nothing culpable could be imputed to me in such transactions, but for reasons already stated I could not effect what I so much desired. The Grand Jury cannot be required to hear a person in any way charged or implicated, and as no one originated any proceeding against me, I have had no opportunity whatever to present an explanation or call a witness. This seems the more unjust in view of the fact that in January last, after I had hypothecated many of the Bonds now alleged to have been created without sufficient authority, and after the arrangement for retiring Bonds as above mentioned had been made, I purchased directly from the authorities of the State of Indiana, and paid for $200,000 worth of its State Bonds in all respects upon their face like those which are now alleged to be invalid.

If any banker, merchant, or broker, having paper which was ostensibly genuine, should find himself suddenly accused of injustice in dealing with it, or subjected to the inquisition of a Grand Jury, because such paper was alleged to have been issued under circumstances which in law might make it invalid as against the parties to it, he would occupy just such a position as I now hold.

I have no apprehension of any consequences which may attach to me personally from any action of the legal authorities, and am prepared to answer and meet everything which may be alleged against me; and I have no fear that the judgment of fair minded men will hold me amenable for anything which I have done in the transaction which I have felt called upon thus publicly to notice.

June 18, 1862. Sam'l Hallett.

Railroad Building in Pennsylvania.

Though a large portion of Pennsylvania is covered with a net work of railroads, its vast wealth is such that there is a large demand for more extensive facilities of the sort. Some of the Philadelphia papers, indeed, speak as if another railroad *mania* had sprung up in the Keystone State, so numerous are the works in progress or contemplation. Among the former class may be mentioned the Atlantic and Great Western, now in rapid progress, with good prospects of being completed; the Pittsburg and Erie, intersecting the first-named at Jamestown; the Jamestown and Franklin, under control of the Pennsylvania Railroad Company, to connect with the Sunbury and Erie; the Corey and Titusville, penetrating the oil region. The Jamestown and Franklin is part of the old projected, but never executed, Venango line. These roads will exercise a wondrous effect in developing the North-western portion of the State, which has hitherto been sadly retarded by the want of such facilities.

The Tyrone and Lock Haven Railroad, uniting the Pennsylvania Central with the Sunbury and Erie, it is said, will be finished between those points by the 1st of August and soon after between Lock Haven and Bellefonte. Meantime the Pennsylvania Central is pushing forward branch lines in several directions. One runs from Lewistown through Penn's Valley to Bellefonte; another extends to Ebensburg and a third to Bedford by the Broad Top Line. In the Eastern part of the State the East Mahanoy railroad has just been finished, while the Reading and Columbia line is being pushed forward rapidly to completion.

While our enterprising neighbors are making such great exertions to develop the buried wealth of the State, as if the country was in a state of profound tranquility, it behooves New York to look to her laurels. We are gratified to find that the Erie Canal Enlargement project appears to be winning its way to public confidence.

Passage of the Pacific Railroad Bill.

We congratulate our readers and the people of the whole country, that the bill for aiding the construction of a railroad to the Pacific, has passed both Houses, and only awaits the President's signature to become a law. This event may be truly said to mark a new era in the history of our public works, and indeed, in those of the world. That the locomotive will, before many years, make the trip from the Mississippi to the Pacific, is placed beyond the shadow of a doubt. The nation has put its shoulder in earnest to the wheel, and will carry it through, in spite of every obstruction. We hope to be able to publish the entire bill, or a full abstract of it, in the next number of the Journal.

Economy of Sewing Machines.

The Wheeler & Wilson Company has prepared tables showing, by actual experiments of four different workers, the time required to stitch each part of a garment by hand, and with their Sewing Machine. Subjoined is a summary of several of the tables:

	By Machine. Hours—Minutes.		By Hand. Hours—Minutes.	
Gentlemen's shirts	1	16	14	26
Frock coats	2	38	16	35
Satin vests	1	14	7	19
Linen vests	0	48	5	14
Cloth pants	0	51	5	10
Summer pants	0	38	2	50
Silk dress	1	13	8	27
Merino dress	1	4	8	27
Calico dress	0	57	6	37
Chemise	1	1	10	31
Moreen skirt	0	35	7	28
Muslin skirt	0	30	7	1
Drawers	0	28	4	6
Night dress	1	7	10	2
Silk apron	0	15	4	16
Plain apron	0	9	1	26

Number of Stitches made per Minute.

	By hand.	With machine.	Ratio.
Stitching fine linen	23	640	28
" satin	24	520	22
" silk	30	550	18
Seaming fine cloth	38	594	16
Patent Leather, fine stitching	7	175	25
Fitting ladies' gaiters	28	510	18
Stitching shoe vamps	10	210	21
Binding hats	33	374	11

When the machines are driven by power the ratio is much higher, 1,500 and 2,000 stitches per minute not being an unusual average.

Seams of considerable length are ordinarily sewed with the best machines at the rate of a yard a minute, and that, too, in a manner far superior to hand-sewing.

Mutilation of Treasury Notes.

The following notice is issued by the Treasury Department, at Washington, May 18, 1862. To guard against frauds upon the government, and to secure the just rights of holders, the following rules, for the redemption of mutilated United States notes, are hereby established:

First.—Mutilated notes, which have been torn, no matter how much, but of which it is evident that all the fragments are returned; or defaced, no matter how badly, but certainly satisfactorily genuine, will be redeemed at their full face value on presentation.

Second.—Fragments of notes will be redeemed *in full* only when accompanied by an affidavit, stating the cause and manner of the mutilation, and that the *missing part of the note is totally destroyed.* The good character of the affiant must, also, be fully vouched by the officer before whom the affidavit is taken.

Third.—In the absence of such affidavit, fragments of notes will not be paid in full, but the parts presented will be redeemed in their proportion to the whole note; reckoning, as a general rule, by twentieths.

Fourth.—Less than half of a note will not be redeemed, except by payment of the full value of the note under the second rule; or by payment of the proportional value of the missing part, when presented under the fifth rule.

Fifth.—Fragments of notes, for which less than the full face value has been paid, will be retained for a year, to the end that the owners, who have received less than the value of a full note, may have opportunity to return the missing part and receive the amount previously withheld.

Sixth.—Until further order, mutilated notes and fragments will be redeemed only at the Treasury of the United States, at Washington; whither they can be sent, addressed to the "Treasurer of the United States," by mail, *free of postage.* A draft on the assistant treasurer, at New York, for the amount allowed, will be returned, in the same way, to the address of the person remitting the same.

S. P. CHASE, Secretary of the Treasury.

Patent Locomotive Lamps.

FOR BURNING COAL AND OTHER OILS.

We invite attention to the advertisement of I. A. WILLIAMS, Esq., of Utica, N. Y., manufacturer of "Patent Locomotive Lamps, for burning coal and other oils." The patents for these inventions were granted October 10, 1854, and November 16, 1858; and for the *Coal Oil Lamp*, April 29, 1862. The more recent invention, a specimen of which we have been permitted to see and examine, relates to a new and improved Locomotive Lamp for burning Coal Oil—the object being to obtain a lamp which would admit of the flame being supplied with a requisite quantity of oxygen to support proper combustion, and at the same time prevent the flame from flickering under the motion of the locomotive, and from other disturbing causes, which tend to produce an uneven supply of air to the flame. The lamp is simple in its construction, easily managed, and its advantages are many.

1st. In its economy; the cost of burning being only about ¼ of a cent per hour when in full operation, and with a tubular wick, 1¾ inches in diameter, burning a flame over 8½ inches in height, without smoke, and producing a light more intense than gas, and equal to half-a-dozen common oil burners, such as are usually used in headlights.

2d. In the steadiness of the light; as not the slightest flare, waver, or diminution of brilliancy is perceptible; and it is not affected by outward currents of air when the engine is in motion at the highest speed. The purer qualities of oil burn as well as the finer ones. The wick does not crust, and need not be trimmed oftener than once a week. The lamp can be kept clean without difficulty, and when once lighted, will furnish an undiminished glare until the oil is completely gone.

We understand that this lamp has been placed upon several of the engines on the New York Central Railroad, for the purpose of giving it a thorough trial, and the probabilities are that it will eventually be adopted by that company.

Excelsior Wire Works.

Mr. Wm. Cabble has removed his "Excelsior Wire-works" from the corner of Cliff and Fulton, to No. 43 Fulton street, at which establishment a large stock of steel, copper, brass and iron wire is kept constantly on hand; also wire-cloth for locomotive smoke-stacks, and for fourdriuier machines in paper mills; wire-rope, such as are required in mines, hoop skirt-wire, &c., &c. Mr. C's manufactory is in Union avenue, Brooklyn, formerly Williamsburgh. See the advertisement.

A NEW HEAD-LIGHT for COAL OIL.

I. A. WILLIAMS.
215 Genesee St., UTICA, N. Y.,
MANUFACTURER OF
Patent Locomotive Lamps,
For Burning Coal and other Oils.
Patents granted October 10, 1854, and Nov. 16, 1858;
AND FOR
COAL OIL LAMP,
April 29, 1862.
LAMPS, FRONT GLASSES, CHIMNEYS, WICKS and SHEARS—of different sizes.
REFLECTORS, 23, 20 and 16 inches, constantly on hand.
☞ Manufacturers infringing, and parties using an infringement of the above patents, will be prosecuted to the fullest extent of the law. 3m26

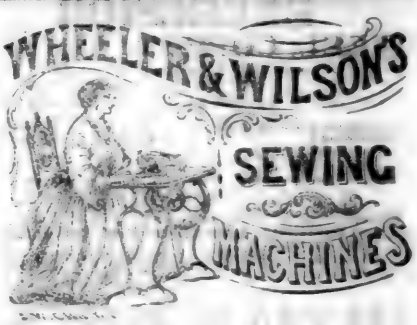
TWO NEW PASSENGER CARS,
4 ft. 8½ in. gauge—64 seats—Saloon in each car—Inside finish in oak—Head-lining—Th seats and backs Maquette and Plush—Axles, 4 in.—Journals, 3¼ inches.
For sale low by
WILLIAMS & PAGE,
3m25 67 Water st., Boston.

Solid Emery Vulcanite.
WE are now manufacturing wheels of this remarkable substance for cutting, grinding and polishing metals, that will outwear hundreds of the kind commonly used, and will do a much greater amount of work in the same time, and more efficiently. All interested can see them in operation at our warehouse, or circulars describing them will be furnished by mail.
NEW YORK BELTING AND PACKING Co.
Nos. 37 and 38 Park Row, New York.

MACHINE BELTING,
STEAM PACKING, ENGINE HOSE.
THE superiority of these articles, manufactured of vulcanized rubber, is established. Every belt will be warranted superior to leather, at one-third less price. The Steam Packing is made in every variety, and warranted to stand 300 degs. of heat. The Hose never needs oiling, and is warranted to stand any required pressure; together with all varieties of rubber adapted to mechanical purposes. Directions, prices, etc., can be obtained by mail or otherwise at our warehouse.
NEW YORK BELTING AND PACKING CO.,
JOHN H. CHEEVER, Treasurer,
Nos. 37 and 38 Park Row, New York.

NATIONAL WIRE WORKS,
WAREHOUSE, 63 Fulton st., N. Y.

WIRE & SHEET BRASS,
Locomotive Wire Cloth.
HOWARD & MORSE.



AT REDUCED PRICES;
With Glass Cloth Presser, Improved Loop-Check, New Style Hemmer, Binder, Corder, etc.
OFFICE, No. 505 Broadway, NEW YORK.

"This Machine makes the 'Lock Stitch,' and ranks highest, on account of the elasticity, permanence, beauty, and general desirableness of the stitching when done, and the wide range of its application."—(Report of American Institute, New York.)

This report was in accordance with the previous awards at the Fair of the

UNITED STATES AGRICULTURAL SOCIETY.

At the Fairs of the
American Institute, New York.
Mechanics' Association, Boston.
Franklin Institute, Philadelphia.
Kentucky Institute, Louisville.
Mechanics' Institute, Baltimore.
Mechanics' Association, Cincinnati.
Mechanical Association, St. Louis.
Mechanics' Institute, San Francisco.
Metropolitan Mechanics' Institute, Washington.

At the State Fairs of

Maine,	Pennsylvania,	Ohio,	Illinois,
Vermont,	Virginia,	Indiana,	Kentucky,
Connecticut,	Mississippi,	Iowa,	Michigan,
New York,	Missouri,	Tennessee,	Wisconsin,
New Jersey,			California,

And at hundreds of County Fairs.

The LOCK STITCH made by this Machine, cannot be ravelled and presents the same appearance upon each side of the seam, a single line of thread extending from stitch to stitch. It is formed with two threads one upon each side of the fabric, and interlocked in the centre of it. In beauty and regularity, and in the firmness of the seam formed it excels hand sewing. The machine is preferred for the following qualities:

1. Beauty and excellence of stitch alike upon each side of the fabric sewed.
2. Strength, firmness, and durability of seam that will not rip nor ravel, and made with
3. Economy of thread.
4. Its attachments and wide range of application to purposes and materials.
5. Compactness and elegance of model and finish.
6. Simplicity and thoroughness of construction.
7. Speed, ease of operation and management, and quietness of movement.

THE
WHEELER & WILSON SEWING MACHINE

Is the machine for all kinds of **Family Sewing,** and for the use of Seamstresses, Dressmakers, Tailors, Manufacturers of Shirts, Collars, Skirts, Cloaks, Mantillas, Clothing, Hats, Caps, Corsets, Ladies' Gaiters, Linen Goods, Umbrellas, Parasols, Silk Goods, etc.

[From the 'Scientific American.']

A New Improvement has lately been added to the WHEELER & WILSON machine (which we considered long ago as nearly perfect,) being an attachment for sewing braid upon cloth or any other material.

If any of our friends have been through the tedious operation of braiding children's dresses, they will realize the great relief that awaits them in this invention. The braid follows the needle with perfect accuracy, taking any curve desired, so that the most intricate pattern may be braided with great rapidity. Every lady may now possess one of those lovely chambray morning robes, embroidered in vines and labyrinths of white braid, which have heretofore fallen to the lot only of the most industrious and ingenious. For summer dresses nothing can be more becoming. We hail this improvement as a confirming evidence of "a good time coming" for the ladies one and all. And we may as well include the gentlemen, for there will doubtless be an immediate harvest of elaborate smoking caps and velvet slippers embroidered with gold braid. Long live the sewing machines!

EXCELSIOR
STEEL, COPPER, BRASS & IRON WIRE WORKS,
43 Fulton st., New York.

Manufactories { 169, 171 & 173 Union Avenue, BROOKLYN

WILLIAM CABBLE,
MANUFACTURER OF SUPERIOR

Fourdrinier Wires, and all kinds of Copper, Brass and Iron Wire Cloth, **Locomotive Wire Cloth,** Bird Cages, Sieves, Screens, etc.

SUPERIOR CAST STEEL HOOP SKIRT WIRE, Drawn, Rolled, Tempered and Covered, constantly on hand.

IRVING HOUSE,
NEW YORK,
BROADWAY AND TWELFTH STREET,

ENTRANCE, 45 TWELFTH STRLET.

THIS House is now open for the accommodation of FAMILIES and TRANSIENT GUESTS, and will be conducted upon the **EUROPEAN PLAN.**

PROPRIETORS:

GEO. W. HUNT,
Late of the Brevoort House, Fifth Avenue.

CHAS. W. NASH,
Formerly of the Great Republic.

BOARDMAN'S
Patent Steam-Boilers

SAVE over 30 per cent. of the fuel required for flue or plain cylinder boilers, while they have all the advantages of strength, cheapness and simplicity of construction, convenience and safety in use, claimed for either. Send for a circular.

H. BOARDMAN,
No. 84 Broadway, N. Y.

Prince's Metallic Paint,
AN INDESTRUCTIBLE COATING
FOR
IRON, TIN AND WOOD.

IT consists of seventy-two parts **Oxide of Iron,** and twenty-eight parts **Cement Lime Stone** in the one hundred pounds.

It has much more body than red or white lead. It is warranted perfectly water and fire-proof and to withstand a greater heat on metals, without scaling, than any other paint in use.

It is a perfect cover for all kinds of iron, tin or woodwork, out-houses and canvas coverings. It prevents and arrests the corrosion of metals, and is not affected by the action of salt, gases, acids or ammonia.

As a coating for patterns of iron or wood, when mixed with shellac, it is much superior to beeswax, oil, or shellac alone as has been proven at the largest foundries in the country.

For patching boilers and making joints, it is considered superior to red lead, or any other preparation.

For cleaning metals it takes the place of crocus, rouge and emery, being better and cheaper.

This Paint requires no more oil than dry lead or zinc, and much less than the ordinary mineral paints. It is free from any waste, and possesses a **spreading and covering power unequalled.**

TERMS,
By the Barrel or Half Barrel, { **FOUR CENTS per pound.**

A liberal discount made to parties purchasing by the ton.

A Barrel or Ton will be forwarded to any Railroad companies desirous of testing its qualities, for which there will be no charge if it does not give entire satisfaction.

DANIEL SLOAN, Gen'l Agent,
71 Maiden Lane, New York.

LOCAL AGENTS:

S. R. WILLIAMS, { 204 South Front st., **Philadelphia.**

CALVIN GAY, 81 State st., **Boston.**

MINING ENGINEER
AND METALLURGIST.

A YOUNG gentleman just returned from Europe, a graduate of the Royal Mining Academies of Freiberg and Clausthal, offers his professional advice and opinion on the value of Mines, Mineral Lands and Mining operations generally.

Having directed his attention particularly to the smelting of ores and to the extraction of useful products from their natural mineral, he offers his services in this particular branch of the business, and would have no objection to give to a limited number of pupils private lessons on the subject of smelting.

For further particulars apply to

WM. A. KOBBE,
6m21 **No. 37 Murray Street, N. Y.**

CUMBERLAND COAL.
THE BORDEN MINING COMPANY

ARE now prepared to fill orders and to make contracts for the season of 1862, for **CUMBERLAND COAL,** DELIVERABLE ON BOARD VESSEL AT **Baltimore, Md., Alexandria, Va.,** or **Georgetown, D. C.** Purchasers may rely upon the Coal proving equal in quality to that heretofore furnished.

The Company also have the pleasure of announcing that they have completed, after two years' labor, their shaft and machinery upon their new property in the VALLEY OF GEORGE'S CREEK, and are lifting from the very heart of the Coal Basin a superior and perfect article of **BITUMINOUS COAL,** remarkably free from impurities of every description, and possessing qualities peculiarly adapting it to Locomotive use, and to generating steam under all circumstances. This Coal will be known in market as **"BORDEN'S PIT COAL."**

Our Railroad friends, and others requiring a superior Coal, will find it to their interest to give this a trial before contracting elsewhere.

For prices and other information apply to

WILLIAM BORDEN.
3m21 **Nos. 70 and 71 West st., New York.**

LEMUEL W. SERRELL,
SOLICITOR OF
AMERICAN & FOREIGN PATENTS,
No. 121 NASSAU ST.,
NEW YORK.

VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS,** etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.

Address HENRY RUTTAN,
Coburg, Canada.

THE GREAT FIRE IN TROY.
Unparalleled Triumph
OF
LILLIE'S SAFES!

The following certificates explain themselves:

TROY CITY BANK, May 21, 1862.

LEWIS LILLIE, Esq.—Dear Sir: I am sure it will give you as much pleasure to know as it does me to say, that in the recent fire of the 10th inst., which desolated our city and destroyed our Banking-house, the contents of our Bank vault, though the building itself was a heap of ruins, remained entirely unharmed. This result we attribute entirely to the fact that our old Wrought Iron Doors were, about two years since, exchanged for a set of your celebrated Chilled and Wrought Iron Doors and Frames. With the old doors, not a book or paper in the Vault could have been saved; as it is, nothing in it was even damaged, though exposed to the most intense heat.

Yours, respectfully, S. K. STOW, Cashier.

TROY, N. Y., May 14, 1862.

The undersigned, using **Lillie's Chilled and Wrought Iron Fire and Burglar Proof Safes,** at the time of the late disastrous fire in this city, would state that our safes were subjected to a severe test by fire, the heat varying in intensity, according to the locality and surroundings. The time they were exposed to the fiery ordeal, unprotected by water, varied from 24 to 72 hours. We would say that our money, papers, books, etc. were well preserved, and the Safes are suitable for further use. By comparison with Safes of other manufacture, equally exposed, we have no hesitancy in recommending Safes of Lillie's manufacture to the public on their demonstrated merit as entitled to unparalleled confidence as fire-proofs.

James Kenyon,	S. Bachelder,
S. O. Gleason,	Gates H. Barnard,
Percy & King,	W. D. Haight,
McCoy & Beadle,	Denio & Freiot,
Coon & Van Valkenburgh,	Walsh, Petit & Anthony,
S. S. McClure,	D. H. Snyder,
Ross & Smith,	Jonathan Seaman.
Robert Green,	

Not dug out—nothing in them.

TROY, May 19, 1862.

The undersigned had one of **Lillie's Wrought and Chilled Iron Safes,** which went through the fire of the 10th of May. The Safe was exposed to a severe fire for over 24 hours. In falling it turned on its face, and when turned up to open the doors was red-hot. The back of the lower part of the Safe (behind the books) was filled with pennies, which, in falling over, pressed against the books, and brought them directly in contact with the doors. The wrappers on the pennies were mostly good. The books were unfit for further use, but the writing on them was partially legible and could be copied.

DUSENBURY & ANTHONY.

TROY, May 19, 1862.

This is to certify that we had in our store, in this city, when it burned, one of **Lillie's Small Safes,** which was in the fire, without water on the building or Safe. Most of the valuables were removed before the fire, and therefore we were not in haste to get the Safe out of the burning ruins. Some of the papers left in the Safe were legible when taken out, but most of them were charred.

I. M. SINGER & CO.,
Per G. W. BABCOCK, Agent.

This is to certify that the undersigned had one of LILLIE'S Patent Chilled Iron Safes in their store, which was burned during the late severe fire in this city, and we are happy to state, the Safe preserved all its contents in first-rate condition. All the papers were legible, and the books will do for further use, without even rebinding.

GRANT, NUTTING & CO.

The foregoing comprises all the Safes of my manufacture that were in the fire, and below will be found certificates from all the owners of Safes manufactured several years since, by World's Safe Company, who used my Patent Chilled Iron Shell, but not my Fire-Proof Cement.

LEWIS LILLIE.

WORLD'S SAFE COMPANY'S SAFES.

TROY, May 19, 1862.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire of the 10th inst., in this city, would state that our Safes were exposed to a severe heat, being confined in the burning ruins, unprotected by water, from one to three days. On opening the Safes the contents were mostly legible, and to a far greater extent than could be reasonably expected of any Safe. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectors against fire, and by this test we are prepared to recommend them as such to public patronage.

Lyman Bennett,	Silliman, Matthews & Co.,
Flood & Dunham,	E. L. Mallory,
John Hutchinson,	E. H. Virgil,
Sup't National Express Co.	

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire in this city, would state, that on opening our Safes the contents were mostly legible. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectives against fire, and we are happy to recommend them to public patronage.

W. & L. E. GURLEY,
R. L. & G. DRAKE,
LEONARD SMITH,
H. E. & W. ALENDORPH, Absent.

TROY, May 19, 1862.

To whom it may concern: We would certify that when the recent fire broke out in this city, we took out from our Safe (which was made by World's Safe Company) all our books, papers, etc., and then left it to the flames without shutting the door, and the Safe will do for further use by being repaired, although the book case was destroyed by the door being left open through the fire.

ACKLEY & CO.

TROY, May 19, 1862.

The undersigned, using Safes manufactured by the World's Safe Company, at the time of the late disastrous fire on the 10th instant, in this city, would state that our Safes were filled with fire-brick for the fire-proof, and while several of this class preserved their contents, ours were considerably charred, and only a part legible. In justice to Mr. LEWIS LILLIE, we are pleased to state that Safes of his manufacture proved to be powerful protectors against fire, and have preserved their contents, after having been exposed to the fiery ordeal, unprotected by water, from one to three days.

Stephen Holton,	Luther Greenman,
Bennett, Strickland & Fellows,	E. W. Johnson,
Corless & House,	J. H. Goodsell.

TROY, N. Y., May 17, 1862.

LEWIS LILLIE—DEAR SIR: We were using at the time of the late severe fire of 10th inst., a Safe purchased in 1859 of the late World's Safe Company. The contents were considerably charred, but our Ledger is mostly legible, and we are able to copy it.

The Safe was subjected to a severe heat for over eighteen hours, and we are satisfied that if water had been thrown on the ruins, as is ordinarily the case, the contents would have come out uninjured. You will please repair our Safe, placing in it the improvements embraced in Safes of your manufacture, and oblige

SHELDON & GREENE.

N.B.—The above Safe is believed to have damaged the contents more than any of those named in this circular.

There were only seven Sheet Iron Safes, made by Herring and others, outside of the railroad depot, that were exposed to the fire, four of which were entirely burnt out; the fifth was saved by being early cooled off by water; the remaining two were not severely tested.

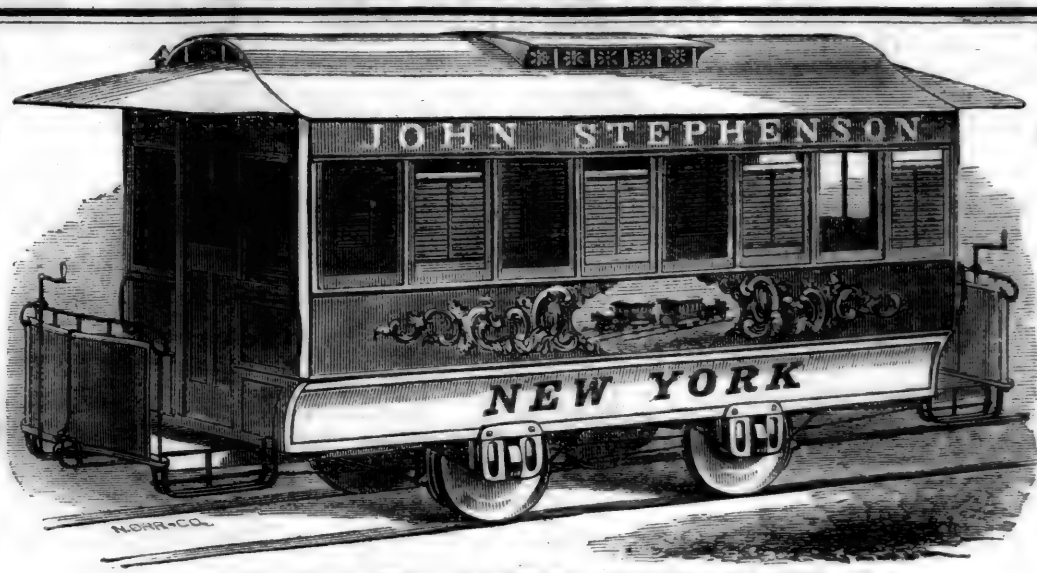
LEWIS LILLIE.

H. R. HUBBELL, Agent,
No. 198 Broadway, New York.

T. G. SELLEW,
MANUFACTURER OF
Desks and Office Furniture,
WAREROOM { **No. 107 FULTON ST.,** Near Nassau, N. Y.

☞ **LIBRARY FURNITURE made to order.**

CARS FOR **TWO HORSES** COMBINING ALL Valuable Inventions, **ELEGANT STYLE,** Light & Durable, **Full Size** AND **REDUCED WEIGHT**



CARS FOR **ONE HORSE,** WITH or WITHOUT **Platforms,** OR TO Swing on Trucks.

EVERY **STYLE AND VARIETY** OF CONSTRUCTION.

47 EAST 27TH STREET.

This Establishment commenced building STREET CARS in 1832, and is famed for superior ELEGANCE of workmanship and SUBSTANTIAL practical results.

Its location, in the PORT of NEW YORK, is most favorable for shipments, and its CARS, CONSTRUCTED in SECTIONS, may be ENTIRELY COMPLETED before being packed for transportation.

PASCAL IRON WORKS,
ESTABLISHED 1821.
MORRIS, TASKER & CO.,
MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ⅛ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also, fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe—1¼ to 24 inches in diameter, and branches for same, etc.

Gas Works Castings, etc., etc.

PHILADELPHIA.

Manhattan Oil Company,
Office, No. 16 Broadway, NEW YORK.
JAMES M. MOTLEY, Vice Pres't and Treasurer.
MANUFACTURERS OF
MASON'S SPERM OIL,
AND DEALERS IN
SPERM, WHALE, LARD AND OTHER OILS,
For Railroads, Steamers, Machinery and Burning

DELAFIELD & BAXTER'S,
Late OGDEN & DELAFIELD,
ROSENDALE CEMENT.

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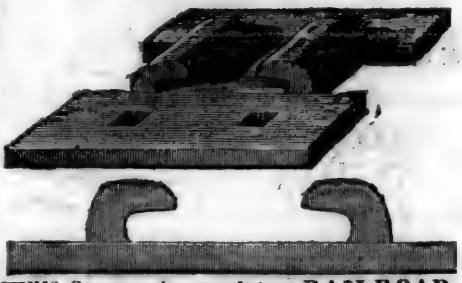
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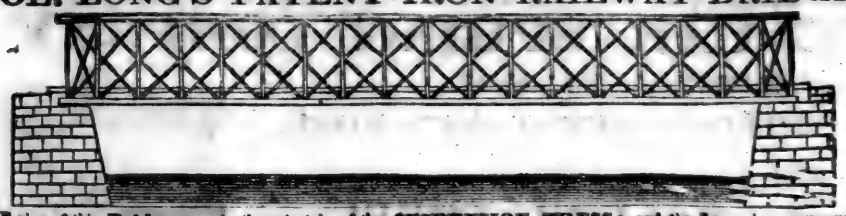
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500	2	1	100 per cent.
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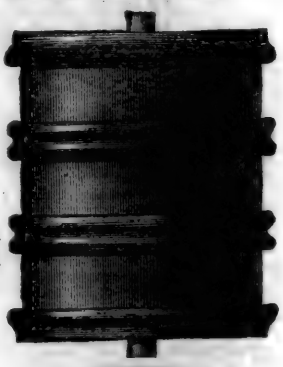


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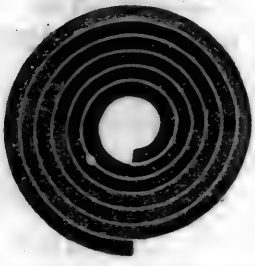
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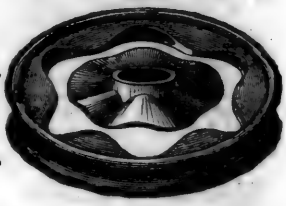
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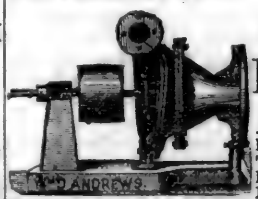


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2.	For Side Hill Cuts and Fills.			15.	" 24 "		¾ to 1
3.	Base 12 ft. Slopes		1½ to 1	16.	" 24 "		1½ to 1
4.	" 14 "		1½ to 1	17.	" 25 "		1½ to 1
5.	" 15 "		¾ to 1	18.	" 26 "		1½ to 1
6.	" 15 "		1 to 1	19.	" 28 "		¾ to 1
7.	" 15 "		1¼ to 1	20.	" 30 "		1 to 1
8.	" 16 "		¾ to 1	21.	" 30 "		1¼ to 1
9	" 16 "		1 to 1	22.	" 30 "		1½ to 1
10.	" 18 "		¾ to 1	23.	" 32 "		1 to 1
11.	" 18 "		¾ to 1	24.	" 32 "		1¼ to 1
12.	" 18 "		1 to 1				

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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American Railroad Journal.

New York, Saturday, July 5, 1862.

The Growth of Our Population.

Our Railroad Companies everywhere, but particularly in the West, are deeply interested in the question of the further growth of our population —whether this shall advance in numbers as it has done since the foundation of our government, or come to a stand-still. Not a few unfriendly journals in Europe have predicted such an interruption in our career of national growth. Some persons have even gone so far as to anticipate the influx into foreign communities of large bodies of American paupers! But they may make themselves perfectly easy on this head. Severe as may be the losses arising from war, a conflict of one or two years is not going to turn aside the destinies of this country, nor can it essentially retard the progress of a nation possessed of such industrious habits, such natural resources, and such created elements of wealth as the United States. With the cessation of hostilities our people will return to the work-bench, the anvil and the plow with greater eagerness than ever, obliterating in a short time every trace of the fearful struggle.

In a short period of seventy years, namely, from 1790 to 1860, our population rose from 3,929,823 to 31,429,891, an increase of over 700 per cent. in round numbers. During the first decade (1790—1800) the percentage of increase was 35; for the next, 36.4; for the next, 33; for the next, 33.5; for the next, 33.5; for the next, 35,8, and for the last, 35.5, The uniformity of this increase is remarkable. The period showing the smallest growth is that between 1810 and 1840, comprising the era of our second war with Great Britain, and the revulsions attendent upon it at the commencement and the close; also the break-down of 1837. Owing to the lack of sufficient capital and facilities for inter-communication, the recovery from each of these disasters was exceedingly tedious. It is different now, however. We had as general a collapse in 1857 as twenty years before; yet within the space of twelve months afterward our national industry was quite as active as if nothing had happened. It is, therefore, unfair to reason from the effects of the war of 1812, as if the country was in the same condition which it occupied at that time.

The principal argument employed against us is the increase of taxation which is to be so oppressive as to drive most of us out of house and home into the British possessions. It is probable that for a time a good many miners may find their way into British Columbia, nine-tenths of whom will return before five years. All the better for both parties, the more rapidly those territories fill up with a good population. But the people of Canada have to pay taxes as well as those of the United States. Admitting that the general government here will require $150,000,000 per annum for some years, this will average less than $5 per head of the population. The budget submitted by Hon. Mr. Galt, late Financial Minister of Canada, amounted to $12,500,000 for little over two millions and a half of inhabitants. As modified by the present Ministry, the taxes will still average $4.50 *per capita*. With our richer soils and more diversified industry we are in a better position naturally to pay the same amount of taxation than our Northern neighbors. And it may be added that they have been about as seriously prostrated as ourselves from the effects of the Southern insurrection.

But there will hereafter be other agencies at work which must tell largely in our favor. In the first place, the throwing open of the public lands for settlement *free*, however inexpedient the step may have been at this particular time, will have the effect of drawing to the Western States hundreds of thousands of the laboring classes of Europe. The Germans, in particular, who are industrious, patient and democratic from instinct, will settle on the public lands in vast numbers, adding a corresponding increase to the centres of trade and manufactures. For every hundred settlers in the North-west openings for ten inhabitants are created in the city of New York alone. The effect is felt at every point on the great avenues between the Atlantic and the frontier settlements. The commencement of operations in building the great Pacific Railroad will add largely to this volume of immigration. A third still more potent agency will be the development of our domestic manufactures, certain to take place in consequence of the increased duties on foreign merchandise. However much this course of policy might, under other circumstances, have been regretted, we cannot help ourselves now. A high tariff must be the rule for ten years to come at least—perhaps for a quarter of a century. This will transfer to our shores large numbers of British mechanics. Irish laborers, French artisans—those elements which form the bone and sinew of a community.

To what extent there is likely to be of migration of Northern people South and of Southern people North, it is hardly safe to speculate upon. But if, as we incline to think, the two populations are to mingle together to a greater extent than before, the general effects cannot fail to be beneficial to both parties, as also to the advancement in numbers of our aggregate population. With a properly organized industry, the States lying beyond the Potomac and the Ohio could absorb five millions of immigrants in ten years, and be all the better for the increase. Meanwhile it must be borne in mind that the most closely populated State in the North is by no means filled to its utmost capacity.

The Northern Railroad of France.

Some matters of general interest were stated at the late annual meeting of stockholders in the Northern Railroad Company of France. The receipts per kilometre were 66,305 francs, or about $21,000 per mile, being the largest in the company's history. The increase was 6 per cent. on slow trains, against 4.6 per cent. on quick trains. Though 8,400,000 passengers were carried against

7,745,000 the year before, while there was an increase of 26 per cent. in tonnage, the diminution of *fuel* was large, being 10,000 tons of coke and 43,000 tons of coal. This was brought about by the employment of more powerful locomotives than formerly. In 1859 ninety-six per cent. of the fuel consisted of coke; that substance now gives only about thirty per cent. The Northern Railroad (Paris to Boulogne) is one of the most prosperous in the French empire.

Little Miami and Columbus and Xenia Railroad Companies.

We have received a copy of the Sixth Joint Annual Report of the Directors of these companies being the Nineteenth Annual Report of the *Little Miami*, and the Twelfth of the *Columbus and Xenia*. The gross income derived from the joint operations of both roads during the fiscal year ending November 30, 1861, compared with that of the preceding year has been as follows:

	1860.	1861.
From passengers	$523,570 46	$566,236 36
" freight	645,145 57	612,174 72
" rent of track and depots	57,606 01	59,067 76
" mail and express	63,522 80	61,034 18
	$1,289,844 84	$1,298,503 02

The expenses of 1861 were:

Repairs of road	$132,579 77	
" locomotives	55,469 20	
" cars	63,054 18	
" bridges	11,405 34	
" depots, etc.	14,285 41	
Transportation expenses	254,985 25	
Fuel	72,519 48	
Oil, tallow and waste	12,067 16	
Loss and damage	9,040 06	
Stationery, etc.	5,390 69	
Rent	5,646 74	
Lease of D. & X. road	28,000 00	
		664,443 28
Leaving as net earnings		$634,059 74
Add dividend on C. & X. stock		38,488 00
Total net income		$672,547 74

From which deduct—

Taxes	$24,779 41	
Interest	94,095 54	
Expenses of previous year	21,558 10	
Dividend June 1, 1861	178,882 81	
" Dec. 1, 1861	178,882 69	
		498,198 55
Leaving a surplus of		$174,349 19

This revenue exceeds that of any former year; and in comparison with last year, it shows—

An *increase* in passenger earnings of	$42,665 90
In rent of track and depots of	1,451 75
	$44,117 65
From which deduct *decrease* in freight earnings of	$32,970 85
In express and mail	2,488 62
	35,459 47
The net increase being	$8,658 18
With a decrease in expenses of	28,870 01
Making the increase in net earnings	$37,528 19

The following statement exhibits the earnings and expenses for the past six years—the rental paid to the Dayton and Xenia Railroad Company, amounting to $28,000, being embraced in the working expenses of the years 1859, 1860 and 1861:

	Earnings.	Working Expenses.
1856	$1,209,636 00	$562,675 01
1857	1,163,162 59	645,561 12
1858	1,200,499 29	579,225 34
1859	1,276,754 73	688,561 41
1860	1,289,844 84	693,313 29
1861	1,298,503 02	664,443 28

The total income, including dividend on C. & X. stock, has been $1,336,991 02
And the total expenditures 804,876 33

Making the net income $532,114 69
Of which the Little Miami Railroad Company's share is $354,743 13
And the Columbus and Xenia Railroad Company's share 177,371 56

$532,114 69

The net profits in 1860 were $497,922 52
In 1861 they were 532,114 69

Increase $34,192 17

The assets and liabilities of the joint company are as follows:

ASSETS.

Rolling stock and shop machinery	$750,786 65	
Bills receivable	8,040 76	
Due from agents	64,756 85	
" transportation companies	94,484 88	
" U. S. for mail transportation	12,705 16	
" " military "	20,271 25	
" State of Ohio for do.	21,970 17	
C. & X. R. R. stock	38,400 00	
" bonds	96,000 00	
Cash in hands of Treasurer	228,430 38	
" " Assistant Treasurer	107,785 86	
" " Paymaster	11,173 24	
Materials in shop, supply room, etc.	121,684 84	
		$1,624,722 43

LIABILITIES.

Bills payable	$13,045 37	
Due to agents	794 67	
" transportation companies	38,412 94	
" individuals	83,951 82	
" C. & X. R. R. ind'l account	49,081 22	
L. M. R. R. Co., partnership account	959,624 28	
C. & X. R. R. Co., " "	479,812 13	
		$1,624,722 13

There has been expended in construction on the Little Miami Railroad, the sum of $10,037 82; and on the Columbus and Xenia Railroad, the sum of $11,432 32.

The assets and liabilities of the Little Miami Railroad Company are as follows:

ASSETS.

Construction	$2,850,580 36
Real estate and depots	681,535 76
Bills receivable	958 84
Columbus and Xenia R. R. stock	425,650 00
Hillsboro' and Cin. " "	9,262 88
S., Mt. V. and P. " "	4,000 00
Sundry stocks	3,090 00
Individual accounts	26,078 20
L. M. and C. and X. R. R. Co.	959,624 28
	$4,960,780 27

LIABILITIES.

Capital stock	$2,981,267 37
Loan from city of Cincinnati, due Dec. 31, 1880	100,000 00
Mortgage bonds due May 2, 1883	1,300,000 00
Dividends due and unpaid	15,302 16
Dividend, December, 1861	119,250 69
Profit and loss	444,960 05
	$4,960,780 27

The total cost of road and equipment to November 30, 1861, was $4,032,790 86
November 30, 1860, it was 4,004,432 65

An increase of $28,357 71

The account with the stockholders is as follows:

Surplus December 1, 1860	$328,818 42
L. M. Co.'s share of net profits	354,743 13
	$683,461 55
Dividend No. 30, declared in May	$119,250 81
" " 31, " Nov	119,250 69
Undivided surplus Dec. 1, 1861	444,960 05
	$683,461 55

The assets and liabilities of the Columbus and Xenia Railroad Company are as follows:

ASSETS.

Construction account	$1,386,345 41	
L. M. & C. & X. stock account	479,812 13	
" " current "	49,081 22	
Telegraph stock	2,000 00	
C. & X. Co. stock held in trust	17,050 00	
Central Ohio Railroad stock	60,000 00	
Interest on same	19,684 06	
Individual accounts	19,413 69	
Real estate	21,001 46	
D., X. & B. Railroad stock	1,000 00	
Springfield and Col. R. R. stock	1,000 00	
Profit and loss (discount on bonds)	3,653 07	
Bills receivable	18,890 85	
C. Fay, treasurer	107,785 86	
		$2,186,717 25

LIABILITIES.

Capital stock	$1,490,800 00	
Bills payable	300 00	
Dividend bonds due Dec. 1, 1860	200 00	
" " " Dec. 1, 1861	40,400 00	
" " " Dec. 1, 1862	38,500 00	
" " " June 1, 1866	36,800 00	
L. M. & C. & X. cash account	107,785 86	
Unpaid interest	15,048 95	
Individual accounts	53 00	
Unclaimed dividends	4,131 97	
Surplus	191,065 47	
Mortgage bonds	203,000 00	
Dividend No. 21, Dec. 1, 1861	59,632 00	
		$2,186,717 25

The total cost of road and equipment to November 30, 1861 was $1,657,609 09
November 30, 1860, it was 1,644,378 26

An increase of $13,230 83

The account with the stockholders is as follows:

Surplus November 30, 1860	$132,957 90
Net profits for the year	177,371 56
	$310,329 46
Dividend No. 20, June 1, 1861	$59,632 00
" No. 21, December 1, 1861	59,632 00
Surplus November 30, 1861	191,065 46
	$310,329 46

The value of the rolling stock of the joint companies is $750,786 65. This company's proportion is therefore $250,262 22. The Little Miami Company's proportion is $500,524 43. The increase in equipment of the joint companies the past year has been $5,920 21.

The equipment of the road consists of 42 locomotives; 33 passenger, 16 baggage, mail and express, 322 box, 49 box stock, 25 rack stock, 99 platform, 21 lime and 54 gravel cars.

The number of miles run by engines has been—with passenger trains, 375,813; with freight trains, 400,491; with wood and construction trains, 38,604. Total miles run, 814,908—an increase over the previous year of 18,721 miles.

The following statement exhibits a comparison of mileage and cost of repairs of locomotives for five years:

	Miles run.	Cost of repairs.	Cost per mile run.
1857	666,546	$65,479 46	9.82 cents.
1858	637,835	59,031 92	9.25 "
1859	732,924	54,407 41	7.43 "
1860	796,187	60,778 92	7.63 "
1861	814,908	55,469 20	6.80 "

The following is a comparative statement of the mileage and cost of repairs of passenger cars for the past and preceeding year:

	Miles run.	Cost of repairs.	Cost per mile run.
1860	1,868,009	$28,411 80	1.52 cents.
1861	1,765,461	17,417 15	1.99 "
Decrease	102,541	$10,994 65	Inc.0.47 "

The mileage and cost of repairs of freight cars during the same time was:

	Miles run.	Cost of repairs.	Cost per mile run.
1860	5,569,648	$45,070 73	0.81 cents.
1861	5,668,678	45,673 03	0.80 "
Increase	99,030	$602 30	Dec.0.01 "

The cost of renewal and repair of iron rail, renewal of cross-ties and chairs, opening ditches, renewal and repair of culverts, cattle guards and other masonry, repairing fences, surfacing track, etc., has been $131,956 26; against for last year, $144,251 87—a decrease of $12,295 61. The following materials have been used in renewal during the year: 1,867 tons iron rail, 14,685 new chairs, 105,000 lbs. spike, 59,825 cross-ties, and 9,305 iron rails repaired, and restored for use in the main track—the total cost of which has been $78,152 45.

The cost of repairs of road per mile run by locomotives and cars in 1861, was 1.60 cents. In 1860 it was 1.75 cents. Estimating the damage to road by a locomotive equal to three cars, the cost per mile per car for road repairs was: in 1861, 1.33 cents; and in 1860, 1.46 cents. The cost of material used in the repair of track exceeds that of the previous year $8,244 74. The track has been kept in good order, the renewals being fully equivelant to the depreciation, except perhaps in the renewal of iron rail. Although there has been a larger renewal in this important item than the average of former years, the heavy mileage to which the track is subjected appears to injure the new iron placed in the track, within the few last years, more than was expected. It will be desirable to use during the coming year fully 1,800 tons of new iron.

The increase in cost of repairs of bridges has been $9,282.98. The increase in expenses on this account occurs in consequence of the rebuilding of the bridges on the Dayton and Xenia road referred to as necessary in the last annual report. The new bridges are built in the most substantial manner, and are covered and thoroughly protected from the weather.

During the year, 2,138 panels of new fence have been built. A new freight depot, 200 by 30 feet has been erected at Dayton. The turn-tables at Pendleton and Dayton have been renewed. A turn-table at South Charleston is much needed, and one should be built there during the next year.

The whole number of passengers carried was 482,996; of which there were carried over the entire line on local tickets, 21,994; do., on through tickets, 33,012; over any part of the line on local tickets, 362,544; do., on through tickets, 65,446. Number of passengers carried one mile, 22,785,161—of which, 14,655,319 were local, and 8,129,842 through. The total number of tons transported was 336,839, of which 140,255 were local, and 196,584 through. Of the through, 133,318 were carried eastward, and 63,266, westward. The number of tons carried one mile was 29,165,552. The total tonnage moved eastward is 210,233; westward, 126,606.

The officers and directors for 1862, are as follows:

LITTLE MIAMI RAILROAD COMPANY.

President—W. H. CLEMENT.

Directors—Jos. C. Butler, John H. Groesbeck, Nathaniel Wright, James Hicks, Jr., Larz Anderson, W. H. Clement, Alphonso Taft, Chas. H. Kilgour, Henry Hanna, John Bacon, Abraham Hivling, Jos. S. Swan.

Auditor—D. G. A. DAVENPORT.

Secretary—CHAS. H. KILGOUR.

Treasurer—S. E. WRIGHT.

Superintendent—E. W. WOODWARD.

Directors—Wm. Dennison, Jr., Robert Neil, D. W. Deshler, L. Goodale, Wm. B. Hubbard, Jos. R. Swan, Geo. M. Parsons, W. H. Clement, Larz Anderson, Henry Hanna, Abraham Hivling, Simon Gebhart.

COLUMBUS AND XENIA RAILROAD CO.

President—JOS. R. SWAN.

Vice-President—W. H. CLEMENT.

Superintendent—E. W. WOODWARD.

Secretary and Treasurer—CYRUS FAY.

New England Car Spring Co.

The office of this company has been removed from 61 Chambers Street to No. 237 Broadway, corner of Park Place.

Accidents at Village Railroad Crossings.

INJURIES TO HIGHWAYS BY THE CONSTRUCTION OF RAILROADS; DUTY OF COMPANIES AS TO REPAIRING THE SAME; THEIR LIABILITY FOR ACCIDENTS HAPPENING FROM A NEGLECT IN SUCH CASES.

This was an action to recover damages for injuries received by the testator of the plaintiff, through the alleged negligence of the defendants, the New York and New Haven Railroad Company.

The defendants under the authority of their charter had located and constructed their railroad across the main street of the village of Stratford, and thence along a lane that ran into the street. The street was about twelve rods wide, and had two traveled paths in it near the outside of the street, the intervening space being an open common, used in part as a parade ground and in part as a play ground for the children attending school at a public house which stood upon it. The charter of the defendants required them, where the location of their railroad intersected any highway, "to restore such highway to its former state, or in sufficient manner not to impair its usefulness. They had thus restored the two traveled tracks mentioned, but not the whole of the highway. The railroad track was raised a little above the surface of the highway, and in consequence impeded the flow of water, caused by rains and the melting of the snow, along the street, as it had been accustomed to escape, and to remedy this difficulty the defendants some time after the road was constructed, made an open culvert under the track of the railroad, about midway between the two traveled tracks of the highway, forty-two inches wide and twenty-one deep, which had over it only the open ties of the road, but which was covered with planks by the defendants immediately after the injury for which this suit was brought.

The deceased, who was eighty-one years old, was passing, in the day time, across the street, having come down the lane to the point where it intersected the street, and there took the railroad track; a foot path near by being obstructed by snow. While walking along the track he fell into the culvert, which was filled with snow so as not to be seen, and was so injured by the fall that he died about four weeks thereafter.

The defendants claimed that they had done their whole duty in putting the two travelled paths in the street in a proper condition, and that they were not bound to make the whole width of the street passable; and especially claimed that they were not bound to keep the culvert covered for the accommodation of people traveling, not across but upon and along the track of the railroad, and that the public had no right to travel upon the track on foot, or otherwise than in conveyances of the defendants; and that if they did it was at their own hazard, and the defendants were not responsible for any injuries they might receive in so doing.

At the trial the Court charged the jury that the defendants had the right to locate and construct their railroad track so as to intersect the street in question; but in doing so, they were bound to restore the highway to its former state, or in a sufficient manner not to impair its usefulness; that this did not imply that the highway must be put in the precise condition it was in before the railroad was built; nor that the right of the railroad company was to be exercised in subserviency to the right of the public to the highway; but that in granting to the company the power to construct their track across this highway, it was intended that the company should exercise the right reasonably, and in such a manner as effectually to carry out the objects the company had undertaken, and at the same time not seriously to disturb or obstruct the public travel upon the highway; that the question in this part of the case was—had the railroad company in the construction of their track, and the provision which they made for the public travel, acted reasonably, and so as not to seriously impair the usefulness of the highway; that the defendants having located their track across a public highway in a village, were bound so to construct it that the inhabitants of such village, and others as occasion might require, might safely cross the highway, which they might do along and upon the track; and if in so doing, in the exercise of ordinary care, any person should receive injury in consequence of the culpable carelessness and negligence of the defendants in constructing the track, he would be entitled to recover damages; but that under these circumstances, it was incumbent on the person claiming damages to satisfy the triers that he was in the exercise of ordinary care; or, in other words, that he had not, by his own carelessness or negligence, contributed essentially, to the injury he had received.

The jury returned a verdict for the plaintiff; and the defendants then moved for a new trial, on the ground that the law does not authorize the

public to travel upon the track of a railroad, in any other manner than in the railroad cars; and where a railroad crosses a highway the public are entitled to a safe and commodious crossing, and nothing more. They cannot require the railroad company to put their track in a safe condition for traveling, either on foot or in vehicles, along the track itself; the track being for the sole use of the railroad company. The judge, therefore, erred in his charge to the jury.

The following is the opinion of the Supreme Court of Errors of the State of Connecticut, before whom the motion was argued, delivered at decision of the case, and holding the company liable for the plaintiff's injuries.

ELLSWORTH, J.—We perceive no error in the charge under which this case was submitted to the jury. On the other hand we think the principles of law laid down by the judge fully sustained by the authorities, as well as by equity and good sense. If the defendants without a charter, had gone into the highway at this place, and made a ditch three and a-half feet wide and a foot and a-half deep, and left it uncovered, and a person passing that way had fallen into it, without any neglect or presumption on his part, no one will doubt but that he could recover for the injury he had sustained. This is substantially the case before us, if we are correct in our view of it.

The defendant's charter gave them no authority to make an alteration in this highway without restoring it substantially to its former condition and usefulness. This duty of the defendants applied not merely to the beaten path, which seems to be the claim of the defendants' counsel, but to the highway throughout, so far as they had altered it, and the people had occasion still to pass over it, in one direction or another: the person so using the highway being of course bound to use reasonable care in passing over it, which was to be judged of by the circumstances of the particular case. At the place of intersection the highway is twelve rods wide, and the railroad is laid directly across it, upon a level very nearly with the highway itself. Why, now, should not the defendants place the whole of the highway, as well as a part of it, in such a condition that it could be safely and conveniently used by the people of the village? Why leave in it, anywhere, uncovered ditches and culverts, so far rendering it unsafe for foot people to pass along or across it? If the people have occasion, why may they not pass as freely as before, giving to the defendants the exclusive use of their chartered franchise? We do not say that the defendants whenever embankments are necessarily raised in a highway, must construct them so as to allow the public to drive along them, or even over them, at every place; this would be unreasonable and useless; but for aught that appears here, and doubtless such was the opinion of the jury, the whole length of the railroad within the highway could have been made safe for travelers, as has been done, at a trifling expense, since the accident. The plaintiff, exercising ordinary care, had a right to pass where he did pass, and at such times, by day or by night, as business called him; and it is not possible that the defendants, under such circumstances can properly leave dangerous culverts or pitfalls uncovered. Even at common law the defendants would be required to guard such a dangerous place, and secure the public against injury from such exposure. Motion for a new trial denied: all the judges concurring.

Railroads in Tennessee.

Four railroads, one of which was unfinished, centre in Memphis. The Memphis and Charleston—built at an expense of $7,000,000—Memphis and Ohio, an important connecting link between Memphis and New Orleans, extending from the former city to Paris, Tenn., a distance of 180 miles; the Mississippi and Tennessee railroad, communicating with Grenada, Canton, Jackson and New Orleans; the Memphis and Little Rock railroad, leading from a point in Arkansas west of Memphis, taking in Duvall's Bluff on the White River, taking in St. Francis on the river of that name.

The receipts for 1861 for freight and passengers on these roads foot up as follows:

Memphis & Charleston	$1,841,122 60
Memphis & Ohio	362,595 33
Mississippi & Tennessee	220,333 74
Memphis & Little Rock	41,836 18
Total	$2,465,887 85

Northern (N. H.) Railroad.

The earnings of this road for the fiscal year ending March 31, 1861 and 1862 were as follows:

	1861.	1862.
From passengers	$95,176 78	$76,946 10
" merchandise	256,581 41	215,401 43
" mails	8,499 90	9,625 02
" rents	1,184 55	1,159 89
" express, etc.	3,005 00	3,012 00
	$364,397 64	$306,144 44
Expenses, viz:		
Passenger department	$9,406 00	$9,812 08
Merchandise "	21,914 78	19,547 18
Locomotive "	63,080 97	54,262 40
Maintenance of way	56,295 56	45,811 64
General expenses	10,464 35	10,720 94
Miscellaneous expenses	14,041 25	13,964 44
Taxes	12,053 08	10,453 84
New rails, etc.	22,870 16	18,945 70
	$210,126 15	$183,518 22
Balance of earnings	$154,271 49	$122,626 22
" interest acc't.	656 13	3,214 33
Div. on Co.'s shares	1,688 00	2,812 00
Total net earnings	$156,615 62	$128,652 55
Add bal. from prev. year.	184,791 29	217,050 63
	$341,406 91	$345,683 18
Dividend June 1	$61,368 00	$61,368 00
" Dec. 1	61,368 00	61,368 00
Grand Junction balance	1,640 28	
Balance of income	217,030 63	222,947 18
	$341,406 91	$345,683 18

	1861.	1862.
Miles run by engines	333,951	307,260
Passengers carried	85,438	70,773
Tons merchandise	200,055	184,985

There were purchased and cancelled of bonds that had been issued, during the year 1860–'61, $21,500; and during 1861–'62, $7,500—leaving now outstanding of bonds due April 1, 1864, $42,000: and of bonds due April 1, 1874, $186,800. The directors have been prepared to purchase a further amount of bonds, but the supply offered has been limited. The contingent fund is safely invested, and now amounts to $53,456.

During 1860–61, there were laid down 510 tons of new rails, and 30,470 sleepers; one locomotive built and 26 freight and 1 baggage car rebuilt, to replace old ones worn out. Some small bridges were re-built, and the large bridge over Connecticut river reconstructed in a most thorough manner. During the past year 580 tons of new rails, and 33,486 sleepers have been laid, and about 2,000 tons repaired and relaid; 13 freight cars have been built to replace those broken up.

The embarrassed condition of business throughout the country the past year has had the effect to reduce the income of the company about $58,000, or 16 per cent. The expenses have been reduced during the same time about $27,000—making the net loss about $31,000.

The equipment of the road consists of 10 passenger and 14 freight locomotives; 14 passenger, 6 baggage, 327 merchandise, and 25 gravel cars.

The road, locomotives, cars and all machinery have been maintained in good working order.

The income of the Bristol Branch for the year ending March 31, 1861, was $12,992 05: and the expenses, $8,357 09—balance, $6,634 96. For the year ending March 31, 1862, the income was $11,650 96; and the expenses, $7,415 06—balance, $4,235 90.

BALANCE SHEET, MARCH 31,

	1861.	1862.
Construction	$3,068,400 00	$3,068,400 00
Materials	79,161 33	80,625 05
Ogdensburg, 2d mortgage bonds	11,250 00	11,250 00
703 shares Co.'s st'k.	37,228 34	27,228 34
Contracts	175,161 27	129,396 52
Cash	21,301 90	54,402 12
Agents' department.	19,819 80	16,374 18
Post office	1,620 96	7,500 00
Bills receivable	128,114 73	157,674 39
Mechanics' bank	542 00	536 00
Advances to other roads	20,000 00	33,000 00
	$3,562,600 33	$3,595,486 60
Capital stock	$3,068,400 00	$3,068,400 00
Income	217,030 63	222,947 18
Bonds of April 1, '64.	43,700 00	42,000 00
" " '74.	192,100 00	186,300 00
Dividends unpaid	5,516 26	5,610 76
Contingent fund	219 44	184 00
Coupons unpaid	360 00	114 00
" of April 1	7,074 00	6,849 00
Bills payable	28,200 00	51,800 00
Sales engine and insurance		11,281 66
	$3,562,600 00	$4,595,486 60

The road is 69.16 miles in length, extending from Concord to West Lebanon. Length of Branch Line, Franklin to Bristol, 13.41 miles—total 82.57 miles. Length of sidings, turnouts, etc., about 10 miles.

The Northern Railroad Company was chartered June 18, 1844, and organized July 15, 1845. In October and November following, the road was placed under contract. On the 1st of September, 1857, the first section from Concord to Canaan, 54 miles was opened for public use, and on the 20th November following the entire line to West Lebanon. In April, 1848, a lease was a taken of the Franklin and Bristol Railroad for a term of 100 years. The company constructing this road was chartered July 8, 1846. Its construction was commenced in 1847, and the road completed in July, 1848. On the 31st of January, 1849, the two companies were consolidated, since which time the Franklin and Bristol has been operated as a part of the Northern Railroad. The cost of this branch at the time of the consolidation was $190,942—represented by share capital $159,146, and bills payable, $31,196. A considerable expenditure was subsequently made to complete the line. The cost of both roads and equipment at the same date was $2,655,398.

The following statement will show the earnings, expenses, etc., from 1848 to 1862, inclusive:

	Gross earnings.	Operating expenses.	Net earnings.	—Dividend.— Am't.	p. c.
1848.	*$155,044	$52,377	$102,667	*nil*	*nil*
1849..	286,569	119,292	167,277	$92,978	3½
1850..	282,308	130,892	151,416	*nil*	*nil*
1851..	287,957	124,409	163,548	110,736	4
1852..	292,762	148,830	143,932	138,420	5
1853..	†328,783	212,184	116,599	69,210	2½
1854..	379,529	232,230	138,299	55,368	2
1855..	422,800	312,590	110,210	*nil*	*nil*
1856..	417,586	285,208	132,378	"	"
1857..	418,032	376,553	141,479	61,368	2
1858..	365,879	240,575	125,304	122,736	4
1859..	353,101	201,580	151,521	122,736	4
1860..	359,119	206,592	152,527	122,736	4
1861..	364,397	210,126	154,271	122,736	4
1862..	306,144	183,518	122,626	122,736	4
Tot.	$5,011,010	2,936,956	2,074,054	1,141,760	39
Av..	334,067	195,797	138,270	76,117	2.6

* Eight months' operations. † Eleventh months' operations.

Pres't and Sup't—ONSLOW STEARNS, Concord.

Treasurer—GEORGE A. KETTLE, Boston.

The Future Policy of the United States.

There is no longer a doubt but that the present rebellion is to result in a wide sweeping revolution, so far as our foreign relations are concerned, and in the domestic policy and views of our people. Financial necessities will erect, in the form of high duties, a formidable barrier to commerce with the Old World—or rather to importations from it, excepting of course, articles that are not appropriate to our climate and soil. For a long time to come the distinction between protection and free trade parties will cease. All will accept high rates of duties as inevitable, while most will agree in their expediency. We must no longer have large foreign balances against us, to disturb, or threaten disturbance to the even tenor of affairs at home. Our people are more readily reconciled to the new order of things from the hostility displayed by foreigners with whom our relations have been the most intimate. It is seen that commercial intercourse, intimate as this has been, has not had the effect to create any sympathy or good will between the Old World and the New, as we had only to fall into trouble, to find our utter downfall to be most earnestly desired. The evidence of such a state of feeling, leads our people, of all classes, to accept high, and in many cases, prohibitory duties not only without murmur or complaint, but as our true policy under the present emergency.

It is fortunate for us that we can isolate ourselves, in part at least, from other countries, and still have full scope for activity upon our own continent, the development of whose resources is to absorb us hereafter. For years the antagonism between the North aad South brought the Federal Government to a dead lock upon everything that related tothe development of these resources. It was seen by the South that any step in this direction inured to the benefit of the North, consequently any one that would add to our wealth, population and power were held to be expressly forbidden by our organic laws. Such has been the construction or the Constitution for a generation. But with all the restriction to the free articulations of its people, the North grew out of all proportion to the South, leaving the subversion of the government the only alternative left to check and destroy its already overshadowing power. This *coup de main* failed. Northern ideas and Northern policy seized the reins of government, and one of the first steps taken in the exercise of this newly acquired freedom, is the incorporation of a company, with ample grants of money and land, for the construction of a railroad from the valley of the Mississippi to the Pacific!

No measure could better inaugurate the new Era. No work so well expresses the progress of man in the physical sciences as the railroad, and no enterprise of one-tenth its magnitude was ever proposed to human effort. Its construction will constitute the great Epic in our national career. Its undertaking is a declaration to the world that this continent is, hereafter, to be our theme. We need not step off it to find abundant subjects for our industry and capital. We have secure foothold upon the great slopes facing the two oceans. But the vast interior is still a desert, which when cultivated, is to yield an overflowing return in the precious metals of all kinds. We all know what California has done both for the United States and the world. But as far as minerals are concerned there were many Californias between our settlements on the two shores of the continent. The whole range of the Rocky Mountains is known to be as rich in gold, silver and copper, as the most fertile sections of the Mississippi valley are in soil. By cultivating this wealth, labor can be made much more productive than in raising the articles that have hitherto constituted the greater portion of our foreign commerce, while its product will enable us at all times and under all circumstances, to command whatever other nations may possess, and of which we may stand in need.

It is unquestionably our wisest policy, in every point of view in which our interests can be regarded, to make this continent, for the future, the theatre not only of our efforts, but our policy. A people who have millions of unoccupied territory before them, need have no fear of being unemployed, while the division of labor which will necessarily result from our diversified resources, will always secure a market for the productions of each class. A domestic policy, too, will be the first step toward a real and distinctive nationality. The relations we have sustained heretofore to other nations, have been a decided obstacle to such development. We have felt ourselves to be in a state of pupilage, and have cherished to the Old World all that respect and reverence that youth naturally feels for age. We fully appreciated the great excellence in the institutions and social condition of the Free States, and vainly supposed that these were necessarily the admiration and imitation of the world; that ours was the work of humanity. We have been rudely awakened from this dream, to a consciousness that our fancied admirers regard our civilization with disgust, and our efforts to preserve it, with contempt. We have fortunately sense enough to take the proper course, which is the cultivation and development of our own domain, and the consolidation of our political structure as the surest road not only to domestic comfort and order, but to power, should we ever be called upon to exert it. The continent is our future field, and our policy henceforth a domestic one. In our new independence we start under the most favorable auspices. We have an abundant population for defense, vast accumulated wealth, with resources tenfold greater. A quarter of a century more will give us a population of 65,000,000. We can produce, economically, upon our own soil nearly every article we may wish to consume. We could not sever, to a degree, our commercial relations with the Old World, at a more propitious moment. These for the future must be reduced to amounts nominal compared with the enormous commerce of the past, with what benefit or injury to either party, time will not be long in disclosing.—*Halleti's Financial Circular.*

Little Schuylkill Railroad.

From the proceedings of the meeting of the stockholders of the Little Schylkill Railroad Company, we learn that the decree of the Supreme Court in the suit of Mr. James Milliken, one of the stockholders, has been accepted. The decree awards to the company $100,000 payable in cash, $125,000 payable in the coupons of the seven per cent. mortgage bonds of the company, and in addition 2,500 shares of its own stock, valued at $125,000. The parties paying the $225,000, in cash and coupons, are to receive in return therefor shares of the capital stock at par. Conditioned upon these payments, the first mortgaged bondholders have agreed to exchange, with the company, their over-due bonds for the bonds of the second mortgage, after which the first mortgage will be canceled. The recovery of the money, and the organization of the financial affairs of the company, will leave it with a stock issue of $2,600,000. A mortgage debt of $960,000 (to become first mortgage), of which the company will still hold over sixty thousand dollars of the bonds, and will have the interest warrants cut from $450,000 of this mortgage for four years, and from $50,000, additional, for two years. The company will also have an addition of $190,000 to their cash fund, and a reserve fund of over $80,000. We understand that the company owes no floating debt except one of $75,000, due to parties in England, on which an extension of four years on the time of payment has been granted to the company. The prospects of this company seem now to be encouraging to the stock and bondholders. A preamble and resolutions were adopted, pointing to Mr. James Milliken as the individual through whom a settlement of the difficulties between the stockholders and certain bondholders had been effected, from which we extract the following:

Resolved, That the stockholders fully appreciate the great advantages that have accrued to them by his efforts; desiring thereby to return their thanks for the zeal which he has manifested in maintaining the rights of shareholders, and congratulate him on the favorable settlement which has been mutually agreed upon.

A resolution was also passed that all the necessary expenses incurred in the prosecution of the suit, which has resulted in important advantages to all stockholders, be paid to Mr. Milliken by the Board of Managers.

A Steam Fire Engine for Guyaquil.

The Baltimore *American* describes a new fire engine, manufactured by Messrs. Poole & Hunt, at the Union Works, located at Woodbury, for the city of Guyaquil, Ecuador, South America. The weight of the engine, which is designed to be drawn by hand, is only 4,400 pounds with water, wood and everything complete for operating. It is provided with a four-inch Fulton pump. The steam cylinder is 11 inches, with 8 inch stroke. The engine is a beautiful specimen of Baltimore mechanism, and will sustain the reputation of the builders, who have already furnished several steam engines for South American cities. In addition they have also manufactured to the same order two hose carriages, capable of conveying two thousand feet of leather hose, which was manufactured by Mr. John H. Haskell, of Baltimore.

A public trial of the engine was made on Monument Square, when she worked in the most admirable manner, giving satisfaction to all present. Steam was raised in less than five minutes, and a

solid stream of water thrown to the distance of two hundred and thirty-eight feet through a nozzle measuring in diameter seven-eighths and one-sixteenth of an inch.

The Railroad to Alexandria.

The bill which has passed the House by an almost unanimous vote, to authorize the railroad to Alexandria to be extended to this side of the Potomac, and connected with the Baltimore depot, provides that the river shall be crossed upon a pile bridge below and immediately adjoining the Long Bridge, the rail tracks upon which are to be removed. The new railroad pile bridge is to be separated from the present bridge by a bulkhead eight feet high from the flooring, and is to be crossed by the cars at a speed not exceeding four miles per hour. The blowing of the steam whistle by the locomotive while crossing the bridge is expressly prohibited. These precautions will make it perfectly safe to drive restive or timid horses over the present bridge, which is hazardous now to do, with the rail track on it.

The road will cross Seventh street, just south of the canal, where there will be a depot for passengers belonging to this city, coming from or going to Alexandria. This depot will be but a few steps from Pennsylvania avenue.

In order to have a real railroad communication with Alexandria, we must have a road which will transact all the business, and therefore be able to do it at low rates of fare. The old road with its terminus at the other end of Long Bridge, was a perfect failure. With a connection with the Baltimore depot, and with this passenger depot on Seventh street, the whole thing will be changed. That it will be a great public benefit, both to Alexandria and Washington, is most apparent.

With our city railroad and this road to Alexandria secured, the next thing will be the Metropolitan road, to the Point of Rocks. The prospects of Washington are brightening in all directions.—*Washington Paper.*

The Madison and Indianapolis Railroad.

The Madison and Indianapolis Railroad was originally a part of the system of internal improvements of the State of Indiana, provided for by the act passed by the Legislature on the 27th of January, 1836, and the acts supplemental thereto, and for the prosecution of which some $12,000,000 was appropriated, to be raised by the sale of 5 per cent. State bonds. The construction of these works was placed under the sole control of a Board of Public Works, elected by the General Assembly. The Madison and Indianapolis Railroad was put under contract in the summer of 1837, and the work pushed forward with unwonted vigor for that early stage of such improvements in the West. In the year 1841 it was completed to what was called Griffith's Depot—a point 26 miles north of Madison, at a cost of about $1,200,000; and from this point north to Edinburg, a further distance of 30 miles, about $450,000 had been expended in grading and bridging. The section completed was laid with a T rail weighing 42 pounds to the yard. The terminus at Madison being over an inclined plane of 314 feet to the mile, giving an ascent of 420 feet in about one mile and a third, the construction of the road over it consumed the largest amount of the money expended on it. In 1837, great pecuniary difficulties came over all the States, particularly the West, and the State of Indiana, among others, failed to meet the interest on the debt already created under the act aforesaid; and as the credit of the State was through this reason completely paralized, and no further loans could be raised, operations were suspended on all the works. At this period none of them had become productive; in 1841 the Madison and Indianapolis Railroad, under State management, yielded a net income of only $1,152; and all were rapidly going to decay. Under these circumstances the Legislature at the session of 1841-2, (*vidi* Stat. 1842 p. 3) passed an act authorizing the organization of companies, to which the various public works should be conveyed for the purpose of completion. Under this act the Madison and Indianapolis Railroad Company was organized and the road so called transferred to it upon the conditions—1st, that the company should complete it to Indianapolis by the 1st January, 1848, and thereupon the $450,000 expended on the unfinished portion should become the property of the company; 2d, that the company should pay to the State until 1st January, 1845 (subsequently extended to the 13th January, 1853), the sum of $1,152 per annum as rent for the use of the finished part of the road; 3d, that the company might at any time purchase the interest of the State by paying in bonds the cost of constructing the finished section, viz. $1,200,000; 4th, that if the company should not purchase before the 13th January, 1853, then the State should be entitled to receive annually thereafter, such portion of the net revenues as the twenty-six miles constructed by it should bear to the whole length of line; and 5th, that the sole control and property of the road should be in the company, but reserving to the State, after 1st May, 1867, the right to purchase the road by paying the cost thereof with 6 per cent. interest thereon, unless the dividends in the meantime should have paid such rate of interest. This last reservation was overruled by the constitution of 1857, which prohibits the State from holding any interest in works of internal improvements. The new company was organized in 1842, and after great efforts capital sufficient to complete 10 miles additional was obtained. The company, indeed, was at this time in a very embarrassed condition—its resources being limited and its credit insufficient to raise the means for the further extension of the road. A few individuals in Madison, however, stepped forward, loaned it money and endorsed its paper so as to enable it to purchase iron (flat bar) sufficient to lay 13 miles, from Griffith's Depot, making in all 39 miles of completed road. This was opened for traffic in 1843, and so great was the increase of business consequent on the extension as to give confidence in future of the enterprise, when the road should be opened to Indianapolis. In the year following the road was completed to Columbus 45 miles from Madison. In 1845 a loan of $50,000 in 7 per cent. bonds was negotiated in New York, and in the following year a further loan of $100,000. Subsequently these were converted into stock. These loans (which were about the first Western railroad loans taken in New York), together with the sale of stock at par enabled the company to complete the work within the time specified by law—the road having been opened to Edenburg, 56 miles from Madison, in 1845, and to Indianapolis on the 1st October, 1847. Means were now wanted to relieve the company of the debt it had contracted during the progress of the work, to relay the track with heavy rail, and to provide additional equipment and rolling stock. For these purposes the stock was further increased in 1848 and 1849 The relaying of the track was accomplished during 1850 and 1851, and in the meanwhile large buildings were erected at Madison and Indianapolis, for depots, machine shops, engine houses, etc., wharves were constructed and ample grounds purchased to facilitate the transhipment of goods at Madison, and a union track was built at Indianapolis to connect the roads centering at that point. In the same year a second track was laid between Columbus and Edenburg. In 1857 the largely increased business called for additional equipment, and an issue was made of 7 per cent. bonds. The expenditure of this sum placed the road in good condition and supplied it abundantly with rolling stock. During the session of 1851-2, the Legislature passed a bill for the sale of the contingent interest of the State in the road for $600,000, payable in 2½ per cent. State stock, or $300,000 in cash—the payment to be divided into four annual instalments, to be made on the 1st January, 1854-57. The same act required the company to construct within four years a new terminus at Madison, so as to avoid the inclined plane. The provisions of this act were accepted by the directors at a special meeting held on the 4th March, 1852. The new track at Madison which reduced the grade to 100 feet and lengthened the road nearly one mile was completed in the spring of 1854. In 1853 the Martinsville and Franklin and the Columbus and Shelbyville Railroads were completed—the first on the 1st May, and the latter in December. Both these roads had been largely aided by this company, by which, from the date of opening, they were operated. In October of the same year a running arrangement was made with the Jeffersonville Railroad Company for the use of this company's track between Edenburg and Indianapolis. The arrangement was carried into effect on the 16th November, and during its existence the Jeffersonville Comdany was not to continue its line between the two points. The same year (5th Sept). the Madison and Indianapolis and the Peru and Indianapolis Companies agreed to consolidate their interests under the title of the Madison, Indianapolis and Peru Railroad Company, and the union was consummated on the 1st January, 1854. This connection however was short lived, and was terminated by mutual agreement on the 1st August following. On the 1st December, 1855, a new agreement was made the Jeffersonville Company for the use of the road between Edinburg and Indianapolis by which the cars of that company were to be drawn over the line by its own machinery, and this company to receive as rent therefor 60 per cent. of the gross earnings, provided the total receipts should not exceed $65,000; 55 per cent. if not exceeding $75,000 or 50 per cent. if exceeding $75,000. In the same year the City of Madison resigned to this company all its interest in the Columbus and Shelbyville Railroad for $24,000. At the session of the Legislature of 1855-6, an act was passed to compromise with the company the claim held by the State under the act of 1852, amounting to $300,000 with interest, neither of which had been met by the company, and subsequently the State agreed to accept $75,000 in 5 per cent. State stocks, in full liquidation. These stocks were delivered to the State on the 26th February, 1856, and a full release executed as prescribed by the act. Thus the company acquired, for a trifling sum, a property which had cost $1,650,000.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec :				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western :				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence :				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	91
" "	700,000	6	1880	93
" "	1,128,500	6	1875	94
" "	1,000,000	6	1867	93
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie :				
1st Mortgage coupon	2,000,000	7	1877	92
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	106
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	100
Mort. (chgd from Sterl'g)	888,000	5	1864	100
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa :**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Central of Georgia :				
Mortgage	86,057	7	1863	----
Central of New Jersey :				
1st Mortgage	1,400,000	7	'65-'70	106
2d Mortgage	600,000	7	1875	100
Central Ohio :				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	64
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	110
Consolidated 2d Mort. (S. F.)	813,000	8	1890	110
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	104½
Chicago and Northwestern :				
Sinking Fund Preferred	1,250,000	7	------	97
1st Mortgage	3,600,000	7	------	64½
2d Mortgage	2,000,000	7	------	29
Cincinn., Hamilton and Dayton :				
1st Mortvage	394,000	7	1867	100
2d Mortgage	950,000	7	1880	100
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning :				
1st Mortgage	850,000	7	------	90
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	100
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	91
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	80
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	68½
Clev., Columbus and Cin. :				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	359,000	7	1867	65
Junction 1st Mortgage 2d Div.	263,000	7	1872	65
Junction 2d Mortgage	265,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,300	7	1863	75
Junction Income	44,500	7	1862	----
C. and T. Income Mortgage	126,500	7	1863	75
C. and T. Income (convertible)	300,000	7	1864	----
C. and T. Income (convertible)	296 000	7	1864	----
C. and T. Dividend (convert.)	158,610	7	1865	75
C. and T. Income (convertible)	42,000	7	1870	----
C. and T. (S. F.) Mortgage	1,173,000	7	1885	98
Columbus and Xenia :				
Dividend (due 1860, '61, '62, '66)	115,900	---	var.	92
Connecticut River :				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60) :				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware :				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	107½
1st Mortgage (E. Extension)	1,499,000	---	1875	107½
2d Mortgage	2,516,500	---	1881	104
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	6	------	----
Dubuque and Pacific :				
New Construction	800,000		------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	275,000	6	var.	100¾
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	450,000	6	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Fox River Valley :				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union :				
1st Mortgage Coupon	1,971,000	7	'62-'63	104½
1st Mortgage (Extended)	22,000	7	1882	104½
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	100
***Great Western, Ill. :**				
1st Mortgage Eastern Division	1,000,000	10	------	----
" Western "	1,350,000	7	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	47
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster :				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven :				
1st Mortgage	927,000	6	1873	99
Housatonic :				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69-'70	110
2d Mortgage	2,000,000	7	1860	103
3d Mortgage	1,840,000	7	1875	93
Convertible	1,002,000	7	1867	89
Illinois Central :				
Optional Right bonds	38,000	7	1868	64
Construction	10,798,500	7	1875	92½
Construction	4,115,000	6	1875	92½
Eight per cent. bonds	326,000	8	1865	----
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60) :				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville :				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	1870	103
La Crosse and Milwaukee :				
1st Mortgage (Eastern Div.)	903.000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	21
2d Land Grant (Western Div.)	353,600	†	------	21
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort :				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami :				
Mortgage (Coupon)	1,300,000	6	1883	89
Long Island :				
1st Mortgage	500,000	6	1870	85
Extension Bonds	175,000	7	1890	82½
Long Dock Co. :				
Mortgage Bonds	500,000	7	1882	----
Mortgages on Land	473,809	7	------	----
Louisville and Frankfort :				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville :				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester :				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis :				
Mortgage	600,000	7	1861	83
Marietta and Cincinnati :				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston :				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarksv. and Louisv. :				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State (Tenn.) Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (unconvertible)	250,000	8	1860	98
1st Mortgage (convert.) Dollar	2,598,000	8	1869	106
2d Mortgage (S. F.), convertible	4,153,000	8	1882	103
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	904,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	85½
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	101
Detroit and Toledo	684,000	7	1876	76
1st General Mortgage (S. F.)	3,030,000	7	1885	100
2d General Mortgage	2,572,000	7	1877	83
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,467,000	7	1891	100
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	93,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	----	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	99
Preferred Stock	1,175,000	10	------	120
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	----	------	----
Chat. and Clev. Subsc. (endors.)	231,000	----	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	----	1869	----
New Jersey:				
Company's (various)	711,000	----	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
2d Mortgage	------	----	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous, and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	100½
Funding (S. F.) Bonds	1,553,000	7	1876	101½
Stock Exchange (S. F.) Bonds	680,000	6	1883	100½
Real Estate (S. F.) Bonds	166,000	6	1883	100½
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	106½
Convertible Bonds	970,000	7	1876	101½
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	100½
New York and Erie:				
1st Mortgage	3,000,000	7	1867	107½
2d Mortgage	4,000,000	7	1864	104
3d Mortgage	6,000,000	7	1883	97½
4th Mortgage	4,900,000	7	1880	90½
5th Mortgage	1,792,500	7	1883	86
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	103½
2d Mortgage	1,000,000	7	1864	100½
3d Mortgage	862,300	7	1867	82
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	----	------	----
2d Mortgage	224,500	----	------	----
Real Estate	35,910	----	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	82
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	75½
2d Mortgage	3,077,000	7†	1861	4½
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	82
Chattel Mortgage	380,000	10	1883	98
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	----	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	105½
2d Mortgage	2,319,000	6	1875	98½
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	89
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	----	------	----
Loan of 1842	100,000	----	------	----
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	----
" 1836, "	192,000	5	1880	102
" 1849, "	3,103,600	6	1870	95
" 1861, "	436,000	6	1871	----
" 1843, "	1,548,300	6	1880	102
" 1844, (convertible)	863,000	6	1880	102
" 1848, "	124,000	6	1880	99
" 1849, "	83,000	6	1880	102
" 1857, "	3,586,500	6	1886	89½
" 1856, "	1,475,000	7	1886	89½
Bonds and Mortg's—real estate	592,200	----	------	----
Preferred Stock	1,551,800	----	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	----	------	----
Alleghany Co. "	750,000	----	------	----
Connellsville "	100,000	----	------	----
Mc'Keesport "	100,000	----	------	----
Baltimore City "	94,000	----	------	----
Baltimore City Stock	906,000	----	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	91
2d Mortgage	5,100,000	7	1911	82
3d Mortgage	2,000,000	7	1911	62½
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	----	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	----	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	----	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	32½
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	137,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	----	------	----
South-Western (Ga.):				
1st Mortgage	631,000	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	----	------	----
2d Mortgage	450,000	----	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	----	------	----
St. Louis City Subscription	500,000	----	------	----
St. Louis County Subscription	1,000,000	----	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	92
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	106½
2d Mortgage (convertible)	2,000,000	7†	'68–'70	88
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	----	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	----
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	93
2d M. (Toledo and Wabash)	1,000,000	7	1869	69
2d M. (Wabash and Western)	1,500,000	7	1869	69
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Dollar Bonds	802,000	6	1875	----
Albany City Bonds	1,000,000	6	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	85
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance, incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.														
30 Jun. '60	65.0	—	....	50.6	...	...	...	*Alabama and Florida*	1,451,836	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461.505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
1 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	...	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	.....	—	....	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	.....	.....	.....	.....	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	.....	.....	.....	209.5	...	...	...	*North East and South West*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.														
— —	.....	—	....	301.4	...	...	...	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	...	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	....
								CALIFORNIA.														
30 Dec. '60	22.5	—	....	—	...	...	...	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	....
								CONNECTICUT.														
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,147	149,477	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	136½
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,555,534	120.0	213,253	319,106	77,038	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	127,390	135,072	.....	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	....
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,850	808 060	301,979	—	....
20 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	43
								DELAWARE.														
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	*	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,305	7,915	6½	....
								FLORIDA.														
— — '62	154.2	—	....	150	...	...	...	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	...	...	...	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153.5	...	...	...	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.														
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	...	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	...	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	...	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
1 Mar. '60	171.0	61.0	....	—	...	...	...	Georgia (and Bank)	4,156,000	*	1,003,660	4,156,000	312,500	—	8,123 343	232.0	.....	1,159,188	528,043	8	100
1 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.														
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10,000,000	220.0	.....	1,098,465	452,693	4	....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	.....	1,514,478	242,564	—	76½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762.865	188,085	2,050,065	45.0	14 mo.	243.282	135,284	—	....
1 Apr. '60	194.0	—	....	—	...	...	...	Chicago and Northwestern	9,344,863	.....	—	2,000,000	7,369,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822	—	....
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	65¾
10 Nov. '58	33.2	—	....	—	...	...	...	Fox River Valley	580,000	*	—	580,000	—	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '61	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.3	1,123,454	1,720,296	811,185	5	70
31 May, '61	175.0	—	....	—	...	...	...	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,923	2,965,758	1,150,903	—	60
— — —	.....	—	....	81.5	...	...	...	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — —	148.0	—	....	—	...	...	...	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	...	...	...	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
— — —	.....	—	....	129.0	...	...	...	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '58	186.0	—	....	—	...	...	...	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
1 Dec. '58	100.0	—	....	—	...	...	...	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
— — —	1.0	—	....	—	...	...	...	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.														
— — —	108.0	—	....	—	...	...	...	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	...	...	...	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	...	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	363,122	400,397	133,009	—	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	20
31 Dec. '60	84.0	—	....	—	...	...	...	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37.219	2,031,942	84.0	.....	277,952	119,745	—	....
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
— — '59	64.0	—	....	—	...	...	...	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
1Dec. '60	86.0	49.0	....	—	23	...	...	Madison and Indianapolis	2,687,704	*	356,755	1,648,050	1,285,300	87,949	3,060,128	135.0	201,402	230,563	99,086	—	....
— — '58	288.0	—	....	—	...	...	...	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
— — '58	74.0	—	....	—	...	...	...	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '61	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,975,801	73 0	325,707	377,692	216,184	10	120
								IOWA.														
1 Jan. '58	75.5	—	....	201.5	...	...	...	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	...	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	....
— — —	.....	—	....	438.0	...	...	...	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
30 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
30 Jun. '59	11.2	—	....	57.3	...	...	...	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
— — '59	55.0	52.6	....	312.0	...	...	...	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.														
31 Oct. '59	80.0	—	....	—	...	...	...	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	...	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
— — '58	13.0	—	....	22.0	...	...	...	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13 0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	—	}	}	}	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	....	—	13	10	230	Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,12.	—	....
— — '59	18.8	—	....	70.2	...	...	...	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.														
— — —	22.0	—	....	—	...	...	...	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	....
— — —	27.0	—	....	—	...	...	...	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
1 Mar. '61	206.0	—	....	205.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug. '60	53.7	—	....	135.3	...	...	...	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	12	11	120	Kennebec and Portland	2,871,264	*	—	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	—
31 May,'61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	102
31 May,'59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	—
31 May,'61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	—	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	65
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,280,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	24½
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	—	57.7	.....	449,051	128,733	7	97
31 May,'61	74.3	8.8	49.7	—	32	54	606	Boston and Maine	4,300,849	*	465,758	4,076,974	—	86,655	—	118.3	.....	776,065	315,071	6½	103
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	132,720	—	—	61.8	.....	588,871	272,429	8	111½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	—	83.6	.....	928,932	408,594	8	116½
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	—	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	—	52.3	.....	250,836	122,956	6	90
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	61
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	—	71.6	.....	543,158	217,054	6	100½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	—	ope	r. by N.	H.&N'h	—	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,656	363,158	ope	r. by B.	and L'll	—	6	—
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	43,542	8	110
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	—	21.6	.....	123,015	24,907	2	53
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	—	—	—	—	—	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	—	—	.....	18,291	—	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	—	87.3	.....	505,320	219,608	6	105
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	—	—	.....	36,538	19,060	6	—
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	—	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	—	ope	r. by B.	and L'll	—	—	—
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	—	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	—	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	—	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....	—	—	—	—	—	—	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	—	77.0	.....	200,648	95,739	—	14
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb.&W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,354	14,242,462	217.9	.....	1,894,568	812,997	8	120½
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	—	45.7	.....	195,669	83,188	5.3	55
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipped by G		r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May,'61	284.8	—	23.4	—	98	85	1,334	Michigan Central	12,487,250	*	1,130,497	6,057,784	7,968,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	62½
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	26½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236,0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	.....	.....	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	.....	.....
31 Aug. '60	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	258,577	78,220	—	—
-- -- --	—	—	—	.....	.....	.....	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,616	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.8	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	53.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	—
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	56½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,523	—	—
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma ss.	—	—	65
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	—
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	104½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	—
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,186	4	53½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,082	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	—
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,062,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	130
31 Dec. '60	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	91½
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	—
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	.....	.....	.....	New Jersey	3,609,089	400,378	1,249,621	4,397 820	688,000	—	5,628,931	33.8	—	992,767	579,981	10	132
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	350,000	—	—	350,000	ope	r. by N.	Y. & E.	24,440	—	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	5½	90
31 Dec. '60	13 0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—				—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	ne. & S	arat.	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r. by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,890	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	593 846	187,704	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	130
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Er	ie.	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Er	ie.	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	[175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778.121	—	46½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	17½
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	—	7,309,042	2,601,063	6	92½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,605	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	36½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	16½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60,000	6	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	—	7	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by B.	N. Y. &	E. 22,047	—	—
30 Sep. '60	18.0	—	1.0	—	—	—	1	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3.365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	—
1 Jan. '62	10½	—	¾	30.0	—	—	—	Warwick Valley	185,000	—	—	100,000	85,000	—	185,000	10½	oper. by	Erie R.	W. Co.	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,040	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	—	6
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	—	314,091	102,765	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	699,716	230,551	—	—
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	—	646,205	329,714	7½	98
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,021	10	126½
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,353,000	—	—	96.6	—	1,120,370	662,948	14	125
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	23
31 May '61	109.2	79.4	—	—	32	45	409	Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,850,570	196,413	7,612,406	188.6	—	919,971	493,956	—	48½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	—	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	102,180	52,408	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	—	69,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	8,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	4?2,002	2,981,267	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	8	106
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	—	434,290	99,554	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34,167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	865,502	1,012,236	400,559	—	20½
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	280,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	58
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	219,548	22,490	—	4
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	—	2,169,946	1,339,680	—	101
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	56½
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,287	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	3,299,600	45.7	183,500	679,908	342,039	6	52½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	—	753,518	670,227	6	49½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	47½
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	—	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	1,364,200	254,124	—	10½
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065.289	3,474,545	13,261,960	17,163,947	387.489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	—	47½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	48
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	—	25,225,48	151.4	1,795,927	2,906,838	1,412,905	—	29½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125
31 Oct. '61	98.0	6.0	—	—	82	109	565	Phila., Wilmington and Balt.	7,021,713	744,425	142,840	5,600,000	2,475,500	140,993	8,742,000	200.5	439,780	1,516,985	675,484	6½	53

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1.756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	----
31 Dec. '61	467.5	—	63.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 323	18,999 551	467.5	2,434,641	3,031,787	1,299,721	—	81
30 Sep. '59	31.0	—	----	11.0	---	---	----	Pittsburg nd Steubenville	1,947,462	*	—	1,221,277	280,000	----------	----------	—	—	—	—	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkil and Susquehanna	1,258,700	*	—	1,258,700	97,000	----------	1,355,700	54.0	----------	----------	----------	—	----
30 Sep. '59	9.2	15.3	14.9	—	---	---	----	Schuylkil Valley	573,616	*	—	568,150	----------	----------	573,616	24.5	----------	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	—	----------	96,227	54,582	—	16
31 Dec. '59	148.0	—	20.0	140.0	---	---	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	----------	114,126	61,848	—	----
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----------	----------	29.6	----------	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	62,434	1,679,301	26.4	----------	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	----------	78.0	199,878	238,420	860,339	—	12½
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	—	----------	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	4.7,917	8,500	—	----------	13.6	----------	26,454	6,914	—	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
— — '58	40.3	—	----	—	---	---	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	---	---	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	---	---	----	Kings Mountain	196,230	*	—	200,000	----------	----------	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	---	---	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	---	---	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	62	59	790		South Carolina	----------	----------	----------	----------	2,643,333	----------	----------	—	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	---	---	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	---	---	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859.	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	3 149,167	—	----
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	----
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	—	—	—	—	—	----
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	—	—	—	—	—	----
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859.	----	—	----	—	---	---	----	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	—	----------	----------	----------	—	----
1860.	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595.922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	30.0	----------	1,248	—	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	---	---	----	Buffalo Bayou, Braz.& Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56 0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275-000	240,000	171,586	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	---	---	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	----	756.0	---	---	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	----------	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	879,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----------	----------	----------	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	---	---	----	Vermont and Canada	1,350,695	----------	----------	1,350,000	----------	----------	1,380,695	ope	r. by Vt.	Central	----------	—	122
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----------	----------	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	---	---	----	Western Vermont	1,083,500	*	—	332,000	700,000	----------	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,998	—	1,365,200	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,728,037	*	—	1.981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	98,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	---	---	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	---	---	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,300	2,467,000	58,549	8,036,604	234.4	----------	1,108,354	436,039	—	33½
— — '57	50.0	—	----	85.0	---	---	----	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '61	104.0	—	----	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	----------	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 July '61	161.0	—	----	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	----
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----------	----------	----------	----------	----------	----------	----------	81.0	166,245	----------	----------	—	11
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,163,321	*	—	14,054,908	8,480,849	----------	----------	357.0	1,360,900	----------	----------	3	----
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	37,081	----------	----------	—	----
— — '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	254,530	----------	----------	—	----
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	89,222	----------	----------	—	----
— — '59	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	—	14	18	235	European & North American	4,548,564	*	—	4,637,852	----------	----------	4,637,852	108.0	----------	130,678	36,432	—	----
1 July,'61	60.0	—	----	----	---	---	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60.0	----------	132,555	36,670	—	----
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	----	60.1	---	---	----	Nova Scotia	4,268,717	*	—	----------	----------	----------	----------	61.5	----------	120,918	26,803	—	----
								NEW GRANADA.													
1 Dec. '60	48.7	—	----	—	---	---	----	Panama	8,000,000	*	620,804	5,000,000	2,400,000	—	9,606,530	48.7	----------	1,589,359	1,110,552	12	135

New York Stock Exchange.

Highest Sale Prices for the week ending July 2.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.1.	W.2.
Federal Stocks:—						
U. S. 5s, 1871	----	----	----	----	----	----
U. S. 5s, 1874	96⅛	96⅛	----	----	----	----
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	102⅞	102¾	----	----	102⅛	102⅛
U. S. 6s, 1881, cou.	103⅜	106¼	106⅜	----	102⅜x	102⅛
U. S. 6s, 1862	----	----	----	----	----	----
U. S. 6s, 1867	100⅜	----	----	----	----	----
U. S. 6s, 1868	----	----	----	----	----	----
Treasury 7 3-10 Notes	105⅜	105⅜	105⅞	104⅜	105⅛	104⅞
State Stocks:—						
California 7s	97⅛	97	97⅛	97⅛	93½x	93
Georgia 7s	----	----	----	----	----	----
Illinois Coupon bonds	104⅛	----	----	----	----	----
" Canal bonds	----	----	----	100	----	100
Illinois War Loan	102⅛	102⅜	----	102⅛	----	----
Indiana 5s	----	----	----	----	----	----
Indiana War Loan	----	----	----	----	95	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	66	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	100⅛	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	51⅛	51⅛	52	51	51	50⅛
Do. iss. to H. & St. J. R.	----	----	66½	65	----	----
New York 6s, 1873	----	----	----	----	118	----
North Carolina 6s	73	----	----	----	----	72
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	----	----	----	103⅛	----
Tennessee 6s, 1890	59	58⅛	58⅜	58⅛	57⅛	57
Virginia 6s	----	56	56	----	57	----
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. and Q.	77⅛	78¼	----	77⅛	----	⅛77⅛
Chicago and Rock Isl.	68	69	69¼	68¾	69	65¼
Clev., Col. and Cin.	126⅛	126⅛	----	----	124⅛	----
Clev. and Pittsburg	23⅞	24⅛	24	22⅛	23	23
Clev. and Toledo	48⅛	49	50	48⅛	49	48⅜
Del., Lack. and West	100	100⅛	----	----	95½x	----
Galena and Chicago	72⅛	71⅛	72⅛	71	71⅛	70
Hudson River	47⅛	47	47	46⅛	47⅛	46⅜
Illinois Central (scrip)	62⅛	62⅜	62⅛	61⅛	61⅛	60
Michigan Central	64⅛	64	64⅛	63	63⅛	62⅛
M. S. and N. I. guar'd,	62	62⅜	62	----	59⅜	59⅛
M. S. and N. I.	27⅛	27⅛	27⅛	26⅝	27⅛	26⅜
Mil. and P. du Chien	36⅛	35⅛	35⅛	34⅛	34	33⅜
M. and P. du C. 1st pref.	----	----	----	----	----	----
M. and P. du C. 2d pref.	----	----	----	----	----	70⅛
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	130	----
New York Central	94⅛	94⅛	94	92⅞	92⅞	92⅛
Erie	37⅛	37⅛	36⅞	36⅛	36⅜	36⅛
Erie pref.	64⅜	64⅛	64⅛	64	64	63⅛
N. York and Harlem	----	----	17⅛	16⅞	17⅛	16⅝
N. Y. and H. "pref."	42⅛	----	----	42	----	41
Panama	138	----	139	138	137	135
Phila. and Reading	----	60	60	58⅛	59⅜	----
Toledo & Wabash	21⅜	21⅛	----	----	----	----
" " Pref.	48	----	48	47	----	----
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	----	----	88	----	----
Chic. and N. W. 1st M.	70	70	----	69	69	64⅛
" " 2d M.	35⅛	35	33⅛	32	32⅛	29
" " S. F.	----	----	----	----	----	----
Cl. & Tol. S. F. 7 p.c.	98⅛	99	99	----	----	----
Chi., Bur. and Q. 8 p.c.	----	----	----	----	----	----
Chi. and R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1M. 8p.c. '71-5	----	----	107⅛	----	----	167⅛
" 2M. 8p.c. '81	----	----	----	----	----	----
Gal. & Ch. 1M. 7p.c. '63	----	104	----	----	----	104⅛
" 2M. 7p.c. '75	----	----	----	----	----	----
Hann. & St. J. 1 M. 8s	52	----	----	----	----	----
Hudson R. 1M. 7p.c. '69	----	110	110⅛	----	----	----
" 2M. 7p.c. '60	----	102⅛	102⅛	----	103	----
" 3M. 7p.c. '75	93⅛	----	93⅛	----	93	93
" sink. fund	----	----	----	----	----	----
Illinois Central bonds	----	----	----	----	94	92⅛
La Crosse & Mil. L. G.	----	----	----	----	25	----
Mil. and P. du C. 1st M.	----	----	----	----	----	----
Mich. Cen. S. F. 8p.c. '82	----	103⅛	----	----	----	103
" conv. 8p.c. '69	107	107⅛	----	----	----	106
M. S. & N. I. 1 M. S. F.	101⅛	101	----	100⅜	----	----
" " 2 M.	85⅜	85⅛	85⅛	85	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" 2d M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif. '83	101	----	100⅛	100⅜	----	100⅛
" 1 M. 7 p.c. '64	101⅛	102	----	----	102	----
" bonds 1876	----	107	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	----	106⅜	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '83	97⅛	----	97⅛	97⅛	97⅜	98
" 4 M. 7 p.c. '80	90⅛	90⅛	90⅜	----	90⅜	90⅛
" 5 M. 7 p.c. '83	----	----	----	----	----	----
N. Y. & H. 1 M. 7 p.c. '73	----	----	104⅛	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	86½x	----
Pitts., Ft. W. & Chi., 1M.	96	96	96	96	----	96
" " " 2d M.	82	81⅛	79⅛	80	----	----
" " " 3d M.	55	----	----	----	----	----
Terre H. & Alton, 1 M.	----	----	----	----	----	106⅛
" " 2 M.	88	----	----	87	----	----
Toledo & Wab. 1 M.	93	93	93⅛	----	92	----
" " 2 M.	----	68⅛	68⅛	67⅛	67	69
Miscellaneous:—						
American Gold	109	109⅛	109⅛	109	109⅛	109⅛
Del. and Hud. Canal	99⅛	----	94⅛	92	----	----
Penn'a Coal Co.	----	98	----	96	----	----
Pacific Mail S. S. Co.	117	117⅛	117	116	116⅛	115⅛

The following are the closing prices in the London Market on the 21st June:

United States 5s, 1874	x. c. 77	to	79
Maryland 5s	79	"	81
Virginia 6s	48	"	50
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	x. c. 64	"	66
Erie shares, ex assessment scrip	32	"	33
Erie shares, 7 per cent. preference	55	"	59
Erie shares, assessment scrip	1⅛	"	2⅛
Illinois Central 6s, 1875	73	"	75
Illinois Central 7s, 1875	x. c. 79	"	80
Illinois Central $100 shares, $90 paid, dis.	45	"	44
Illinois Central, all paid	51	"	52
Michigan Central 8s, Convertible, 1869	87	"	89
Michigan Central Sinking Fund 8s, 1882	88	"	90
Michigan South. and North. Indiana 7s, 1885	78	"	80
Do. do. do. $100 shares	19	"	21
New York Central 6s, 1883	83	"	85
New York Central 7s, 1864	x. c. 83	"	86
New York Central 7s, 1876	90	"	92
New York Central 7s, 1876	90	"	92
New York Central $100 shares	76	"	77
New York and Erie 7s, 1867	91	"	93
New York and Erie, 2d mort., 1859	89	"	91
New York and Erie, 3d mort., '83, assented	81½	"	82½
New York and Erie, 4th mort.	75	"	76
New York and Erie, 5th mort.	72	"	74
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	99	"	101
Panama, 2d mortgage 7s, 1872	99	"	101
Pennsylvania Central 6s	x.c. 85	"	87
Pennsylvania Central 2d mortgage	84	"	86
Pennsylvania Central $50 shares	38	"	40
Philadelphia and Reading $50 shares	20	"	25

American Railroad Journal.

Saturday, July 5, 1862.

A Northern Pacific Railroad.

The Senate of the United States has passed a bill for the construction of a *Northern* Railroad to the Pacific, in addition to the great Central line which had previously been authorized. In this case, however, the aid extended does not consist of government bonds, but of public lands. The President of the United States is empowered to appoint three engineers, who shall immediately proceed to survey a route from Superior City on Lake Superior to a point on the Western boundary of Minnesota, and thence to the Pacific by way of Columbia river, with a branch to Puget's Sound. Provision is made for a suitable connection with other roads in Minnesota. To aid in its construction the government donators to the States and Territories, through which it shall pass, every alternate section of the lands on each side of the road for twenty miles. Mineral districts are excepted; but an equivalent amount of agricultural lands is granted in place of these. In disposing of this estate the price to purchasers within ten miles of the line is limited to $2 50, and for the residue to $1 25 per acre.

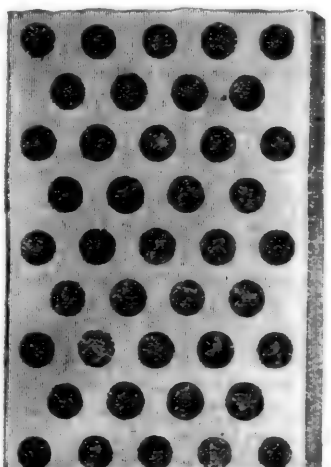
It will thus be seen that, assuming these lands would all be sold at the full prices stated, they would bring $24,000 per mile. It seems to us that in a route where so much of the surface consists of mountain or desert, the company ought not to be restricted in the price which they shall be allowed to charge. Nor should they be excluded from all the advantages derivable from mineral discoveries, seeing these must derive much of their value from the establishment of a railroad. Why deny to the holders of a great national work like this rights that are freely conceded to individuals who may not have contributed a dime to the national progress? There is a degree of stinginess in this concession that must go far to neutralize its apparent benefits, and perhaps defeat the object sought altogether.

In distributing the lands a curious provision has been inserted. One-half of them are to be donated to the States or Territories, as fast as successive sections of twenty-five miles of road are completed. This part of the arrangement gives to each land according to mileage. But as the work of crossing the mountains must be very difficult and expensive, while real estate there possesses the least value, it is provided that the remaining half of the lands shall not be given away until the completion of the road, when it is to be donated to the States and Territories in proportion to *the expenditure* in building the whole road. While the plan has something to recommend it, we think the retention of fifty per cent. of the lands until completion will deter capitalists from embarking in the enterprise. Troubles will also arise from keeping the accounts of outlay incurred, however stringent may be the law in respect to it. Of the proceeds of these lands seven per cent. is to be retained by the General Government to cover the expenses of surveying and transferring them.

One of the sections in the bill provides for extending the road southeastwardly from Superior City to some point on the Wisconsin river not further south than Grand Rapids, and thence to the valley of Fox river, on condition of allowing other roads to form running connections with this on fair and equal terms.

Vanderbilt's Polishing Belt.

The annexed engraving represents a polishing belt invented by George R. Vanderbilt, of this



city. It is formed by inserting plugs of emery in a leather in the manner represented. The holes are cut in conical form, being smallest at the polishing surface, and the plugs of emery are made to fit the wholes; a strip of cloth upon the back side holds the plugs in place. The emery is fastened together with a suitable cement, which wears away with the leather, and thus the plugs act as constant feeders to the entire surface of the belt. The belt, consequently, requires no replenishing with emery until it is entirely worn out. It may be connected at the ends to form an endless belt and run on two pulleys, or it may be secured to the periphery of a wheel to form a polishing wheel.

This belt has been tried at the Novelty Iron Works, in this city, and is pronounced by the foreman a good article.

Application for a patent for this invention has been made through the Scientific American

Patent Agency, and further information in relation to it may be obtained by adressing the New York Emery Wheel Company, at 116 Nassau street, New York city. [See advertisement on another page.]

Interest and Dividends.

The Terre Haute and Richmond Railroad Company has declared a semi-annual dividend of 5 per cent., payable July 1st, at the office of the Farmers' Loan and Trust Company.

The Milwaukee and Western Railroad interest coupons on the Sinking Fund Bonds, due July 1st, will be paid by Duncan, Sherman & Co.

The bonds and coupons of the city of Brooklyn, due July 1st, will be paid at the Long Island Bank.

The interest due July 1st, on the bonds of the State of Michigan, will be paid at the Metropolitan Bank.

The coupons of the Housatonic Railroad Company due July 1, will be paid at the office of Messrs. Ketchum, Son & Co., No. 40 Exchange Place, or at the Treasurer's office, at Bridgeport, Conn.

Interest coupons upon Minnesota 8 per cent. State bonds, due July 1, 1862, will be paid by H. W. Palmer, No. 24 Pine-street., New York.

The July interest on the third mortgage bonds of the New York and Harlem Railroad Company, will be paid at the Treasurer's office.

The Panama Railroad Company has declared a quarterly dividend of three per cent., out of the earnings of the road, and one per cent. additional from the earnings of steamers, &c., payable July 5.

The New York, Providence and Boston (Stonington) Railroad Company, a semi-annual dividend of three and a half per cent., payable on demand, at the office of Mathew Morgan & Son, No. 37 William-street.

The July interest coupons of the Long Island Railroad Company will be paid at the Bank of the State of New York.

Messrs. Duncan, Sherman & Co. will pay the following bonds and coupons, due July 1, 1862: Albany City bonds, $20,000, issue of July, 1849; Albany City coupons; Chicago City Municipal coupons; Chicago City Water Loan coupons; Buffalo City coupons; Utica City coupons; Buffalo and State Line Railroad coupons; Atlantic and Great Western Railroad, guaranteed by the Bank of London, coupons; Milwaukee and Western Railroad coupons. Also, interest on New York State 5½ per cent stock, loan to Tonawanda Railroad; interest on New York State 6 per cent stock, loan to Schenectady and Troy Railroad.

The Delaware, Lackawanna and Western Railroad Company has declared a dividend of 6 per cent payable June 30.

The July interest on the 7 per cent bonds of the State of Kansas will be paid at the Ocean Bank.

The coupons of the first mortgage bonds eastern division of the Lacross and Milwaukee Railroad, due May 1, 1862, will be paid on presentation at the office of the Receiver at Milwaukee, with exchange on New York.

The Paterson and Ramapo Railroad Company has declared a dividend of two per cent., the Paterson and Hudson River Railroad Company one of four per cent., both payable July 3.

The coupons on the bonds of the city of Covington, issued to the Covington and Lexington Railroad Company, due July, 1860, and July, 1861, will be paid, with interest accrued, at the Bank of America.

The July interest of the State of Kentucky is being paid by the Bank of America in currency. The bank is also paying the interest coupons of the cities of Louisville and Cincinnati.

The Bank of Commerce pays interest on Chicago, Burlington, and Quincy Eights, and the St. Louis County bonds.

The Waltham and Watertown Railroad Company have declared a semi-annual dividend of 4 per cent. Stoughton Branch, 3 per cent. Pittsfield and North Adams, 3 per cent. Michigan Central, 3 per cent. Concord and Portsmouth, 3½ per cent. Berkshire, 1¾. Agricultural Branch, 3 per cent.

The interest coupons due by the Northern Central Railway Company, on the first of July, will be paid on presentation at the Banking-House of John S. Gittings & Co. Baltimore.

The Taunton Branch Railroad Company pay a dividend of 4 per cent., on demand; and the Cape Cod Railroad Company one of 2½ per cent., payable 9th inst.

Railroad Earnings--Weekly.

The earnings of the Toledo and Wabash Railroad for 3d week of June, 1862, were . $27,814 94
Do., 1861 ..... 16,353 87

Increase $11,461 07

The Chicago and Rock Island Railroad earned the 3d week of June, 1862 ..... $40,140
Do., 1861 19,865

Increase $20,275

The Michigan Central earned in the 3d week in June, 1862 ..... $43,105 90
Do., 1861 ..... 31,464 70

Increase $11,641 20

The earnings of the Chicago and Northwestern Railroad the 3d week in June were ... $26,634 03
Corresponding week, 1861 ..... 19,162 18

Increase in 1862 ..... $7,471 85

The earnings of the Galena and Chicago Rail road the 3d week in June, 1862, were. $57,338 00
Do., 1861 ..... 38,535 37

Increase $18,802 63

The earnings of the St. Louis, Alton and Chicago Railroad for the 3d week in June, were:
1862 ..... $26,836 42
1861 ..... 14,242 80

Increase. $12,593 62

The earnings by the Chicago, Burlington and Quincy Railroad for the 3d week in June, 1862, were $56,828 42
Do., 1861 ..... 32,238 83

Increase $24,589 59

The traffic of the Great Western Railway of Canada for the week ending June 27, 1862, was as follows:

Passenger $20,404 54
Freight and live stock 21,320 76
Mails and sundries 1,362 13

Total $43,087 43
Corresponding week of last year. 32,963 97

Increase $10,123 46

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 3d week of June, 1862, were $31,319 24
Corresponding week, 1861. ..... 35,186 18

Decrease $3,866 94

The receipts of the Grand Trunk Railway of Canada for the week ending June 21, 1862, were:

14,578 passengers $21,027 10
Mails and sundries 2,837 68
13,066 tons of freight and live stock .. 44,256 47

Total $68,121 25
Corresponding week, 1861 ..... 58,226 76

Increase $9,894 49

Railroad Bridges.

The new bridges to be built across the West and Connecticut rivers at Brattleboro', in place of those swept away by this spring's flood, will be of the "Lock patent," and Brown & Hart of Claremont are contractors at $13 per lineal foot.

The new railroad bridge at Troy, the contract for which has been let to Fowler & Leighton, of Rochester, N. Y., will be 1,000 feet in length, and its entire cost will be about $75,000. It is to be a truss bridge, similar in character to those built by the same contractors for the New York Central and New York and Erie R. R. Companies.

Improvement on the Baltimore and Ohio Railroad.

Among the recent improvements on this road will be the construction of a new and substantial track between the Washington Branch and the main stem of the road, with a curve on the north side of the Patapsco, by which engines and cars will not be changed at present. The object is to increase the facilities of transporting Government stores and troops between the Capital and the Great West, Harper's Ferry and other local places. When this important improvement shall have been effected any body of soldiers can be taken on board of comfortable cars at Alexandria or Washington and carried to Harper's Ferry, Winchester, Wheeling or Parkersburg with great celerity, and without a change of cars. Military officers who have had much experience in the transportation of troops will at once perceive the excellence of this new arrangement.—*Baltimore American.*

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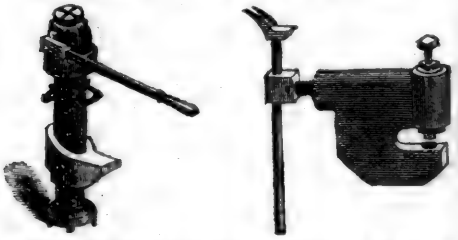
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POLYTECHNIC INSTITUTE,
TROY, N. Y.

THE thirty-ninth Annual Session of this Institution for instruction in the MATHEMATICAL, PHYSICAL, and NATURAL SCIENCES, will commence on Wednesday, Sept. 17th, 1862. Appropriate quarters, and a full supply of apparatus, will be provided, so that all the Courses of Instruction can be given precisely as heretofore. The new buildings for the Institute will be placed on a more commanding site, and be constructed as soon as possible.
The ANNUAL REGISTER, containing full information, can be obtained from
3m27 Prof. CHARLES DROWNE, Director.

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Tube CLEANERS, Steel Wire and Whalebone BRUSHES.
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Consultations may be had with the firm between 9 and 4 o'clock, daily, at their principal office, No. 37 Park Row, New York. We have also a branch office in the city of Washington, on the corner of F and 7th sts., opposite the United States Patent Office. This office is under the general superintendence of one of the firm, and is in daily communication with the principal office in New York, and personal attention will be given at the Patent Office to all such cases as may require it. Inventors and others who may visit Washington, having business in the Patent Offices, are cordially invited to call at their office.

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This report was in accordance with the previous awards at the Fair of the

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At the State Fairs of

Maine,	Pennsylvania,	Ohio,	Illinois,
Vermont,	Virginia,	Indiana,	Kentucky,
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And at hundreds of County Fairs.

The LOCK STITCH made by this Machine, cannot be ravelled and presents the same appearance upon each side of the seam, a single line of thread extending from stitch to stitch. It is formed with two threads one upon each side of the fabric, and interlocked in the centre of it. In beauty and regularity, and in the firmness of the seam formed it excels hand sewing. The machine is preferred for the following qualities:

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3. Economy of thread.
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5. Compactness and elegance of model and finish.
6. Simplicity and thoroughness of construction.
7. Speed, ease of operation and management, and quietness of movement.

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WHEELER & WILSON SEWING MACHINE

Is the machine for all kinds of Family Sewing, and for the use of Seamstresses, Dressmakers, Tailors, Manufacturers of Shirts, Collars, Skirts, Cloaks, Mantillas, Clothing, Hats, Caps, Corsets, Ladies' Gaiters, Linen Goods, Umbrellas, Parasols, Silk Goods, etc.

[From the 'Scientific American.']

A New Improvement has lately been added to the WHEELER & WILSON machine (which we considered long ago as nearly perfect,) being an attachment for sewing braid upon cloth or any other material.

If any of our friends have been through the tedious operation of braiding children's dresses, they will realize the great relief that awaits them in this invention. The braid follows the needle with perfect accuracy, taking any curve desired, so that the most intricate pattern may be braided with great rapidity. Every lady may now possess one of those lovely chambray morning robes, embroidered in vines and labyrinths of white braid, which have heretofore fallen to the lot only of the most industrious and ingenious. For summer dresses nothing can be more becoming. We hail this improvement as a confirming evidence of "a good time coming" for the ladies one and all. And we may as well include the gentlemen, for there will doubtless be an immediate harvest of elaborate smoking caps and velvet slippers embroidered with gold braid. Long live the sewing machines!

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has much more body than red or white lead. It is war d perfectly water and fire-proof and to withstand a greater on metals, without scaling, than any other paint in use.

is a perfect cover for all kinds of iron, tin or wood- ; out-houses and canvas coverings. It prevents and ts the corrosion of metals, and is not affected by the n of salt, gases, acids or ammonia.

a coating for patterns of iron or wood, when mixed with ic, it is much superior to beeswax, oil, or shellac alone s been proven at the largest foundries in the country.

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ving directed his attention particularly to the smelt- f ores and to the extraction of useful products from natural mineral, he offers his services in this parti- branch of the business, and would have no objection ve to a limited number of pupils private lessons on ubject of smelting.

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VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS,** etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.

Address HENRY RUTTAN,
Coburg, Canada.

THE GREAT FIRE IN TROY.

Unparalleled Triumph

OF

LILLIE'S SAFES!

The following certificates explain themselves:

TROY CITY BANK, May 21, 1862.

LEWIS LILLIE, Esq.—Dear Sir: I am sure it will give you as much pleasure to know as it does me to say, that in the recent fire of the 10th inst., which desolated our city and destroyed our Banking-house, the contents of our Bank vault, though the building itself was a heap of ruins, remained entirely unharmed. This result we attribute entirely to the fact that our old Wrought Iron Doors were, about two years since, exchanged for a set of your celebrated Chilled and Wrought Iron Doors and Frames. With the old doors, not a book or paper in the Vault could have been saved; as it is, nothing in it was even damaged, though exposed to the most intense heat.

Yours, respectfully, S. K. STOW, Cashier.

TROY, N. Y., May 14, 1862.

The undersigned, using **Lillie's Chilled and Wrought Iron Fire and Burglar Proof Safes,** at the time of the late disastrous fire in this city, would state that our safes were subjected to a severe test by fire, the heat varying in intensity, according to the locality and surroundings. The time they were exposed to the fiery ordeal, unprotected by water, varied from 24 to 72 hours. We would say that our money, papers, books, etc. were well preserved, and the Safes are suitable for further use. By comparison with Safes of other manufacture, equally exposed, we have no hesitancy in recommending Safes of Lillie's manufacture to the public on their demonstrated merit as entitled to unparalleled confidence as fire-proofs.

James Kenyon,	S. Bachelder,
S. O. Gleason,	Gates H. Barnard,
Percy & King,	W. D. Haight,
McCoy & Beadle,	Denio & Freiot,
Coon & Van Valkenburgh,	Walsh, Petit & Anthony,
S. S. McClure,	D. H. Snyder,
Ross & Smith,	Jonathan Seaman.
Robert Green,	

Not dug out—nothing in them.

TROY, May 19, 1862.

The undersigned had one of **Lillie's Wrought and Chilled Iron Safes,** which went through the fire of the 10th of May. The Safe was exposed to a severe fire for over 24 hours. In falling it turned on its face, and when turned up to open the doors was red-hot. The back of the lower part of the Safe (behind the books) was filled with pennies, which, in falling over, pressed against the books, and brought them directly in contact with the doors. The wrappers on the pennies were mostly good. The books were unfit for further use, but the writing on them was partially legible and could be copied.

DUSENBURY & ANTHONY.

TROY, May 19, 1862.

This is to certify that we had in our store, in this city, when it burned, one of **Lillie's Small Safes,** which was in the fire, without water on the building or Safe. Most of the valuables were removed before the fire, and therefore we were not in haste to get the Safe out of the burning ruins. Some of the papers left in the Safe were legible when taken out, but most of them were charred.

I. M. SINGER & CO.,
Per G. W. BABCOCK, Agent.

This is to certify that the undersigned had one of LILLIE'S Patent Chilled Iron Safes in their store, which was burned during the late severe fire in this city, and we are happy to state, the Safe preserved all its contents in first-rate condition. All the papers were legible, and the books will do for further use, without even rebinding.

GRANT, NUTTING & CO.

The foregoing comprises all the Safes of my manufacture that were in the fire, and below will be found certificates from all the owners of Safes manufactured several years since, by World's Safe Company, who used my Patent Chilled Iron Shell, but not my Fire-Proof Cement.

WORLD'S SAFE COMPANY'S SAFES.

TROY, May 19, 1862.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire of the 10th inst., in this city, would state that our Safes were exposed to a severe heat, being confined in the burning ruins, unprotected by water, from one to three days. On opening the Safes the contents were mostly legible, and to a far greater extent than could be reasonably expected of any Safe. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectors against fire, and by this test we are prepared to recommend them as such to public patronage.

Lyman Bennett,	Silliman, Matthews & Co.,
Flood & Dunham,	E. L. Mallory,
John Hutchinson,	E. H. Virgil,
Sup't National Express Co.	

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire in this city, would state, that on opening our Safes the contents were mostly legible. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectives against fire, and we are happy to recommend them to public patronage.

W. & L. E. GURLEY,
R. L. & G. DRAKE,
LEONARD SMITH,
H. E. & W. ALENDORPH, Absent.

TROY, May 19, 1862.

To whom it may concern: We woul'd certify that when the recent fire broke out in this city, we took out from our Safe (which was made by World's Safe Company) all our books, papers, etc., and then left it to the flames without shutting the door, and the Safe will do for further use by being repaired, although the book case was destroyed by the door being left open through the fire.

ACKLEY & CO.

TROY, May 19, 1862.

The undersigned, using Safes manufactured by the World's Safe Company, at the time of the late disastrous fire on the 10th instant, in this city, would state that our Safes were filled with fire-brick for the fire-proof, and while several of this class preserved their contents, ours were considerably charred, and only a part legible. In justice to Mr. LEWIS LILLIE, we are pleased to state that Safes of his manufacture proved to be powerful protectors against fire, and have preserved their contents, after having been exposed to the fiery ordeal, unprotected by water, from one to three days.

Stephen Holton,	Luther Greenman,
Bennett, Strickland & Fellows,	E. W. Johnson,
Corloss & House,	J. H. Goodsell.

TROY, N. Y., May 17, 1862.

LEWIS LILLIE—Dear Sir: We were using at the time of the late severe fire of 10th inst., a Safe purchased in 1852 of the late World's Safe Company. The contents were considerably charred, but our Ledger is mostly legible, and we are able to copy it.

The Safe was subjected to a severe heat for over eighteen hours, and we are satisfied that if water had been thrown on the ruins, as is ordinarily the case, the contents would have come out uninjured. You will please repair our Safe, placing in it the improvements embraced in Safes of your manufacture, and oblige

SHELDON & GREENE.

N.B.—The above Safe is believed to have damaged the contents more than any of those named in this circular.

There were only seven Sheet Iron Safes, made by Herring and others, outside of the railroad depot, that were exposed to the fire, four of which were entirely burnt out; the fifth was saved by being early cooled off by water; the remaining two were not severely tested.

LEWIS LILLIE.

H. R. HUBBELL, Agent,
No. 198 Broadway, New York.

T. G. SELLEW,

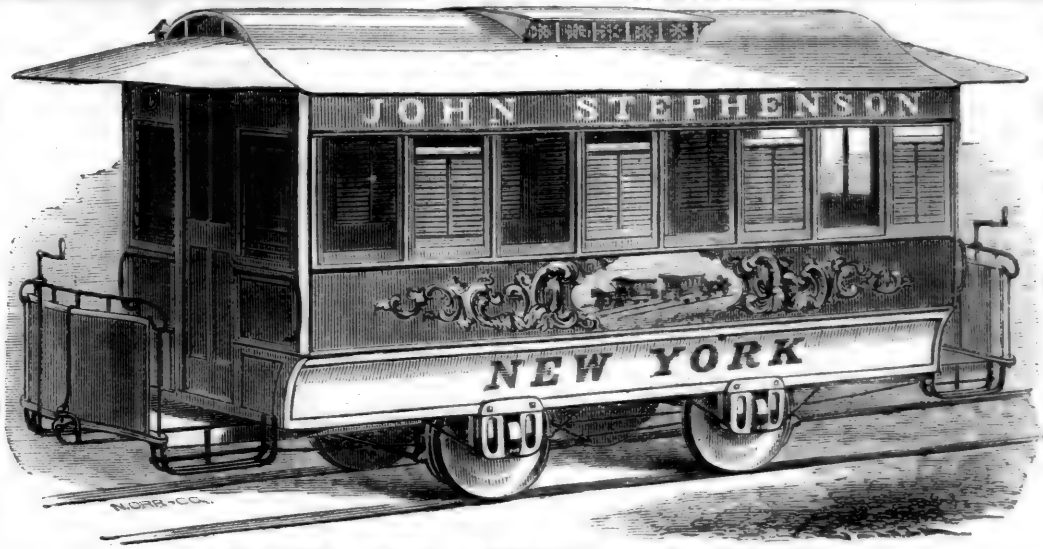
MANUFACTURER OF

Desks and Office Furniture,

WAREROOM { No. 107 FULTON ST., Near Nassau, N. Y.

☞ **LIBRARY FURNITURE made to order.**

CARS FOR **TWO HORSES** COMBINING ALL Valuable Inventions, **ELEGANT STYLE, Light & Durable, Full Size** AND **REDUCED WEIGHT**



CARS FOR **ONE HORSE** WITH or WITHOUT **Platforms** OR TO **Swing on Truck** — EVERY **STYLE AND VARIETY** OF **CONSTRUCTION.**

47 EAST 27TH STREET.

This Establishment commenced building STREET CARS in 1832, and is famed for superior ELEGANCE of workmanship and SUBSTANTIAL practical results.

Its location, in the PORT of NEW YORK, is most favorable for shipments, and its CARS, CONSTRUCTED in SECTIONS, may be ENTIRELY COMPLETED before being packed for transportation.

PASCAL IRON WORKS,
ESTABLISHED 1821.
MORRIS, TASKER & CO.,
MANUFACTURERS OF
Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.
Wrought Iron Welded Tubes—from ⅛ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also, fittings of every kind to suit the same.
Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.
Cast Iron Gas or Water Pipe—1¼ to 24 inches in diameter, and branches for same, etc.
Gas Works Castings, etc., etc.
PHILADELPHIA.

Manhattan Oil Company,
Office, No. 16 Broadway, NEW YORK.
JAMES M. MOTLEY, Vice Pres't and Treasurer.
MANUFACTURERS OF
MASON'S SPERM OIL,
AND DEALERS IN
SPERM, WHALE, LARD AND OTHER OILS,
For Railroads, Steamers, Machinery and Burning

DELAFIELD & BAXTER'S,
Late OGDEN & DELAFIELD.
ROSENDALE CEMENT.
WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength.
For sale in tight barrels, well papered, on application at their office, by **DELAFIELD & BAXTER, 104** Wall st.
The above CEMENT is used in most of the fortifications building by government. 45

P. W. HOLMES,
STOCK AND BOND COMMISSION BROKER,
No. 51 EXCHANGE PLACE,
NEW YORK.
REFERENCES. DUNCAN, SHERMAN & Co., New York.
I. SEYMOUR, Pres't Bank North America.
AMERICAN EXPRESS Co., New York.
Hon. ERASTUS CORNING, Albany, N. Y.
Hon. C. VIBBARD, Albany, N. Y.
INTERNATIONAL BANK, Buffalo, N. Y.

A. W. GREENLEAF & CO.,
BANKERS and BROKERS,
No. 44 EXCHANGE PLACE,
NEW YORK.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.
A. W. GREENLEAF. E. B. GREENLEAF.

SIMEON DRAPER, Auctioneer.
By SIMEON DRAPER,
OFFICE, **No. 36 PINE ST., NEW YORK.**
REGULAR AUCTION SALES
AT 36 PINE ST., **EVERY DAY.**
STOCKS and BONDS bought and sold at private sale
Sale every day at 1 o'clock. See Catalogue.

Livermoore, Clews & Co,
BANKERS,
41 & 43 WALL ST., N. Y.
GOLD, TREASURY NOTES
And all first-class SECURITIES
BOUGHT AND SOLD.

HENRY H. BOODY,
STOCK BROKER,
12 WALL STREET, NEW YORK,
BUYS AND SELLS STOCKS, BONDS AND Public Securities of every kind, on Commission.
Refer, by special permission, to
WM. A. BOOTH, ESQ., 93 Front st., New York.
GEO. A. COE, ESQ., President of the American Exchange Bank, New York.
ROBERT BAYARD, ESQ., 12 Wall st., New York.
S. J. TILDEN, ESQ., 12 Wall st., New York.

O. W. C. SCHACK,
STOCK BROKER,
No. 6 BROAD ST., N. Y.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

EUGENE THOMSON & CO.,
Stock and Bond Brokers,
41 PINE STREET.
STOCKS and BONDS Bought and Sold on Commission.
INTEREST ALLOWED ON DEPOSITS.
EUGENE THOMSON. C. MILTON RUTTER.

DUNCAN, SHERMAN & CO.,
BANKERS,
Corner PINE and NASSAU Sts.,
NEW YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD,
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

REMOVAL.
P. W. GALLAUDET,
NOTE BROKER,
HAS REMOVED FROM 11 PINE ST., TO
No. 1 WALL ST., corner Broadway.

WILLIAM H. MARSTON,
BANKER AND BROKER,
No. 36 Wall st., NEW YORK.

UNCURRENT MONEY,
TREASURY NOTES,
UNITED STATES ONE-YEAR CERTIFICATES,
QUARTERMASTERS' AND ORDNANCE VOUCHERS,
SPECIE, LAND WARRANTS, AND
DOMESTIC EXCHANGE,
BOUGHT AND SOLD.
STOCKS, BONDS and GOLD bought and sold on Commission at the Board of Brokers.
LOANS negotiated and Advances made on marketable Securities.

RICHARDS KINGSLAND,
BANKER AND BROKER,
No. 4 Broad st., NEW YORK.
GOVERNMENT CLAIMS, BONDS, QUARTERMASTERS' VOUCHERS and U. S. 6 PER CENT. CERTIFICATES,
Fire and Marine Insurance Stock and Scrip
BOUGHT, SOLD and ADVANCED UPON.
MERCANTILE PAPER AND LOANS NEGOTIATED.
INTEREST ALLOWED ON DEPOSITS.

H. MEIGS, Jr. & SMITH,
BANKERS and BROKERS,
39 WILLIAM STREET,
(FIRST BUILDING BELOW WALL STREET.)
STOCKS and BONDS Bought and Sold on Commission
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. WM. ALEX. SMITH.

SAMUEL HALLETT & CO.,
BANKERS,
58 BEAVER STREET,
NEW YORK CITY.
DEALERS IN
Foreign and Domestic Exchange,
AND NEGOTIATORS OF
STATE AND RAILROAD BONDS.

REMOVAL AND CHANGE OF NAME.
THE business heretofore conducted by A. BRIDGES & Co., at 64 Courtlandt st., will be continued by the same parties hereafter under the firm of—
BRIDGES & LANE,
at 50 Courtlandt, corner of Greenwich st.
New York, March 31, 1862.
See Advertisement. } **ALBERT BRIDGES.** **JOEL C. LANE.**

CHAS. A. MEIGS & SON,
BANKERS AND BROKERS,
No. 50 EXCHANGE PLACE, N. Y.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

Babbit Metal! Babbit Metal!
BEST and CHEAPEST in the WORLD!!!—"That's modest!"—says Mr. McGrowler. Well, it is true also, and if the Railroad Committees on supplies will call on me, they will find it so.
BLOCK TIN, ANTIMONY and LEAD for the use of Railroads also sold at the lowest rates by
LUCIUS HART,
Nos. 4 and 6 Burling Slip,
NEW YORK.

RAILROAD IRON.
THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,
OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.
OLD RAILS
received in exchange for new, or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
TROY, N. Y.
New York Agency:
BUSSING, CROCKER & CO.,
33 Cliff st.

RAILROAD IRON.
THE UNDERSIGNED are prepared to contract for the sale of
RAILROAD IRON
on advantageous terms, delivered at ports of England, Wales, or the United States.
MEAD & BELL,
13 Cliff Street, N. Y.

RAILROAD IRON.
ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by
E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.
2,000 TONS Railroad Iron, New York and Erie pattern, "Crawshay's" make,—50, 56 and 58 pounds per lineal yard, afloat, or in yard at Brooklyn, ready for immediate delivery; for sale by
FIRM, **THEODORE DEHON,**
May 8th, 1862. **38 Beaver st.**

RAILROAD IRON.
THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States
M. K. JESUP & COMP'Y,
44 Exchange Place.
New York, 1st June, 1859.

RAILROAD IRON.
3,400 TONS BEST QUALITY WELSH RAILS—T pattern—53 lbs. per lineal yard, for sale by
CHAS. L. PERKINS, or
E. LIVINGSTON,
3m15 **54 Exchange Place.**

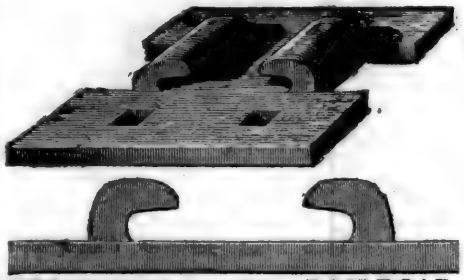
RAILROAD IRON.
THE subscriber is prepared to enter into **Contracts for RAILS** delivered at an English port or at a port in the United States.
JAMES TINKER,
54 Exchange Place,
NEW YORK.
Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

MORRIS, WHEELER & CO.,
SUCCESSORS TO
MORRIS & JONES & CO.,
IRON MERCHANTS,
MARKET AND SIXTEENTH STREETS,
PHILADELPHIA.
IRON AND STEEL
IN ALL THEIR VARIETIES.
BOILER PLATE, CAR AXLES,
BOILER RIVETS, RAILROAD IRON,
CUT NAILS and SPIKES, PIG IRON, etc.
Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.

RAILROAD IRON
AND COMMON BARS.
THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.
R. & J. MAKIN, 70 Broad st.

CAR DUCK.
HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS, 11 to 144 inches, PLUSHES, BURLAPS, CAR HEAD LININGS, and all kinds of RAILROAD SUPPLIES.
For sale by
WILLIAMS & PAGE.
67 Water st., Boston.

NEW YORK
Railroad Chair Works,
J. S. BRESSE, *Pres't.* J. S. DAVENPORT, *Sec'y and Treas.*
Office, No. 89 Maiden Lane, cor. Gold St.,
NEW YORK.
JOSIAH S. LEVERETT & CO.,
SOLE AGENTS.



THIS Company also manufacture **RAILROAD, SHIP AND BOAT SPIKES** of a **superior** quality, which they are prepared to supply at the **shortest notice.**

PHŒNIX IRON COMPANY'S



SUPERIOR WROUGHT IRON
RAILWAY CHAIRS,
With continuous lips, made to fit exactly the flanges of the rails.
SAML. J. REEVES, V. Pres't,
410 Walnut st., Philadelphia.

UNION COAL & OIL CO.,
MAYSVILLE, KY.
BRANCH OFFICE } **No. 126 Maiden Lane, NEW YORK.**
MARCUS A. FINCH, Agent.
MANUFACTURERS of Paraffine Lubricating Oil for Railroad Cars, Locomotive Engines, and Stationary Machinery of all kinds, including Cotton Spindles, Woollen Machinery, etc., etc.

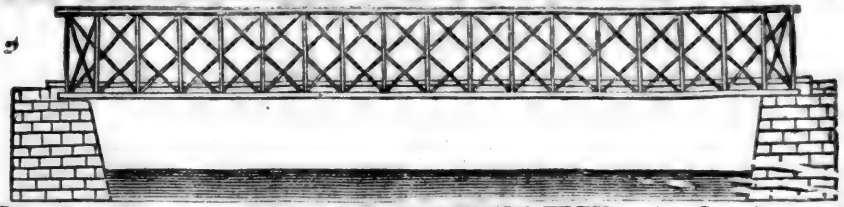
TRIAL of PARAFFINE LUBRICATING OIL.
By W. B. LEONARD, Esq., Sec'y of the American Institute.
ON HIS PATENT DYNAMOMETER FOR TESTING OILS.

Revolutions.	Pure Sperm Oil, Power Exhausted.	Paraffine Oil, Power Exhausted.	In favor of Paraffine.
500	2	1	100 per cent.
1,000	4	2	100 "
1,500	6½	3½	90 "
2,000, Practical point of Oiling	9½	5	90 "
2,500	13	7	85 "
3,000, Sperm entirely exhausted,	17½	10	75 "
3,500, Paraffine entirely exhausted	14		500 more revolutions, and 25 per ct. less power exh'sted than the sperm.

CERTIFICATE.
OFFICE No. 1 SPRUCE ST., NEW YORK.
I hereby certify that the above is a true copy of a trial of Paraffine Oil, manufactured by the Union Coal and Oil Company, of Maysville, Ky., as tried on my Patent Dynamometer, on the 20th day of September, 1858, showing that said Paraffine Oil contains 75 per cent. more lubricating properties than pure Summer Strained Sperm Oil.
[Signed,] W. B. LEONARD.
P. S.—All Oils **warranted** for the purposes for which they are recommended.

ISAIAH W. SYLVESTER,
ATTORNEY AND COUNSELLOR AT LAW,
Law Reporter for the "AMERICAN RAILROAD JOURNAL,"
No. 8 WALL STREET, NEW YORK.
PATENT RIGHTS SECURED

COL. LONG'S PATENT IRON RAILWAY BRIDGE.



THE plan of this **Bridge** is upon the principle of the **SUSPENSION TRUSS**, and the **Iron** is so arranged in its construction as to impart its greatest **longitudinal strength** to the whole work.

The subscribers are prepared to furnish large quantities of **IRON BRIDGING**, for Railroad or other purposes, at short notice, and at moderate prices.

M. M. WHITE & CO., Proprietors,
GLOBE IRON WORKS, 33d St., near 11th Avenue, N. Y.

INSTRUMENTS.

Wm. J. Young
HAS removed his Engineering and Surveying Instrumen Manfactory to No. 43 North Seventh Street, Philadelphia



E. BROWN'S SON,
MANUFACTURER OF
TRANSITS, LEVELS, RODS, CHAINS, ETC.
No. 27 FULTON SLIP, N. Y.

J. T. Hobby, (formerly SAWYER & HOBBY
MATHEMATICAL Instrument Maker, at the old stand, 156 Water st., NEW YORK. 1y33

W. & L. E. Gurley, Troy, N.Y.,
MANUFACTURERS of Engineers' and Surveyors' Instruments. Descriptive and priced catalogue gratis.

Knox & Shain,
MANUFACTURERS of Engineering & Telegraphic Instruments, 46½ Walnut st, Phila. (*Two premiums awarded.*

H. SAWYER,
(of the late firm of SAWYER & HOBBY),
MANUFACTURER of Transits and Levels, has removed to Union Place, near Washburton Av., Yonkers, N. Y.

PROFESSIONAL CARDS.

Alfred W. Craven,
Chief Engineer Croton Aqueduct, New York.

Charles W. Copeland,
Steam Marine and Railway Engineer,
122 Broadway, New York.

Davidson, M.O.,
Chief Engineer Havana Railroad Company.
HAVANA, CUBA.

Robert B. Gorsuch,
City of Mexico,
MEXICO.

James H. Grant,
Civil Engineer, Atlanta, Ga.

Theodore D. Judah,
Chief Engineer Central Pacific Railroad of California,
SACRAMENTO.

S. W. Hill,
Mining Eng'r and Surveyor, Eagle River, Lake Superior.

Ellwood Morris,
Civil Engineer, Franklin Institute, Philadelphia.

Osborne, Richard B.,
Civil Engineer, Office 227 South 4th st., Philadelphia.

W. Milnor Roberts,
Civil Engineer, Carlisle, Pa.

Shanly, Walter,
Grand Trunk Railway, Toronto, Canada.

Charles L. Schlatter,
Chief Engineer Brunswick and Florida Railroad,
Brunswick, Georgia.

Charles B. Stuart,
Consulting Engineer, 19 Nassau str., New York.

WHEELS AND AXLES.

CAR AXLE WORKS.



A. & P. ROBERTS,
PENCOYD IRON WORKS,
OFFICE No. 410 WALNUT STREET,
PHILADELPHIA.
Rolled or Hammered Car Axles, Bar Iron and Forgings.

A. WHITNEY & SONS
CAR WHEEL WORKS,

Callowhill & Sixteenth Sts.,
PHILADELPHIA, PENN.,
FURNISH
CHILLED WHEELS,
FOR CARS, TRUCKS, and TENDERS.
CHILLED
Driving Wheels and Tires
FOR LOCOMOTIVES.
ROLLED AND HAMMERED AXLES.
WHEELS and AXLES,
FITTED COMPLETE.

G. G. LOBDELL. H. S. McCOMBS. D. P. BUSH
BUSH & LOBDELL,
WILMINGTON, DELAWARE,
MANUFACTURERS OF
CHILLED WHEELS
AND
TIRES,
FOR RAILROAD CARS
AND
Locomotive Engines,
ARE PREPARED TO EXECUTE PROMPTLY
ORDERS TO ANY EXTENT FOR THEIR
CELEBRATED WHEELS,
EITHER SINGLE OR DOUBLE PLATE,
WITH OR WITHOUT AXLES.
WHEELS FITTED
To HAMMERED or ROLLED AXLES,
IN THE BEST MANNER, AT THE SHORTEST NOTICE,
AND ON THE MOST REASONABLE TERMS.

RICHARD NORRIS. HENRY LATIMER NORRIS.
RICHARD NORRIS & SON,
LOCOMOTIVE STEAM ENGINE
BUILDERS,
SEVENTEENTH STREET, ABOVE CALLOWHILL,
PHILADELPHIA,
ENGAGED EXCLUSIVELY IN THE MANUFACTURE OF
LOCOMOTIVES,
RAILWAY TOOLS AND
MACHINERY.
MANUFACTURE to order, Locomotives of any Arrangement. Weight or Capacit . In Design, Material and Workmanship, the Locomotives produced at these Works, are equal to and cannot be excelled by any.

THE ROGERS
Locomotive & Machine
WORKS,
SUCCESSORS TO
ROGERS, KETCHUM & GROSVENOR,
PATERSON, N. J.,
HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either
COAL OR WOOD BURNING
LOCOMOTIVE ENGINES
AND OTHER VARIETIES OF
RAILROAD MACHINERY.
J. S. ROGERS, *Pres't,* } Paterson, N. J.
WM. S. HUDSON, *Sup't,* }
M. K. JESUP, *Vice Pres't.*
L. P. STARR, *Sec'y and Treas'r.*
44 Exchange Place, New York.

Locomotive Engines.
DANFORTH, COOK & CO.,
PATERSON, N. J.,
HAVING erected an extensive Shop, with the most approved Machinery and Tools, are prepared to execute orders for the various classes of Freight and Passenger Locomotive Engines and Tenders, in the best manner and on the most favorable terms.
Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops.
The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention.

THE
TAUNTON LOCOMOTIVE
MANUFACTURING COMPANY,
TAUNTON, MASS.,
HAVING large facilities, and having had a long experience in the business, are prepared to furnish
LOCOMOTIVES,
EITHER FOR BURNING WOOD OR COAL,
OF THE MOST APPROVED CONSTRUCTION.
ALSO ALL KINDS OF
RAILROAD MACHINERY,
STATIONARY ENGINES AND BOILERS,
SUGAR MILLS, SHAFTING, ETC.
W. W. FAIRBANKS, Agent.
HARRISON TWEED, Treas.

JACOB ROWE,
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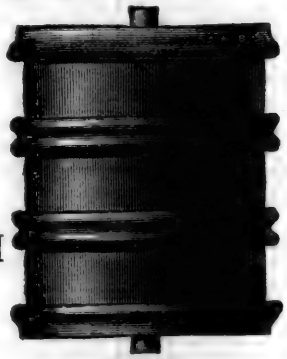


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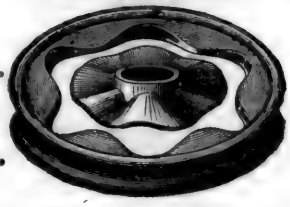
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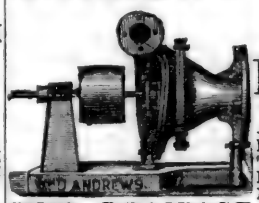
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5.	" 15 "		¾ to 1	17.	" 25 "		1½ to 1
6.	" 15 "		1 to 1	18.	" 26 "		1½ to 1
7.	" 15 "		1½ to 1	19.	" 28 "		¾ to 1
8.	" 16 "		¾ to 1	20.	" 30 "		1 to 1
9	" 16 "		1 to 1	21.	" 30 "		1¼ to 1
10.	" 18 "		¾ to 1	22.	" 30 "		1½ to 1
11.	" 18 "		¾ to 1	23.	" 32 "		1 to 1
12.	" 18 "		1 to 1	24.	" 32 "		1¼ to 1

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STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

EDITED BY

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ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, July 12, 1862.

Ericsson and His Inventions.

In the July number of the "Atlantic Monthly" we find an article narrating at considerable length the career of Ericsson, whose celebrity as an inventor is now world-wide. As a worker in iron, it may be said that he was "born in the purple," having first seen the light (in 1803) among the iron mountains of Sweden, in which his father was a mining proprietor. At an early age he was a close student of the extensive and complicated machinery erected in that neighborhood, and which had been constructed by men of the highest scientific attainments. We accordingly hear of him inventing a saw-mill and other contrivances, when about the age of ten years. These together with some difficult drawings executed by instruments of his own invention, attracted the notice of Count Platen, who was an intimate personal friend of King Bernadotte and the Clinton of Sweden, having planned and executed the ship canal across the peninsula between the Cattegat and the Baltic. Platen earnestly urged him to persevere, assuring him that he "would one day produce something extraordinary." Accordingly Ericsson, then less than twelve years old, was made a cadet in the corps of engineers, and soon afterward appointed a "leveller" on the canal. He had actually to stand upon a stool to look through the instrument. Many of the important works in that canal were constructed after drawings made by this boy; and at the age of fifteen, we are told, he was in possession of accurate plans of the whole work, which had been drawn by his own hand.

But taking a fancy to military life, he was separated for a time from his friend and patron. He entered the army as an ensign; and his eminent skill at drawing soon placed him in the line of promotion. After a rigid examination, Ericsson was appointed to take charge of a new survey of the northern part of Sweden. In this occasion, it is said, he was able to repeat Euclid *verbatim* not by the exercise of memory, but by his perfect mastery of the science of geometry. He entered on the task with his accustomed energy and skill, as is shown by the fact that in the Swedish archives detailed maps of more than fifty square miles, were executed by his own hand, and are still shown. Having engaged to furnish drawings for an illustrated work on Canals, he brought out a new machine for the purpose, which worked very successfully.

The idea of producing mechanical power by means of *flame* presented itself shortly afterward to his mind, and experiments made in bringing out a new engine resulted so favorably that Ericsson applied to go to England to bring out his new invention. Thither he repaired in the early part of 1826. But it was found that, owing to the different kind of fuel used there, his engine would not work, and he was compelled to abandon it for the time. He next turned his attention to the production of an artificial draught on the steam-boiler, associating himself with Mr. Braithwaite for this purpose. By the time he had completed this invention (1829) an opportunity was presented to test its value. This was the celebrated offer of a premium made by the directors of the Liverpool and Manchester Railroad. In the brief space of *seven weeks*, according to Mr. Sargent, he planned an engine, executed the drawings and had the machine completed, which entered into competition with Mr. Stephenson's "Rocket" and Hackworth's "Sanspareil." On the day of trial Ericsson's "Novelty" "darted along the track at the rate of fifty miles an hour."

In 1842, Ericsson was first brought into notice in this country by his successful application of steam to fire engines, which gained him the large gold medal offered by the Mechanics Institute of this city. Nine years previously, however, he had brought out his Caloric engine, of which one of five horse power was set to work, its performances having been witnessed by Sir Richard Philips, Dr. Ure and Professor Farraday. The last named undertook to deliver a public lecture on the subject; but just before commencing he discovered that he had misunderstood the expansive principle of the machine! The government sent Mr. Brunel, then of Thames tunnel and since of Great Eastern fame, to examine the engine; but this celebrated engineer reported adversely. Indeed, the ones first built were far from being as perfect as the present; the high temperature which had to be kept up soon destroyed the working parts by oxydation. It was not till some years subsequently that the inventor finally succeeded in his long cherished design to accomplish motion without the use of steam, wind, or water.

We next hear of him in connection with the propeller—an idea which, it is said, he borrowed directly from Nature, in connection with the movements of birds, fishes and insects. The application of the screw as a means of propulsion, we are aware, is traced back as far as Archimedes, to say nothing of sundry modern claimants. Let the idea have originated with one or another, Ericsson was the first to bring it publicly to the test of actual experiment. He constructed a boat two feet long which he tried in a basin in London, the little vessel making three miles an hour on her first trip. A boat forty feet in length was next built and placed on the Thames, with the most satisfactory results, she having made *ten* miles an hour. This feat again excited attention, and the Lords of the Admiralty made a trip to test the qualities of the new motor. But all the recognition gained from that source was shrugs of the shoulders and shakes of the head. The Admiralty took no notice of the invention; and it is added that the whole engineering corps of the Kingdom arrayed itself against the innovation.

But keener eyes had been fixed upon the per-

formances of the "Little Flying Devil," as this boat was called by the populace. The American Consul at Liverpool, Mr. Francis B. Ogden, had seen and comprehended the value of the invention. He introduced Ericsson to Captain (now Commodore) Stockton of the American navy, who invited the inventor to this country, and brought the subject to the notice of Congress. He accepted the invitation and, in 1839, came to the United States, fixing his residence in this city. The "Princeton," built under his supervision, was completed in 1844.

We cannot here do more than glance at the various inventions and improvements made by Ericsson since that date. These comprise the telescopic smoke-pipe, the semi-cylindrical form of the steam-engine, a distance-measuring instrument for the navy, a self-acting gun-lock, the wrought iron gun carriage. It should be added that by virtue of his arrangements the boiler and engines of the "Princeton" were placed below the water line, for the first time. At the great exhibition in 1851, he received the prize medal for various other instruments than those named above—the hydrostatic gauge, the reciprocating fluid-meter, the alarm barometer, the pyrometer, the rotary fluid-meter, and a sea-level for taking soundings without rounding the vessel to the wind.

We need not refer to particulars connected with his caloric engine on board the vessel which was named after himself. Though that experiment resulted unsuccessfully, it is enough that now more than five hundred caloric engines are running in various parts of the country, being applied to nearly every use that requires but a moderate power. Still less is it necessary to refer to the "Monitor," whose performances saved to the nation its control of the Chesapeake and all the rivers running into it. Ericsson's usefulness and fame are established. We could wish that his pecuniary compensation had been still more liberal than it has been; and that a claim upon the Government, incurred while superintending the "Princeton," had been honorably discharged a dozen years ago, as it ought to have been. It is to be hoped that Congress will have no hesitation in ordering it paid, on the principle of better late than never.

Michigan Central Railroad.

The earnings of this road for the year ending May 31, 1862, were:

From freight	$1,559,060 98
" passengers	724,915 48
" miscellaneous	77,264 96
	$2,361,241 42

And the expenses were:

Repairs of road	$262,710 91	
" buildings	51,907 96	
" locomotives	97,523 94	
" cars	116,682 23	
Locomotive service	54,095 78	
Train "	42,733 76	
Station "	259,777 33	
Fuel	111,592 16	
Oil and waste	19,050 39	
Stationery and printing,	11,908 44	
Taxes	82,837 81	
Telegraph	12,489 45	
Miscellaneous	25,842 78	
		1,149,152 94
Net earnings		$1,212,088 48

The ratio of expenses to earnings, less taxes, is 41.1 per cent. Last year it was 51 per cent. In 1860, 53.7. In 1859, 53.4. In 1858, 59.6. In 1857, 64.6.

Compared with the year ending May 31, 1861, the following result is shown:

Increase in freight earnings	$340,874 69
" miscellaneous do.	12,627 17
	$353,501 86
Decrease in passenger earnings	50,313 05
Net increase of gross earnings	$303,188 81
Increase in expenses	11,428 59
Making the increase in net earnings	$291,760 22

The increase in the earnings of the past over those of the preceding year is equal to 14¾ per cent.; and over the year ending May 31, 1860, nearly 29 per cent.

The increase in earnings from freight shows a gain over last year of about 28 per cent.; and over the year ending May 31, 1860, of upwards of 61 per cent. The increase in this branch has been principally from eastward bound freight, which has formed so large a per centage of the amount moved, as to cause the mileage of freight trains to show an increase also of about 24 per cent. upon the previous year. The total tons moved as compared with last year, shows a gain of 23 per cent. The gain in earnings from freight is about equally divided between wheat and flour and other freights.

The total number of tons of freight moved has been 463,112. Average number of tons carried per train per mile, 121.15. Average distance freight is carried, 161 miles. Freight earnings per ton per mile, 1.91 cents. Tons carried one mile eastward, 64,863,488; westward, 16,869,986—total tons carried one mile, 81,733,474. The proportion of tonnage carried eastward is 79.36, against 20.64 carried westward.

The number of local passengers carried east was 124,527; do. west, 129,009; through passengers carried east, 23,252; do., west, 22,935; emigrants, 9,105—total 308,828. Average number of miles travelled by each passenger, 93.59. Passenger earnings per passenger per mile, 2.51 cents. Passengers carried one mile, 28,905,678.

The passenger traffic, both through and way, shows a considerable falling off, in comparison with the previous year. This line is not alone in unfavorable comparison in its passenger traffic: many others have exhibited similar results for the last twelve months. Upon some lines more favorably situated geographically, the transportation of troops has more than compensated for the falling off in the ordinary business, while upon this the transportation of troops and munitions of war has been almost exclusively of a local nature, and quite limited in amount.

The tonnage of wheat and flour is nearly double that of the year ending May 31, 1860. The movement of neat cattle varies but little from last year, amounting this year to 57,155 head, while the number of live hogs moved has more than doubled, reaching the number of 126,778.

The proportion of tonnage in each direction is more unequal than that of the previous year; the per cent. moved westward having fallen from 30 to less than 21, increasing quite largely the hauling of empty cars; but even with this disadvantage the average load has been raised from 113.83 to 121.15 tons, showing the machinery to have been in efficient condition, and the trains judiciously managed. The report says:

Our experience of the past year has strengthened our conviction that the more intelligent railroad managers become in respect to the details of their working expenses, and the less they act on general impressions, the more sure is their progress towards economical results; and when the same thorough and systematic attention to details is given to the management of this property throughout the country, which, applied to manufactures, has reduced the cost of making a yard of cloth from thirty to three cents, it will add much to the substantial value of this kind of investment.

The considerable improvement in the economy of working has not been made at the expense of the permanent property or rolling stock of the company, but rather by a careful attention in details, the ascertainment of the cost in detail, of working many well managed lines, and endavoring to bring each part of our expenditures as low as the lowest, and thus combining the good points of all as a model from which to improve, as much as our circumstances will allow.

We do not consider the fact that the gross earnings have been increased $303,188 81, with an increased expenditure of only $17,179 64, as evidence of greater economy, except in view of the fact that the average rates received for the work performed have not been higher than those of the previous year. Nor do we assume that the line is worked economically, because the working expenses are less than half the gross earnings.

We are aware that the short hand judgment ordinarily adopted, would decide a road to be well managed, which used 48 per cent. of its gross earnings in operating expenses, and another to be ill-managed if it used 60 per cent., and this even though the former received four and the latter but two cents a mile for its traffic, which would bring the expenses of the approved road 60 per cent. higher than the other.

The average rate received during the year was, for freight, per ton per mile, 1.91 cents; per passenger per mile, 2.51 cents. The statistics connected with the working expenses are not so fully made up as to furnish an exact division between the freight and passenger departments; but assuming it to be relatively as last year, the cost per passenger per mile has been 1.163 cents, and that of freight per ton per mile .893 of a cent.

In forming a judgment upon what the cost of operating ought to be, certain characteristics of the traffic which materially effect it should be carefully considered.

Where the physical character of roads is nearly similar, the application of the following considerations is quite apparent.

All other things being equal, the road which has the largest traffic per mile, can be worked at the cheapest rate, because its fixed expenses arising from the decay of perishable materials and the like, are spread over a larger amount of work to be performed.

All other things being equal, the road having the largest passenger business in proportion to the passenger trains it is obliged to run, can carry passengers the cheapest, the additional number adding comparatively little to the cost of the train. When the freight amounts to more than one train per day, the size of these trains should be more uniform than is practicable in the passenger traffic, for nothing can be gained by multiplying their number beyond the requirements of the tonnage.

Other things being equal, the road whose business in both directions is most equal, can work at the cheapest rate. The cost of carrying freight in cars which would otherwise return empty is comparatively small.

Other things being equal, the road whose average haul of freight is the longest, can carry it at the cheapest rate, as the receiving and delivering expenses will add less to the mileage cost.

Other things being equal, the road whose business throughout the year is most uniform, can do it at the cheapest rate.

INCOME ACCOUNT.

Balance from previous year		$38,434 24
Receipts from freight	$1,563,200 56	
" passen'rs	727,763 92	
" miscel	77,624 09	
		2,368,588 57
		$2,407,022 81
Expenses, as above		$1,149,152 92
Dividend, 3 per cent. Feb. 5, 1862		181,713 00
Payment to sinking funds		84,500 00
Interest and exchange		679,463 09
Balance to new account		312,193 78
		$2,407,022 81

From which it appears that after paying to the stockholders during the year a dividend of three per cent., making the annual payment of $84,500 to the sinking funds, together with the necessary disbursements for operating, taxes and interest, there stands to the credit of income account a balance amounting to $312,193 78. The sum to the credit of this account at the same period of last year was $38,434 24—thus showing a net improvement of $273,759 54.

GENERAL STATEMENT.

Capital stock		$6,057,710 00
6 per cent. sterling bonds unconvert.		367,488 89
8 " " " converti		500,000 00
8 " bonds convertible		2,598,000 00
8 " " " sink. fund		4,434,000 00
Balance to credit of income account		312,193 78
Unpaid dividends		1,781 00
		$14,371,173 67
Construction No. 1, purchase of road		$2,000,000 00
" No. 2, expend'e since		10,847,238 17
Cash on hand	$59,595 58	
Loaned on call	46,550 00	
U. S. Gov. certificates of indebtedness	100,000 00	
		206,145 58
Accounts and bills receivable		134,567 35
Assets in hands of Gen. Receiver		25,701 99
" " General Sup't		34,755 52
New Albany and Salem R. R. stock.		609,763 99
Joliet and N. Indiana R. R. stock		168,225 00
" " construction.		40,768 18
Steamboats		304,007 89
		$14,371,173 67

The floating debt, which a year since was $125,000, has been liquidated; the company is now entirely free from unfunded debt. There has been paid during the year $250,000 of unconvertible plain bonds, which matured on the 15th of May last, and the same amount of sinking fund bonds has been sold at prices ranging very nearly at par.

The bonded debt has been increased during the year to the extent of $31,000, which increase has been caused by the sale of bonds heretofore held by the company. The bonded debt now stands at the limit of the mortgage, and all of the bonds are secured by the first and only mortgage upon the road for $8,000,000, while the principle part of those maturing in 1882 are also secured by the sinking funds.

The total bonded debt of the company is $7,999,488 89—maturing as follows:

In 1869	$3,071,000 00
In 1872	467,488 89
In 1882	4,461,000 00
	$7,999,488 86

Capital stock has been reduced $74 by the purchase and cancelment by the company of that amount of fractional stock scrip issued in 1855. There is still $610 of this scrip outstanding which the company will purchase at par when presented.

The reduction of $7,711 99 in "Steamboats" account is caused by the sale of sundry effects belonging to the same, the proceeds of which have been passed to the credit of their construction.

The equipment of the road consists of 98 locomotives; 85 passenger, 23 baggage, 1,284 freight, and 262 gravel and other cars.

The number of miles run by engines with passenger trains has been 507,635; with freight trains, 672,627; with working trains, 156,396—total 1,338,658.

The general condition of the road in all respects is fully up to the standard, and in some particulars beyond that of the commencement of the year. The renewals in the different departments have been in the aggregate about the same as the year previous. Some of the most prominent items are: 35 miles of new rails; 17 miles welded rails; 7,415 new chairs; 82 tons new spike; 66,499 ties; 1,400 cedar telegraph poles; 62 cattle guards; 4 highway bridges; 37 miles new fence; 3,571 feet new side tracks; enlargement of engine house at Michigan City; 4 new small passenger houses, 116 new large freight cars; besides a considerable amount of new work in smaller items.

The amount expended for repairs of locomotives is somewhat larger than last year, but the service rendered is also larger, and the improved condition of the machinery fully accounts for the increased cost.

The expenditures for repairs of cars differs but little from the aggregate of last year, but the service rendered in this branch is larger by 3,000,000 miles, or 21 per cent.

In the locomotive, train and station service the aggregate expenses are but 5 per cent. above the previous year, while the increase of freight earnings is 28 per cent., and 23 per cent. in tons hauled.

In the expenditures for fuel, oil and waste, there has been a decided change for the better, as with the largely increased service rendered by engines and cars—9 per cent. in mileage of engines and 21 per cent. in car mileage—there has been a saving in total cost of these items as compared with the previous year, of 18 per cent.

The directors chosen at the annual meeting June 23, 1862, are as follows:

President—JOHN W. BROOKS, Boston.

Vice-President—H. H. HUNNEWELL, Boston.

Directors—John W. Brooks, Nathaniel Thayer, R. B. Forbes, H. H. Hunnewell, Elon Farnsworth, Erastus Corning, D. D. Williamson, G. F. Talman.

Treasurer—ISAAC LIVERMORE, Boston.

Superintendent—R. N. RICE, Detroit.

Auditor—WILLIAM BOOT.

Delaware and Raritan Railroad.

This road is now approaching completion, and is expected to be soon open for travel. By this route passengers will be carried from New York to Philadelphia for $2. The depot in New York will be at the foot of Murray street, from which point the boat will run to Port Monmouth, on the Raritan Bay, a distance of 28 miles from the city. From the latter place the railroad will run to Kaighn's Point, near Camden. The following is the route with the distances:—From New York to Port Monmouth, by steamboat, 23 miles; Port Monmouth to Red Bank 5 miles; Red Bank to Eatontown, 3 miles; Eatontown to Farmingdale, 5 miles; Farmingdale to Squankum, 5 miles; Squankum to Bergen Iron Works, 5 miles; Bergen Iron Works to Manchester 5 miles; Manchester to Hilliard's 13 miles; Hilliard's to Butler House, 7 miles; Butler House to Atsion, 12 miles; Atsion to Jackson, 6 miles; and Jackson to Kaighn's Point, 21 miles—making a total of 110 miles.—*Trenton True American.*

Rights of Railroad Companies to Damages Resulting from the Taking of their Property for Public Uses.

CONSTRUCTION OF COMMON ROADS: RAILROAD COMPANIES ENTITLED TO DAMAGES CAUSED BY THE CROSSINGS OF SUCH ROADS OVER THEIR TRACKS.

The Old Colony and Fall Railroad Company filed two petitions, (one before their union and the other after) for the assessment of damages occasioned by the laying out of two highways across their railroad in Abington.

At the trial of each case before a Sheriff's Jury, the petitioners introduced warranty deeds from the former owners of a strip of land four rods wide, along which their railroad was laid, and which was crossed by the highway in question. They offered evidence of the value of the land, and claimed damages for the taking of said land; for increased liability to damage from accidents from collision and otherwise by reason of the laying out of said highway at grade over their track; for expense of making and maintaining sign boards at said crossings: for making and maintaining cattle guards alleged to be rendered necessary by reason of said crossing at grade; for expense of planking and keeping the planks in repair where the highway crosses their track; for increased expense for ringing bell as required by law; and for liability of being ordered by county Commissioners to build a bridge for the highway over the railroad track."

The respondents contended that although the deeds in form conveyed a fee, the petitioners had an easement only, so far as was necessary for the purposes of their railroad, and were not entitled to recover any damages of the county for merely crossing their railroad by a highway at grade; and that if the county was liable at all it was not liable for any of the items of damage claimed, and objected to all the evidence offered. No testimony was introduced by them to show any benefit to the petitioners by way of set-off. But the Sheriff, against the petitioners objection, permitted the respondents' counsel in the second case to argue that the jury might allow by way of set-off, the benefit, if any, which would result from said highway to the property of the plaintiffs, as a feeder to said railroad; and, at the request of the respondents, instructed the jury "that in estimating the damages sustained by the petitioners in their property by the laying out of said highway, they should take into consideration all the damage done to the petitioners, whether by taking their property or injuring it in any manner; and should allow by way of set-off, the benefit, if any, to the property of the plaintiffs, by reason of such laying out."

The jury, in each case, returned a verdict for the respondents, which was accepted by the Court of Common Pleas; and the petitioners then appealed to the Supreme Court of Massachusetts, who now set aside the verdicts of the Sheriff's jury; holding that a railroad company is entitled to damages for land taken, by the laying out of a public highway across its railroad, subject to its use for said road; and for the expense of erecting and maintaing railroad signs and cattle guards at the crossing, and of flooring the same, and keep-

ing it in repair; but not for any increased liability from accidents, for the increased expense of ringing the bell, or for its liability to be ordered by the county commissioners to build a bridge for the highway over its track.

The following is the opinion, rendered at the decision of the case.

SHAW, C. J.—We believe it has never yet been judicially determined that a railroad corporation who have, in the ordinary course of business, under an act of incorporation, built a road, and have it in full operation, can recover damages for injuries occasioned by laying out other ways, say public highways and townways, turnpikes and other railroads over it. But the tendency of judicial opinion has been that they may. The language of the constitution, in which the right to damages occasioned by the exercise of the power of *eminent domain*, is given to all persons, whose property is appropriated to the public use, and not previously acquired (as it lawfully may be) by purchase of the owner, is strong and decisive in favor of such a claim. Nor is it in our judgment material whether the property thus taken or appropriated is real estate held in fee, or an easement or lien upon real estate or personal property. The word "property" in the tenth article of the Bill of Rights, which provides that "whenever the public exigencies require that the property of any individual should be appropriated to public uses, he shall receive a reasonable compensation therefor," should have such a liberal construction as to include every valuable interest which can be enjoyed as property and recognized as such. Nor is it material whether the property is removed from the possession of the owner, or in any respect changes hands; if it is of such a character and so situated that the exercise of the public use of it, as warranted by the Legislature, does in its necessary natural consequences, affect the property, by taking it from the owner, or depriving him of the possession of some beneficial enjoyment of it, then it is "appropriated" to the public use by competent authority, and the owner is entitled to compensation. It is perfectly well settled that property thus taken for a railroad, though it is through the medium of a corporation, who provide the capital, build and conduct the works, and find their reimbursement in tolls, fares and freights given by statute, is taken for a public use. If it could be held that because the power and the property were given to a corporation, it was not for a public object or purpose, but for the benefit of the corporation and their members, like that of a bank or trading company, then it would be an appropriation of private property by the Legislature, under the pretence of the power of eminent domain, and plainly unconstitutional and void. No; the vague notion that damages cannot be given in favor of a railroad company whose road is crossed by another public way, we think, is founded on another consideration; that inasmuch as the track of a railroad has been already appropriated to one public use, the authorizing of its further public use is not an appropriation of private property to public use, and therefore affords no claim for damages. There is something plausable in this; but on examination we think it does not warrent the distinction in support of which it is relied on. The theory of railroad corporations is that their compensation in freights and passenger's fares is computed with reference to the entire cost of construction, including the land appropriated for the purpose. A similar view was taken of the subject by this court in the case of Commonwealth *vs.* Boston and Maine Railroad Company; in which the whole plan and scheme upon which the public easement of railroads is acquired in Massachusetts, as set forth in the revised statutes were stated; and these views we believe have been substantially adopted and acted upon since.

The petitioners in the present case were incorporated in the usual form, and were made subject to the duties and obligations and entitled to all the rights and privileges and immunities in the revised statutes. The court are therefore of opinion that a railroad company whose tracks have been crossed by public ways may sustain and recover damages in the usual modes provided for others sustaining damages by the appropriation of their property. Here were two distinct cases of so laying out a highway across the petitioners road, in each of which the jury found that the railroad company were not entitled to any damages; and these verdicts having been accepted by the Court of Common Pleas, this court is of opinion that these judgments are erroneous, and they must be set aside and new warrants issued. As instructions were given provisionally, in one or both of these cases, by the sheriff as to the nature and quantum of damages to be recovered, and these questions therefore, have been brought before the court in the argument; so far as the court have formed opinions, they are briefly stated, that they may have their proper influence on the new trials. The petitioners are entitled to recover damages for taking their land for the purpose of a highway, subject however to its use for a railroad; for the expense of erecting and maintaining signs required by law at the crossing; for making and maintaining cattle guards at the crossing, if necessary; and for the expense of flooring the crossing, and keeping the planks in repair.

The petitioners are not entitled to recover for the other elements of damage, which were allowed by the sheriff in the second case. The respondents are not entitled to set-off any supposed benefit which may accrue to the petitioners by reason of an increase of travel on the railroad, caused by the construction of the highway. *Verdicts set aside.*

A Large Iron Casting.

Messrs. I. P. Morris, Towne & Co., of the Port Richmond Iron Works, made yesterday at their Foundry in Kensington, the heaviest casting ever run in this State. The casting was for an anvil block for a seven ton steam hammer in course of construction by these gentlemen for the Lackawanna Iron and Coal Company at Scranton. The casting weighs 32 tons, which, together with the other work cast the same day, made the agregate weight of iron in the heat about ninety thousand pounds. This immense mass was melted in one of McKenzie's patent cupolas in four hours and five minutes.

The mould for the anvil block was put together under the immediate supervision of Mr. James T. Bradshaw, the foreman of the foundry. The fluid metal, about thirty-three tons, was contained in a large reservoir, holding about eighteen tons, and two kettles and two ladles swinging on the cranes, holding respectively nine and six tons. The time occupied in running this large casting was four minutes from the time the reservoir was tapped until the mould was full.—*Philadelphia Inquirer.*

The Iron Manufacture of Great Britain.

The iron manufacture of Great Britain has exhibited a rise more remarkable than that of any other human industry. In 1750, the quantity of pig iron produced did not exceed 30,000 tons. In 1800, it was increased to 180,000 tons, and in 1825, to 581,367 tons. In 1826, the duties upon the importation of foreign iron were removed or rendered nominal, since which the production of iron has most rapidly increased, as the following table will show:

Furnaces in Blast.		Pig Iron made, tons.	Furnaces in Blast.		Pig iron made, tons.
1835	...	1,000,000	1858	618	3,456,064
1840	...	1,396,400	1859	607	3,712,904
1847	433	1,999,608	1860	582	3,826,752
1852	497	2,701,000	1861	return not complete.	
1857	628	3,659,447			

During the last two or three years, the iron trade has been in a very depressed state, consequently the number of furnaces in blast has been diminished; but by the improvements made in the construction and in the working of iron furnaces, the production of iron from each has been largely increased. The first progress in the matallurgy of iron is the calcination of the ore, which is effected either in kilns or in the open air, in heaps; the object being to remove carbonic acid, water, sulphur, and all substances volatile at a red heat. The next process is that of smelting the ore. The only flux employed is limestone, and the fuel is either coal or coke, or a mixture of these. "In consequence there are four principal varieties of cast-iron, known respectively as Nos. 1, 2, 3, and 4, or *dark grey*, *bright grey*, *mottled*, and *white*; these terms although convenient, do not, however, indicate the intrinsic value of the iron thus denominated, as the variable qualities of ore, fuel, and limestone, may exercise such an influence on the resulting crude iron, as to render a low denomination of one manufacturer of greater commercial value than a higher denomination of other makers. The general characters of the four varieties are these: No. 1. Color, dark grey, in large rounded grains, obtained commoniy near the commencement of the casting when the furnace is in good working order, and when an excess of carbon is present; in flowing it appears pasty, and throws out blue scintillations. It exhibits a surface where crystalline vegetations develop themselves rapidly in very fine branches; it congeals or fixes very slowly; its surface, when cold, is smooth, concave, and often charged with plumbago; it has but a moderate tenacity, is tender under the file, and susceptible of a dull polish. When melted over again, it passes into No. 2, and forms the best castings. No. 2. Color, bright grey, of small grained structure, and interspersed only with small graphite laminæ; possesses great tenacity, is easily filed, turned, and bored; may even be hammered, to a certain extent; does not readily crack from change of temperature. No. 3 is a mixture of white and grey iron. On *strongly mottled* iron, little stars and spots of grey iron are found interspersed in bright or flowery iron; *weakly mottled* iron exhibits white specks on a grey ground. In *streaked iron*, grey iron is found above and below, and bright iron in the middle, with strong demarcations. No. 4. *White iron* varies from tin white or greyish white; it is very brittle, cracking easily, even by change of temperature; it is extremely hard, sometimes even more so than hardened steel, so that it will resist the strongest file, and scratches glass easily. Fracture sometimes laminar, sometimes lamino-radiating, sometimes finely splintered, sometimes dense and conchoidal. As the fracture changes from laminal to conchoidal, the color likewise varies from white to greyish. Mean specific gravity 7.5. Expands less than grey iron when heated, cannot be welded, because it becomes pasty at the very lowest welding heat. When heated in the melting point, it does not suddenly pass into the fused state, like grey pig iron, the whole of the carbon is united to the iron; it is never used for casting, but always for conversion into malleable iron. The bright iron obtained from spathic iron ore contains the

largest proportion of carbon (5.3 per cent according to Kasten.) A white iron is always the result of the derangement in the working of the furnace, though it by no means follows that, when the iron is white, the furnace must necessarily be in a disordered state; the presence of manganese, for example, has a tendency to make white cast iron; but the quality may be excellent. The white iron resulting from derangement flows imperfectly, and darts out in casting, abundance of white scintillations; it fixes very quickly, and on cooling, exhibits on its surface irregular asperities, which make it extremely rough. It is exceedingly hard, though it is easily broken, the fracture being radiated and lamellar; the bar iron it affords is of inferior description. This kind of iron is always produced when the furnace is carrying a heavy burden of forge cynders, containing sulphur and phosphorous. Thus there are two distinct kinds of white cast-iron. 1st. That obtained from ores containing a large proportion of manganese, crystalizing in large plates; this variety is highly prized for making steel. 2nd. That resulting from a heavy mineral burden, or from a general derangement of the furnaces, or from the rapid chilling of fused grey iron crystallizing in small plates; both are hard and brittle, the first more so than the last. Cast-iron, which by slow cooling is grey, becomes white when it is cooled rapidly. On the other hand, when white iron is melted and allowed to cool very gradually, a portion of the carbon crystallizes out as graphite, and grey iron is produced. In some iron works, *six* varieties of pig iron are recognized, which may be classified thus: 1st. First foundry iron, large crystals. 2nd. Second foundry iron, large and small crystals mixed. 3rd. Dark grey, all small crystals. 4th. Bright grey. 5th. Mottled. 6th. White, verging on mottled."—*Hunt's Hand-book to the Industrial Department.*

Fall of a Railway Bridge at Harrogate.

A large stone bridge on the new line of railway, now in course of construction through Harrogate by the Great Northern Railway Co., has fallen without a moment's warning, causing serious, if not fatal, injuries to the workmen engaged upon and beneath it. The bridge consisted of three arches, the central arch having a span of 40 feet, whilst the one on either side is for foot passengers only. The bridge has been built to enable a landowner to open a carriage road from High to Low Harrogate through his estate. The buttresses are of stone, and the arches of red brick, cemented together. Ballast and other trains had passed over the bridge without any indication of its giving way; and though, in the opinion of many persons, the crown of the arch looked too flat, there was no apprehension of an accident. The workmen had commenced removing the centres or supports beneath the arches, and at least one ballast train passed over the bridge without any appearance of giving way. Just as the last prop was being removed, an engine, tender, and train of empty wagons arrived at the bridge and proceeded to cross it. The engine and tender crossed in safety, when the whole arch, without the slightest warning, fell in, leaving two empty trucks standing upon the permanent rails. The cause of the accident is variously given. By some it is attributed to the crown of the arch being too flat; by others, to the removal of the supports before the cement was set hard; and by others, to the foundation of the buttresses being insufficient and insecure.—*London Artizan.*

Marquette Car Wheels.

Of all the hundreds of car wheels manufactured by Mr. Dorkersley, at Marquette, it is not known that one has ever yet been broken, and no fault has been found with either their quality or durability by the railroad company using them. If this is not sufficient recommendation, we should like to know what is. A large number of these wheels have been manufactured lately, and some fine specimens may be seen near the railroad bridge.—*Lake Superior Journal.*

Steam on Canals.

In the annual report of the Susquehanna and Tidewater Canal Company, submitted to the stockholders on the 14th ult., we find the subjoined letter from Mr. T. M. Abbett, Treasurer, to Mr. Wierman, Engineer and Superintendent of the Company's works:

OFFICE SUSQUEHANNA CANAL COMPANY,
Baltimore, October 12, 1861.

T. T. WIERMAN, Esq.—Dear Sir: I have gathered from the books and accounts of Mr. McConkey, the managing owner of the canal steamer J. Edgar Thomson, information which enables me to present the following statement:

The hull was built at Peachbottom, by Mr. Geo. Geiger, and cost $1200; length 85 feet; width, 16 feet; depth, 6 feet 6 inches; capacity, exclusive of the machinery, 85 t ns. The engine was built in Baltimore by Mr. Charles Reeder, and cost $1,600; its dimensions are as follows: cylinder diameter, 10 inches; length of stroke, 12 inches; upright boiler, 1½ inch tubes, 109 inches; propeller of 4 blades, diameter, 45 inches.

The steamer was put in service on the 22d of November, 1860, and up to October 1st, 1861, had been in service 211½ days, making 16½ round trips, and steaming 4,800 miles, at an average of 22.7 miles per day, including all delays.

The Thomson has generally a barge in tow, the Mary Lizzie, the same dimensions as the steamer, but having a freightage capacity of 112 tons.

The two boats in the seven months (or 16 trips) have transported downward freight amounting to 2,806 tons, averaging per trip 175 tons. This consisted of: Grain, 2,942,340 lbs.; slate, 8,400 lbs.; lumber, 656,250 lbs.; whiskey, 1,750 lbs.; floor, 177,768 lbs.; iron, 1,730,000 lbs.; bark, 95,800 lbs.; amounting to 2,806 net tons, or 5,612,308 lbs. The ascending trade of the two boats consisted of merchandise generally, and amounted to 856 tons, averaging 50⅛ tons per trip. The downward trade was distributed as follows:

To New York	350.75 tons.
To Wilmington, Del.	350.75 "
To Coop's Point, N. J.	175.375 "
To Baltimore	350.75 "
To Philadelphia	1,578.375 "
Total	2,806.00 tons

The engine consumed in the seven months of service 96 net tons of coal, bituminous and anthracite, averaging 40 pounds per mile, at an average cost of $3.45 per ton.

Expenses for the seven months.

96 tons of coal, at $3.45	$331 20
Wages, including board of one captain, one engineer, one steersman, and two deck hands, at $156 per month, 7 mos.	1,092 00
Interest on cost of 2 boats, engine, and furniture, (4,100.) ⅞ of $246	191 33
Wear and tear of two boats, $\frac{2400}{10}$ ⅞ of $240	186 66
Wear and tear of engine, $\frac{1600}{10}$ ⅞ of $100	77 77
Repair of engine, ⅞ of $100	77 77
Insurance of two boats and engine, $4,100 —2½ per cent.	102 50
Incidental expenses	5 00
Total amount	$2,064 23

From the foregoing data it will be found that the steamer and barge have transported 531,937 tons one mile, at a cost of 3⅞ mills per ton, or supposing that they had been engaged in a trade that offered no back loading, as is the case with nineteen-twentieths of the coal trade, then the whole expense would have to be distributed over the tonnage carried eastward to a market, which was 409,344 tons transported one mile at an expense of 5 mills per ton.

The above are the actual statistics of the steamer's operations, except in items of wear and tear, repairs and insurance—these I was compelled to estimate. Upon making the effort, it was found that the insurance of a canal steamer was such a novelty, that the insurance officers had no criteria upon which they could make a tariff, and consequently sought safety in offering to insure the boat at marine rates, say 10 per cent!

The subject of inquiry next in interest to us, is a comparison of the relative expenses by steam and horse-power.

Expenses of Steamer and Barge for one year.

1,234 tons of coal, at $3 45	$425 63
Nine months wages, at $156 per month.	1,404 60
Interest on $4,100, at 6 per cent.	246 00
Wear and tear of boats, $\frac{2400}{10}$	240 00
Insurance on engine, 5 per cent.	80 00
Wear and tear of engine, $\frac{1600}{16}$	100 00
Repairs of engine	100 00
Insurance, 2 boats, $2,400, at 1½	36 00
Incidental expenses	18 00
Expenses one year's service	$2,649 63
Monthly expenses, $\frac{2649}{9}$	$294 40
Expenses of 3-horse team towing a single boat for one year, say 20 trips. (paying different prices for towage to Philadelphia or to Baltimore, but) averaging $15	300 00
Nine months wages and board of crew, at $90	810 00
Feed and keep of 3 mules one year	360 00
Interest on boat and team. ($1,500)	90 00
Wear and tear of boat, $\frac{1200}{10}$	120 00
Wear and tear of teams, $\frac{300}{20}$	15 00
Insurance on boat, $1,200, at 1½	18 00
Incidentals	10 00
Yearly expenses	$1,723 00
Add for freightage capacity of steamboat, say ¾	1,292 25
	$3,015 25
Monthly expenses, $\frac{3015}{9}$	$335 03

	Per month.	Per year.
By teams	$335 03	$3,015 25
By steam	294 40	2,649 63
Difference in favor of steam.	$40 63	$365 62

The statistics which I have given you are reliable, the estimates I submit to your better judgment and correction, hoping that your opportunities of ascertaining the views and experience of practical boatmen may serve to confirm or confute them.

The result has left a very clear impression on my mind, that, to a certain extent, there is an advantage in steam canal navigation.

The $365 gain in the 1¾ boats is not an inconsiderable item, and may we not reasonably hope that further experience in a yet novel enterprise may lead to economies in the uses of steam not now thought of, but which the competing energies of many minds engaged in the same field of labor, may in time produce? I am, truly yours,

THOS. M. ABBETT.

It is proper to add, that the small upright boiler was found to be a false economy, and that in the spring of 1862 a horizontal flue boiler was substituted, with advantage.

Manufactories in Montreal.

Among the establishments are two rolling mills for making nail-plate iron, with a capital of $300,000. They employ 220 men and boys and turn out 3,600 tons of sheet iron annually. There are also several nail-making factories, giving employment to 120 persons, and producing every year about 3,000 tons of nails. Three establishments are engaged in the manufacture of saws, axles and other edge tools, and have earned a good reputation. Thirteen other foundries turn out large quantities of steam engines, patent safes and castings of all kinds. Besides these are numerous saw-mills and wood factories, shipyards, an extensive sugar refinery, two India rubber factories, a mill for making drugs and dyestuffs, a cotton mill, a woolen mill, a rope factory and several large grist mills.

The Food Question--Peace with the United States a Necessary Condition for other Countries.

However much England and France may suffer from the want of an abundant supply of raw cotton for their manufacturing establishments, it is very clear that they are, particularly England, quite as dependent upon this country for food, as they have been in times past for our other great staple. England is now compelled, with good seasons, to import annually no small proportion of the food her people consume. Every year adds to the amount, which increases in much greater ratio than her population. In wheat and flour alone, she took from us at least $50,000,000 during the year ending July 1, 1861. For that just closed she has taken a much greater amount, as the last crop in that country was a very meagre one. Should the present be good, still, as there is no surplus in that country, the demand from this will probably continue very nearly in ratio to the past, till several good crops shall, with imports from abroad, have enabled her people to accumulate such reserves as shall, by relieving all apprehension, seriously react upon prices. Such is the conviction of parties in the trade there, so that the prospect of a fair crop will, for the present, exert but very little influence in weakening prices, or demand from that.

It is certain, but for the United States the prices of bread-stuffs in England the past year would have created a much greater commotion than has the lack of cotton. The demand for food is far more imperative than clothing, especially a single variety of clothing, and must be had in very nearly the same quantity, whatever may happen; whether a people be prosperous or the reverse, or whatever may be the condition of commerce or trade. The Southern States have, heretofore, been the source of supply of cotton. This is now, temporarily perhaps, cut off. Shall the evil be aggravated by shutting out food from vast multitudes who are either unemployed, or who are working upon short time. Shall two ills be courted instead of one? If one is so vast as to defy almost, treatment or solution, will not a still graver one added, be too much for the strength or foresight of government? We do not refer to other matters; but it is clear that a state of things that would sever the commercial relations between the two countries, would interfere with other relations, mutually injurious very probably, but none the less to be considered than the question directly at issue.

This question is not whether England might not obtain supplies of breadstuffs from other sources sufficient to keep her people from starving, but whether she can obtain them at rates that will place them within reach of the working classes. Prices are controlled by a deficit or excess, however slight this may be. It might be supposed that a deficit equal to one-twentieth of the whole amount wanted, would raise prices only in an equal degree. But the necessary result is, that they augment in vastly greater ratio, as it places the holders in position to exact their own terms. Now prices are kept down in England by the certainty that the United States can be always relied on to make good any deficiency that may be found to exist in that country. Apprehension is relieved, and though there may be a brisk demand, prices will never advance very far beyond cost of production, including, of course, interest on the amount of capital employed.

In our crops of breadstuffs, consequently, we have a good guarantee for continued peace. The abundant supply from this country, steadily increasing, has unconsciously to nations of the Old World, rendered our own indispensable almost, to their comfort, and internal peace and quiet. We have during the past ten years been busily occupied in preparing this country to be the great grain mart for the world. We had abundant area, with soil and climate admirably adapted to the production of all the cereals at less cost than in any other country in the world. What we lacked was means of transportation, the best producing districts being 1,500 miles inland. The appropriate works have at length been constructed. Railroads traverse every portion of the interior, collecting at the great depots upon navigable water lines the bountiful products of the soil, which are borne to tide-water chiefly by means of one work—the Erie canal. There were transported over this route the past year, in grain and flour, what was equivalent to at least 70,000,000 bushels. The two great railroads of the State added 40,000,000 bushels more. The works which private and public enterprise have constructed in this State, are the most beneficent agents in ministering to the comfort and order of the Old World—agencies which are hardly more noticed than the operations of Nature, but which convert all these to the use and benefit of man.

Having labored so assiduously to promote the good of the people of the Old World, as well as ourselves, we do not think our good offices will be rudely thrown aside. Never was a grander achievement than our public works, which were made for mankind, instead of a comparatively isolated nation. Last year they saved both England and France all the horrors of a famine. They can continue to do so for all time. The people of those countries do not, of course, recognize their benefactors, but let them be cut off from these, and they will instantly learn their value and instantly demand the restoration of former relations, in tones that cannot be misunderstood or denied. We are now and are henceforth to be the granary of the world, and are almost as indispensable in the general economy, as food itself. The office we perform will not be lightly esteemed, nor will it long be rejected, as its benefits will be seen the moment they are withdrawn. Neither England nor France will long forego their customary amount of food for the sake of interfering in a matter which they will not appreciate—an interference which cannot result in a single compensating advantage for the thousand ills that must follow.—*Hallett's Financial Circular.*

Freshet Damages in the Coal Region.

The Philadelphia *Ledger* of the 27th ult., furnishes the following information as to the progress of repairs of the damages by the late freshet to the coal avenues:

"The share and loan holders of the Delaware Division Canal Company, as well as all who are interested in facilities for a full supply of coal at market, will be glad to learn that this section of navigation, extending from Bristol to Easton, and which was considerably injured by the late freshet so destructive of property in the Lehigh region, has been repaired, and that water will be let in its entire length on Saturday of this week. The Lehigh Navigation Company's works, having suffered much greater injury, will not be in working condition for some weeks yet; but the Lehigh Valley Railroad and some of its connections, extending to the heart of the anthracite coal fields, are now ready for business, and as the Delaware Division, two or three years ago, took the precaution of erecting *schutes* at Easton, for the more ready reception of coal from the Lehigh Valley Railroad, the most of the business from that road will probably be emptied into the Delaware Division Canal. From present indications, the coal trade will not be so seriously impaired as some have feared, and the Delaware Division Canal will not suffer so great a loss of tonnage as seemed almost inevitable, from the interruption of shipments on the Lehigh Canal.

The Rogers Locomotive Works.

The Rogers's Locomotive and Machine Works are very extensive. There are about four hundred hands employed at present, mostly on locomotives. A large and beautiful steam plow of the Fawkes class, is standing here all complete. It has two cylinders, eight by twelve inches; a corrugated driver roller, four and a half feet in diameter, and six feet broad in the face. It is capable of tearing through twenty acres of stiff land in one day. Beside it stands a large locomotive which was built for a railroad in South Carolina, but fortunately it was not sent away to Dixie. Two first class coal burning locomotives, with combustion chambers and copper-lined fire boxes, are now being constructed in Rogers's Works for Cuba; one wood burner for Dubuque, Iowa, and several orders for other places are in the course of being filled. A most favorable opportunity is afforded in this establishment for comparing the present with the past era in locomotive construction. Here on the outside of the shop is to be seen one of the old fashioned eight ton dumpy engines which were early used; and inside may be seen some elaborately-finished engines weighing from twenty-six to thirty five tons. American built engines have the preference in Cuba and in South America. Two locomotives furnished a few years since by this company for a railway in Chili, surpassed two English built engines in speed and power of haulage up steep gradients upon a fair trial. A splendid new engine for the same railroad was lately forwarded from this establishment.—*Scientific American.*

St. Louis, Alton and Terre Haute Railroad.

The Terre Haute and Alton and the Belleville and Illinoistown Railroad Corporations have been reorganized under the name of the St. Louis, Alton and Terre Haute Railroad Company. A Board of Directors has been appointed, consisting of Messrs. Bayard, Sage, Tilden, Butler, Richardson, Clark, Griswold, and several gentlemen resident on the line of the road. The new first mortgage bonds will be issued next week following, and consists of two classes, one called series A, bearing coupons for 7 per cent interest, due 1st January and 1st July, and one called series B, with coupons due 1st April and 1st October. The second mortgage bonds will also be divided into classes, and bear coupons due February and August and March and September.

Railroad Earnings--Weekly.

The receipts of the Grand Trunk Railway of Canada for the week ending June 28th, 1862, were:

17,168 passengers	$22,388 66
Mails and sundries	3,413 68
Freight and live stock, 12,473 tons	40,410 96
Total	$66,213 30
Corresponding week, 1861	61,001 44
Increase in 1862	$5,211 86

Newburgh to be a Coal Depot.

Through the efforts of Mr. Homer Ramsdell, Newburgh is to be placed in connection with the coal regions of Pennsylvania by the construction of a branch railroad from Hawley, the terminus of the Pensylvania Railroad, to some one of the Delaware River stations of the Erie Railroad, about thirteen miles distant. A contract has recently been completed between the latter company and the Pennsylvania Coal Company, providing for the construction of the connecting road. The projected improvement is expected to be completed by June 1, 1863.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortrage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western:				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence:				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1638	----
Mortgage Coupon	2,500,000	6	1885	91
" "	700,000	6	1880	93
" "	1,128,500	6	1875	94
" "	1,000,000	6	1867	93
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie:				
1st Mortgage coupon	2,000,000	7	1877	92
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	106
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	100
Mort. (chgd from Sterl'g)	888,000	5	1864	100
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (188'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	106
2d Mortgage	600,000	7	1875	100
Central Ohio:				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	64
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	110
Consolidated 2d Mort. (S. F.)	813,000	8	1890	110
Chic. and Aur. 1st Mort.	599,000	7	1887	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	104½
Chicago and Northwestern:				
1st Mortgage (preferred)	1,250,000	7	------	95
1st Mortgage (general)	3,600,000	7	------	64½
Bonds issued for coupons of do.	756,000	7	------	----
2d Mortgage	2,000,000	6	------	22½
Appleton Extension Bonds	184,000	7	------	----
Flagg Trust Bonds	245,000	8	------	----
Cincinn., Hamilton and Dayton:				
1st Mort age	394,000	7	1867	100
2d Mortgage	950,000	7	1880	100
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	90
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	100
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	91
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	82
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	68½
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	299,000	7	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	1872	65
Junction 2d Mortgage	221,000	7	1862	----
Tol., Nor and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	1863	75
Junction Income	27,500	7	1862	----
C. and T. Income Mortgage	104,400	7	1863	75
C. and T. Income (convertible)	174,000	7	1864	----
C. and T. Income (convertible)	256 000	7	1864	----
C. and T. Dividend (convert.)	151,495	7	18 5	75
C. and T. Income (convertible)	39,000	7	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	1885	98
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	115,900	---	var.	93½
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Daytou and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	107½
1st Mortgage (E. Extension)	1,499,000	---	1875	107½
2d Mortgage	2,516,500	---	1881	104
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000		------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	275,000	6	var.	100
2d Mortgage (convertible)	710,000	5	62-'72	98
3d Mortgage (convertible)	450,000	6	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tenness.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	143,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655 000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land. 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Galena and Chicago Union:				
1st Mortgage Coupon	1,971,000	7	'62-'63	105
1st Mortgage (Extended)	22,000	7	1882	105
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	100
***Great Western, Ill:**				
1st Mortgage Eastern Division	1,000.000	10	------	----
" Western "	1,350,000	7	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	ll	------	47
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	110
2d Mortgage	2,000,000	7	1860	103
3d Mortgage	1,840,000	7	1875	94
Convertible	1,002,000	7	1867	89
Illinois Central:				
Optional Right bonds	38,000	7	1868	64
Construction	10,798,500	7	1875	95
Construction	4,115,000	6	1875	95
Eight per cent. bonds	326,000	8	1865	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1868	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400.000	8†	------	----
City of Keokuk, (special tax)	150.000	10†	------	----
Lee Co nty, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	1870	103
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903.000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000.000	†	------	21
2d Land Grant (Western Div.)	353,600	†	------	21
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1.087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1.300,000	6	1883	89
Long Island:				
1st Mortgage	500,000	6	1870	85
Extension Bonds	175,000	7	1890	82½
Long Dock Co.:				
Mortgage Bonds	500.000	7	1882	----
Mortgages on Land	473,899	7	------	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State (Tenn.), 1st Lien	300.000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State (Tenn.)	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	19,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	83
Marietta and Cincinnati:				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston:				
State Tenn.) Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State (Tenn.) Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State (Tenn.) Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	1869	105½
1st Mortgage (S. F.), convertible	4,434,000	8	1882	106¼
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	994,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	85½
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	101
Detroit and Toledo	684,000	7	1876	76
1st General Mortgage (S. F.)	3,030,000	7	1885	100
2d General Mortgage	2,572,000	7	1877	83
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	100
1st Preferred stock	1,060,000	---	------	----
2d Preferred stock	1,020,000	---	------	----
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	99
Preferred Stock	1,175,000	10	------	120
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,900	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63'4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	101
Funding (S. F.) Bonds	1,553,000	7	1876	101½
Stock Exchange (S. F.) Bonds	680,000	6	1883	101
Real Estate (S. F.) Bonds	166,000	6	1883	101
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	102
Convertible Bonds	970,000	7	1876	101½
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	101
New York and Erie:				
1st Mortgage	3,000,000	7	1867	108½
2d Mortgage	4,000,000	7	1864	105
3d Mortgage	6,000,000	7	1883	98
4th Mortgage	4,900,000	7	1880	90½
5th Mortgage	1,792,500	7	1883	86
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	104½
2d Mortgage	1,000,000	7	1864	100½
3d Mortgage	862,300	7	1867	86
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	82
Northern (Ogdensburg):				
1st Mortgage	1,484,000	7†	1859	70
2d Mortgage	3,077,000	7†	1861	4½
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	82
Chattel Mortgage	360,000	10	1858	98
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	102½
2d Mortgage	2,319,000	6	1875	97
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	89
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	730,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	----
" 1836, "	192,000	5	1880	99
" 1849, "	3,103,600	6	1870	94
" 1861, "	436,00	6	1871	----
" 1843, "	1,548,300	6	1880	99
" 1844, (convertible)	863,000	6	1880	97
" 1848, "	124,000	6	1880	99
" 1849, "	83,000	6	1880	102
" 1857, "	3,586,500	6	1886	86
" 1856, "	1,475,000	7	1886	89½
Bonds and Mortg's—real estate	592,200	---	------	----
Preferred Stock	1,551,800	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	90½
2d Mortgage	5,100,000	7	1911	78
3d Mortgage	2,000,000	7	1911	62½
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	34
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1853	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	800,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.)				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	1877	91
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	106½
2d Mortgage (convertible)	2,000,000	7†	'68–'70	82
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	91
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	91
2d M. (Toledo and Wabash)	1,000,000	7	1869	64½
2d M. (Wabash and Western)	1,500,000	7	1899	64½
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Balt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Dollar Bonds	802,000	6	1875	----
Albany City Bonds	1,000,000	6	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	85
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,736	*	—	877,653	503,500	105,255	1,515,704	54 0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30 3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,406	—	1,067,006	777,777	240,485	2,176,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	...	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	.....	.....	.....	.....	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	477,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
.. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,373,922	122.4	252,906	359,147	149,477	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	142
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439 775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,166	77,038	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	.....	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,200	24,901	688,5e2	66.0	145,762	116,897	102,722	2	....
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,749	710,403	—	3,000,000	1,890 000	—	5,626,549	117 4	438,8 ■	808 060	301,979	....	....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	60.4	.....	288,512	108,626	—	43
								DELAWARE.													
31 Oct. '60	84.3	—	13.7	—	—	—	—	Delaware	1,552.257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41 466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,869	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6½	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	8.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	21.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,690,173	229.0	879 468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123 343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026 868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,991	10,200	180,621	1,473,140	71 0	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	28.8	.....	.....	388,855	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			—	138.0	.....	852 343	454,541	—	....
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	.....	10 000,000	220.0	.....	1,098,465	452,693	4	....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,089,340	3,814,516	—	10,195,257	168.0	.....	1,514,478	242,564	—	77½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,886	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,135.000	204,676	11,815,522	213,0	.....	849 719	414,828	—	....
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,923,936	*	40,469	5,603,000	1,397.000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	65½
10 Nov. '58	33.2	—	—	—	—	—	—	Fox River Valley	580.000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.7	1 123 454	1,720,796	811,185	5	70¾
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2 391,000	—	.....	175.0	.....	486,943	181,529	—	....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,025	2,965,758	1,150,903	—	60½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	ope.	by Chic. & R. Is.	125,000	.....	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569 889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100 0	oper.by	Bur. &	Quincy	—	....
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,963	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233.413	*	2,750	986,061	1,219.100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26.641	610,0 0	1,178.000	40.550	2,108,011	109.0	36 122	460,397	133,009	—	55
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497.952	540,043	25,689	1,649,900	1,36 ,281	140.689	3,458,108	10.0	.....	448,858	230,834	9	20
31 Dec. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,9 1	1,023,384	37 219	2,031,942	84.0	.....	277,952	119,745	—	....
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,234	1,015,907	706,000	75,505	2,188,581	108.0	303,161	297,988	121,416	—	....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
1Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356.755	1,648.050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,086	—	....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '61	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,976,801	73 0	325,707	377,692	216,184	10	120
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860.000	369,0 4	.....	86 0	7 mo's	85,239	44,771	—	....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	....
.. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,00	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,419	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,998	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	604,024	*	—	sold, 1859,	for $26,0 00.	.....	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13 0	oper.by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	}	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,433	130.000	—	735,31	29 0	.....	108,944	43,287	—	80
30 Jun. '61	65.1	—	....	}				} Louisville and Frankfort	1,383.526	126,735	6,540	1,104,787	414,519	—	1,649,451	65 1	244,773	345,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,903	716,478	371,12	—	....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	389,297	5,855,320	80.0	180,204	481,922	223,649	—	....
1 Mar. '61	206 0	—	....	205.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug. '60	53.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	102½
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	65
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	24½
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	.....	51.7	.....	449,051	128,733	7	90
31 May, '61	74.3	8.8	49.7	—	32	54	606	Boston and Maine	4,300,849	*	465,758	4,076,974	—	86,655	.....	118.3	.....	776,065	315,071	6½	108½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	132,720	.....	.....	61.8	.....	588,871	272,429	8	111½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	117½
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	.....	.....	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	.....	.....	52.3	.....	250,836	122,956	6	90
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885 000	34,000	4,908,862	120.7	432,160	565,939	246,402	4	60
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	—	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	665	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	—	71.6	.....	543,158	217,054	6	100½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,655	365,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	110
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	—	21.6	.....	123,015	24,907	2	53
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	.....	.....	.....	18,291	—	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	104½
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	—
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308 228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	.....
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150 000	2,768	.....	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	14
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	124
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	55
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- --	--	—	.....	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	--	—	.....	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,499	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	62½
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	27
-- --	--	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- --	'59	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
-- --	'59	—	—	175.0	—	—	—	*Soutner n Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
-- --	'59	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	—
-- --	'59	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
-- --	'59	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	.....	.....	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	43
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	—
-- --	--	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	13,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114.0	311.665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	56
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma ss.	—	—	65
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	104½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,857	353,101	197,136	4	64½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76 0	.....	274,204	162,841	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	129½
31 Dec. '60	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662.393	1,201,895	673,443	10	91½
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,236	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	—	—	—	New Jersey	3,609,089	400,378	1,249,621	4,397 820	688,000	—	5,628,931	33.8	.....	992,767	579,981	10	132
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	90
31 Dec. '60	13 0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,784	.....	56,582	.....	—	—	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$		M.	M.	$	$	p. c.	p. c.
								NEW YORK.														
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,159	554,096	—						.....
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	—	ope'r. by Rens. & Sarat.				—	.....
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	—	ope'd by Western.				6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	.....	.....
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	.....	.....
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	.....	.....
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,358	335,870	—	1,000,000	—	130,000	1,130,000	24.7	2,904,887	520,855	110,896	8	.....	.....
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,683,579	176.0	483,412	593,845	187,704	—	.....	.....
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	150	.....
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	.....	.....
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope'r. by Erie.			24,000	6	.....	.....
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope'r. by Erie.			30,000	6	.....	.....
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	8	.....	.....
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	46	.....
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,288	2,620,997	101.5	258,763	343,021	119,454	—	16½	.....
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	.....	7,309,042	2,601,063	6	92¼	.....
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	37	.....
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	.....	.....	152.9	.....	1,142,851	433,716	—	16	.....
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	.....	.....
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope'r. by Central.			60,000	6	.....	.....
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	.....	4,577,000	121.8	395,128	458,912	156,080	—	.....	.....
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	.....	35.9	69,759	119,868	64,753	8	.....	.....
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	.....	75.4	79,240	80,611	37,436	—	.....	.....
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	.....	59.2	119,325	269,353	131,525	6	.....	.....
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	.....	ope'r. by B., N. Y. & E.			22,047	—	.....	.....
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	.....	.....
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	.....	.....	ope'r. by Rens. & Sar.				5	.....	.....
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	.....	47.3	114,731	175,604	60,113	—	.....	.....
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	.....	13.0	.....	15,720	11,800	—	.....	.....
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	.....	81.0	191,579	227,488	139,817	—	.....	.....
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	.....	112.0	280,643	312,066	160,287	—	.....	.....
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	.....	.....	.....	ope'r. by Hudson River.				6	.....	.....
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	.....	.....	ope'r. by other Co's.				—	.....	.....
1 Jan. '62	10¼	—	¼	30.0	—	—	—	Warwick Valley	185,000	—	—	100,000	85,000	—	185,000	10¼	oper. by Erie R. W. Co.			—	.....	.....
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	.....	96.7	212,256	351,167	178,067	—	6	.....
								NORTH CAROLINA.														
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....	.....
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	.....	.....
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....	.....
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	61,300	2,934,509	171.9	.....	469,458	219,688	—	.....	.....
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,225	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	280,212	—	70,860	384,072	—	.....	.....	.....	—	.....	.....
								OHIO.														
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	32.0	.....	.....	.....	—	.....	.....
31 Dec. '60	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	.....	314,091	102,765	—	.....	.....
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,675,000	1,126,458	6,810,432	141.0	.....	699,716	280,561	—	.....	.....
31 Mar. '62	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	.....	3,818,784	198.3	.....	646,205	329,714	7½	98	.....
31 Dec. '60	30.0	—	.....	—	69.1	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	28	.....
1 May, '59	131.8	—	.....	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '60	135.4	5.8	.....	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,785,123	141.2	655,102	1,085,799	589,021	10	125
31 Dec. '60	67.0	—	.....	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,695,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '61	95.4	1.2	37.9	—	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,354,000	.....	.....	96.6	.....	1,120,370	662,948	14	125
30 Nov. '58	101.0	102.5	.....	—	—	42	—	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	663,821	9,661,102	203.5	646,413	772,093	332,093	4	95½
31 May '62	109.2	79.4	.....	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,600	7,628,820	188.6	610,292	1,003,737	543,488	3	49¼
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,675	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	55	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	55	.....
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,188,717	ope'r. w. Lit. Miami.			177,371	8	87½	.....
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	360,824	5,241,812	144.0	.....	375,002	212,107	—	.....	.....
31 Aug. '60	36.6	—	.....	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,346	716,000	80,845	.....	36.6	.....	62,025	3,565	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	457,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	.....	.....
1 Nov. '61	45.0	—	.....	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	102,180	52,408	—	.....
-- -- '59	36.0	—	.....	84.0	—	—	—	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	.....
31 Oct. '61	32.0	—	.....	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	.....	.....
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,240	500,521	4 2,002	2,981,126	1,400,000	.....	4,960,750	138.0	814,900	1,386,991	632,114	8	106	.....
31 Jan. '62	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	.....	434,290	99,554	—	.....	.....
30 Apr. '61	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	898,818	169,943	—	1¼	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....	.....
30 Jun. '61	153.9	52.0	.....	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	.....	.....
31 Dec. '60	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	.....	185,934	34 167	—	.....	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	.....	.....	193,000	150,000	3,500	346,500	ope'r. by C., C. & C.			.....	—	.....	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....	.....
31 Aug. '61	242.4	—	.....	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	895,502	1,012,236	400,559	—	20	.....
								PENNSYLVANIA.														
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	62,624	.....	45.0	61,634	94,342	45,161	—	.....	.....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	58	.....
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	.....	.....	146.0	.....	219,548	22,490	—	4	.....
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	.....	1,368,919	52.5	181,087	249,778	159,531	8	.....	.....
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	.....	2,169,946	1,359,680	—	95	.....
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	.....	.....
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	ope'r. b. Buf. & S. L.				10	.....	.....
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,655	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	54½	.....
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	.....	.....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	.....	.....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	.....	.....
30 Nov. '60	45.7	—	22.3	20.2	15	6	.....	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	.....	.....	45.7	183,500	679,908	342,039	6	52½	.....
30 Nov. '59	28.0	5.0	13.5	.....	9	.....	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope'r. by C., W. & E.			.....	—	19	.....
31 Dec. '60	20.0	—	4.0	—	.....	.....	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,950	3,413,871	303 927	9,803,932	.....	.....	753,318	670,227	6	49½	.....
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	48	.....
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	—	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364,225	282,124	—	9½	.....
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065 289	3,474 545	13,261,960	17,163,947	387,489	32,407,124	423.0	3,476,812	5,932,761	2,296,402	—	47½	.....
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	.....	.....
30 Sep. '59	17.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,455	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157.194	—	48	.....
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,461	645,170	11,545,929	12,411,600	.....	25,225,48	151.4	1,795,927	2,905,838	1,412,805	.....	28	.....
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by Cam. & Amboy			.....	125½	.....
31 Oct. '61	98.0	6.0	—	—	82	109	565	Phila., Wilmington and Balt.	7,021,713	744,425	142,840	5,600,000	2,475,500	140,993	8,742,000	200.5	439,780	1,514,985	675,484	6½	52	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Companies.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
		M.	M.	M.	M.	No	No	No.	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
	PENNSYLVANIA, (*Continued.*)																				
31 Oct. '61	Pittsburg and Connellsville	59 0	13.0	5.0	88.5	8	5	59	2,828,895	90,803	—	1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21 217	—	—
31 Dec. '61	Pittsb'g, Ft. Wayne & Chicago	467.5	—	68.7	—	104	80	1,261	17,002,121	*	31,408	6,249,433	10,264,995	1 547 323	18,9 9 5 1	467.5	2,434,641	3,031,787	1,299,721	—	31
30 Sep. '59	Pittsburg and Steubenville	31.0	—	----	11.0	----	----	----	1,947,462	*	—	1,221,277	280,000	----	----	----	----	----	----	—	----
30 Sep. '59	Schuylkill and Susquehanna	54.0	—	3.0	—	7	7	26	1,258,700	*	—	1,258,700	97,000	----	----	----	----	----	----	—	----
30 Sep. '59	Schuylkill Valley	9.2	15.3	14.9	—	—	—	—	573,616	*	—	568,150	----	----	573,616	24.5	----	34,501	29,604	3½	----
31 Mar. '61	Shamokin Valley & Pottsville	28.0	1.2	2.0	—	4	1	445	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	----	----	96,227	54,582	—	----
31 Dec. '59	Sunbury (Phila.) and Erie	148.0	—	20.0	140.0	----	----	----	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,1e9,869	148.0	----	114,126	61,848	—	16
30 Nov. '59	Tioga	29.6	6.5	31.9	—	8	3	127	703,349	86,932	—	97,550	396,000	----	----	29.6	----	83,072	47,007	6	----
30 Sep. '59	Westchester and Philadelphia	26.4	—	2.1	—	4	11	9	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	----	125,597	4,502	—	----
30 Sep. '60	Williamsport and Elmira	78.0	—	6.0	—	16	8	125	4,050,314	*	—	1,500,000	2,200,000	293,895	----	78.0	199,878	238,420	860,339	—	12½
	RHODE ISLAND.																				
1 Jan. '60	N. Y., Providence and Boston	50.0	—	2.0	—	12	17	103	2,158,000	*	—	1,508,000	276,800	—	----	62.0	240,443	331,522	106,782	5	55
30 Nov. '61	Providence, Warren & Bristol	13.6	—	0.5	—	—	3	5	448,666	*	—	4 7,917	8,500	----	----	13.6	----	26,454	6,914	—	----
	SOUTH CAROLINA.																				----
31 Dec. '58	Blue Ridge	13.2	1.5	----	182.4	2	—	26	2,126,539	----	----	1,916,515	217,577	—	2,134,092	13.2	----	----	----	—	----
31 Dec. '58	Charleston and Savannah	54.9	—	----	47.4	4	3	21	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	----
31 Dec. '58	Charlotte and South Carolina	109.6	—	----	—	13	9	176	1,719,045	*	—	1,201,000	884,000	----	----	109.6	----	283,263	151,536	6	----
— — '58	Cheraw and Darlington	40.3	—	----	—	----	----	----	600,000	*	—	400,000	200,000	----	----	49.3	----	----	----	—	----
1 Jan. '59	Greenville and Columbia	143.2	21.3	----	—	----	----	----	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	----	341,190	125,871	—	----
31 Aug. '58	Kings Mountain	22.5	—	----	—	----	----	----	196,230	*	—	200,000	----	----	200,000	22.5	----	----	----	5	----
31 July '58	Laurens	32.0	—	----	—	----	----	----	543,403	*	—	400,000	106,218	----	575,729	32.0	----	27,568	8,527	—	----
28 Feb. '59	North-Eastern	102.0	—	----	—	----	----	----	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '60	South Carolina	136.0	106.0	----	—	62	59	790	----	----	----	----	2,643,333	----	----	----	----	1,499,636	701,943	7	----
31 July '58	Spartanburg and Union	25.1	—	----	41.9	----	----	----	----	----	----	----	----	----	----	25.1	----	----	----	—	----
	TENNESSEE.																				
30 Sep. '60	Central Southern (Tenn.)	47.6	—	----	—	----	----	----	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	----
1859	Edgefield and Kentucky	----	—	----	17.0	2	—	14	857,947	*	—	333,204	612,000	60,900	----	30.0	29,845	9,359	7,486	—	----
1859	East Tennessee and Georgia	30.0	—	1.8	—	12	10	171	3,637,367	*	—	1,289,673	2,020,000	200,000	----	140.0	----	318,718	187,466	—	----
1859	East Tennessee and Virginia	140.0	—	8.0	—	10	10	128	2,310,033	156,264	—	536,654	1,902,000	390,407	----	130.3	150,142	297,806	3 149,167	—	----
1860	Memphis and Charleston	271.6	19.4	20.0	—	43	37	667	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	----
1859	Memphis and Ohio	271.6	16.0	20.0	3.9	9	5	242	2,259,267	141,144	—	570,000	1,361,000	145,000	----	----	----	----	----	—	----
1859	Memphis, Clarkesv. & Louisv.	100.0	—	30.6	55.8	----	----	----	2,000,000	100,500	—	298,721	740,000	----	----	----	----	----	----	—	----
1859	Mississippi and Tennessee	59.0	—	----	40.1	7	5	119	1,137,400	*	—	798,285	554,949	319,518	----	59.4	69,870	177,256	60,029	—	----
1859	Mississippi Central and Tenn.	47.4	—	2.3	—	4	5	46	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	----
1859	McMinnville and Manchester	34.2	—	7.0	—	12	2	81	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	Nashville and Chattanooga	149.7	44.0	7.9	—	39	17	319	3,632,382	*	—	2,056,544	1,731,000	----	----	159.0	----	734,118	337,384	5	----
1859	Nashville and Northwestern	----	—	----	—	----	----	----	----	----	—	----	----	----	----	----	----	----	----	—	----
1860	Tennessee and Alabama	45.8	—	4.2	11.7	5	5	32	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	127,953	87,243	—	----
1859	Winchester and Alabama	30.0	—	0.6	8.0	----	----	----	----	----	—	216,962	413,000	408,477	----	30.0	----	1,248	----	—	----
	TEXAS, (*all aided by State*).																				
— — '58	Buffalo Bayon, Braz. & Col'r'do	32 0	—	----	158.0	----	----	----	----	----	—	----	----	----	----	32.0	----	----	----	—	----
— — '58	Galvest., Houst. & Henderson	56 0	—	----	184.0	----	----	----	----	----	—	----	----	----	----	56.0	----	----	----	—	----
— — '60	Houston and Brazoria	50.0	—	1.5	75.0	2	1	40	1,250,000	----	—	275-000	240,000	171,555	----	50.0	31,300	32,670	----	—	----
1 May '60	Houston and Texas Central	70.0	—	6.0	289 0	7	5	124	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	196.568	—	----
— — '59	San Antonio & Mexican Gulf	25.0	—	----	110.0	----	----	----	----	----	—	----	----	----	----	25.0	----	----	----	—	----
— — '59	Southern Pacific	28.0	—	----	756.0	----	----	----	----	----	—	----	----	----	----	28.0	----	----	----	—	----
	VERMONT.																				
31 May, '61	Connect. & Passumpsic Rivers	90.7	—	8.6	19.6	8	8	183	1,514,132	193,422	—	1,280,400	800,000	60 589	----	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	Rutland and Burlington	119.6	—	13.0	—	26	18	600	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	Rutland and Washington	62.0	----	4.0	—	10	6	174	1,771,683	*	—	950,000	----	----	----	62.0	142,889	150,318	39,283	—	----
31 Aug. '60	Vermont Central	119.0	—	20.0	—	42	28	885	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	Vermont and Canada	47.0	—	2.8	—	—	—	—	1,350,695	----	—	1,350,000	----	----	1,380,695	ope	r. by Vt.	Central	----	—	122
31 Aug. '60	Vermont Valley	23.7	—	0.7	—	3	4	43	1,212,274	89,612	—	516,164	793,200	----	----	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	Western Vermont	54.0	10.5	----	----	----	----	----	1,083,500	*	—	332,000	700,000	----	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	----
	VIRGINIA.																				
31 Aug. '59	Alex., Loudoun & Hampshire	41.3	—	—	122.1	----	----	----	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----	----	----	----	—	----
30 Sep. '59	Manassas Gap	77.8	8.9	3.8	105.6	9	5	221	2,942,548	210,680	—	2,960,861	775,500	118,789	----	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	Norfolk and Petersburg	79.2	—	4.8	—	5	2	75	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	Northwestern Virginia	103.5	—	----	—	8	—	—	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	----
30 Sep. '60	Orange and Alexandria	88.3	68.4	10 0	—	16	16	175	----	----	—	2,063,655	2,517,500	590,056	----	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	Petersburg and Lynchburg	123.3	10.1	----	—	19	13	279	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	----
30 Sep. '59	Petersburg and Roanoke	59 2	21.3	----	—	14	17	151	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326.554	213,852	7½	----
30 Sep. '60	Richmond and Danville	140.5	2.7	12.0	—	28	30	418	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	Richm., Frederick & Potomac	75.1	—	4.5	—	11	10	196	1,985,579	*	52,800	1,041,880	643,960	96,828	----	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	Richmond and Petersburg	22.2	2.8	5.1	—	10	7	188	1,222,523	*	—	835,750	204,808	26,853	----	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	Richmond and York River	23.7	—	0.2	14.6	2	—	23	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	----	----	—	----
31 Jan. '60	Seaboard and Roanoke	80.0	—	----	—	10	11	161	1,469,246	*	1,200	844.200	472,811	52,926	1,639,648	80.0	----	240,446	121,053	7	----
30 Sep. '60	Virginia Central	178.2	—	21.3	7.0	27	19	228	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	Virginia and Tennessee	204.7	9.4	10.6	—	39	27	374	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,223,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	Winchester and Potomac	32.0	—	2.5	—	5	4	49	516,830	59,000	—	300,000	120,000	24,736	----	32.0	30,000	49,971	14,469	—	----
	WISCONSIN.																				
1 Dec. '59	Kenosha and Rockford	55.0	—	2.0	121.0	3	2	40	1,500,000	55,000	—	800,000	700,000	25 000	----	55.0	----	----	----	—	----
31 Dec. '61	*Milwaukee and Minnesota*	199.9	—	24.9	—	----	----	----	7,400,000	*	—	4,940,000	2,460,000	----	----	199.9	----	756,476	329,580	—	----
31 Dec. '58	Milwaukee and Chicago	40.0	—	----	—	5	10	75	1,850,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	Milwaukee and Horicon	42.0	—	----	27.8	----	----	----	919,757	*	—	1,101,200	----	----	----	42.0	10 mos.	60,066	----	—	----
31 Dec. '61	*Milw'kee and Prairie du Chien*	191.9	42.5	28.3	—	45	37	643	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	----	1,108,354	436,039	—	34½
— — '57	Milw., Watertown & Baraboo	50.0	—	----	85.0	----	----	----	514,238	----	—	345,861	132,000	----	----	50.0	----	121,401	----	—	----
10 May, '61	Racine and Mississippi	104.0	—	----	38.8	8	7	321	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	----
— — '58	Wisconsin Central	10.0	—	----	55.0	----	----	----	600,000	----	—	----	----	----	operated	by	Fox Riv	er Vall.	----	—	----
	CANADA.																				
31 July '61	Buffalo and Lake Huron	161.0	—	----	—	31	27	40	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	----
— — '59	Montreal and Champlain	81.0	—	----	—	16	17	214	----	----	—	----	----	----	----	81.0	166,245	----	----	—	11
— — '59	Brockville and Ottawa	37.0	11.0	----	72.0	2	2	17	----	----	—	----	----	----	----	48.0	----	----	----	—	12
30 Sep. '58	Grand Trunk	624.0	137.0	----	78.0	204	130	2,399	46,651,084	*	—	15,603,128	31,351,133	----	46,954,261	761.0	2,049,997	1,669,219	4,000	6	38
— — '59	Great Western	229.0	128.0	----	—	87	126	1,689	22,153,321	*	—	14,054,908	8,480,849	----	----	357.0	1,360,900	----	----	3	----
— — '59	London and Port Stanley	24.0	—	----	—	2	2	52	----	----	—	----	----	----	----	24.0	37,081	----	----	—	----
— — '59	Northern (O. S. & H.)	95.0	1.6	----	—	17	20	337	----	----	—	----	----	----	----	96.6	254,530	----	----	—	----
— — '59	Ottawa and Prescott	54.0	—	----	—	5	8	118	----	----	—	----	----	----	----	54.0	89,222	----	----	—	----
— — '59	Welland	25.0	—	----	—	4	—	57	----	----	—	----	----	----	----	25.0	----	----	----	—	----
	NEW BRUNSWICK.																				
31 Oct. '61	European & North American	108.0	0.9	12 0	—	14	18	235	4,548,564	*	—	4,637,852	----	----	4,637,852	108 0	----	139,678	36,452	—	----
1 July, '61	New Brunswick and Canada	60.0	—	----	----	----	----	----	1,402,748	102,388	—	1,380,000	13,100	136,000	1,729,232	60 0	----	132,555	36,670	—	----
	NOVA SCOTIA.																				
31 Dec. '61	Nova Scotia	81.5	—	----	60.1	----	----	----	4,268,717	*	—	----	----	----	----	67.5	----	120,918	26,803	—	----
	NEW GRANADA.																				
1 Dec. '60	Panama	43.7	—	----	—	----	----	----	8,000,000	*	620,804	5,000,000	2,400,000	—	9,605,530	48.7	----	1,539,369	1,110,652	12	188

New York Stock Exchange.

Highest Sale Prices for the week ending July 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
Federal Stocks:—						
U. S. 5s, 1871	....	....	....	....	....	....
U. S. 5s, 1874	....	....	91	90½	90½	
U. S. 5s, 1865	....	....	....	....	....	....
U. S. 6s, 1881, reg.	....	101	....	101½	102	
U. S. 6s, 1881, cou.	102½	....	101½	101½	101½	102
U. S. 6s, 1862	....	....	....	....	....	....
U. S. 6s, 1867	....	....	....	....	....	100
U. S. 6s, 1868	....	99½	100	100	100½	
Treasury 7 3-10 Notes	101	....	103½	103½	103⅝	104
State Stocks:—						
California 7s	....	91	91	91	....	
Georgia 7s	....	....	....	....	....	....
Illinois Coupon bonds	....	....	....	102½x	....	
" Canal bonds	....	....	....	....	....	....
Illinois War Loan	....	....	....	97x	98	
Indiana 5s	....	....	....	....	....	....
Indiana War Loan	....	....	....	....	....	....
Kentucky 6s	....	....	....	94x	....	
Louisiana 6s	....	65	....	65½	66	
Maryland 6s	....	....	....	....	98	
Michigan 6s	....	....	....	....	....	
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	45½	....	47⅛	48	47⅞	48½
Do. iss. to H.& St.J.R.	....	....	55½	57	....	60½
New York 6s, 1873	....	....	....	....	....	....
North Carolina 6s	....	....	....	70	70½	....
South Carolina 6s	....	....	....	....	....	....
Ohio 6s	....	....	....	103	102¾	102¾
Tennessee 6s, 1890	50	....	53½	54	53	53½
Virginia 6s	....	....	56	....	53	53
Railroad Shares:—						
Buffalo & State Line	....	....	....	....	....	....
Chicago, Burl. and Q.	75	....	70½	....	77	77½
Chicago and Rock Isl.	62	....	64	64½	64½	65⅛
Clev., Col. and Cin.	122¾	....	123	....	123	....
Clev. and Pittsburg	21⅛	....	21¾	22½	22⅞	23⅛
Clev. and Toledo	45⅞	....	47⅛	48	47⅛	49⅛
Del., Lack. and West	95	....	....	....	....	....
Galena and Chicago	67	....	69⅜	69⅛	69	70⅜
Hudson River	45⅛	....	45⅜	45	45⅛	46
Illinois Central (scrip)	57	....	58½	60½	59½	60⅛
Michigan Central	57⅛	....	59	60	60	62⅛
M. S. and N. I. guar'd	53	....	54⅛	56⅛	56½	59
M. S. and N. I.	23⅛	....	25	25⅜	25½	27
Mil. and P. du Chien	30½	....	....	33⅛	33⅛	34⅛
M. and P. du C. 1st pref.	....	....	....	....	....	....
M. and P. du C. 2d pref.	....	....	....	....	....	....
New Jersey	....	....	....	....	....	....
New Jersey Central	....	....	....	....	....	....
New York Central	88½	....	90	90⅛	90	92⅜
Erie	33⅛	....	35	34⅜	34½	37
Erie pref.	61½	....	62	61½	61⅜	64½
N. York and Harlem	15	....	15⅛	15½	16	16
N. Y. and H. "pref."	34	....	37	37⅛	37½	39⅛
Panama	130	....	135	134	134½	133
Phila. and Reading	56	....	....	57½	57	57⅛
Toledo & Wabash	....	....	....	20	....	20
" " Pref.	....	....	42	44	....	45
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	....	....	....	....	....	....
Chic. and N. W. 1st M.	....	....	....	64½	....	....
" " 2d M.	25	....	26	31½	31½	32½
" " S. F.	....	....	....	95	95	....
Cl. & Tol. S. F. 7 p.c.	....	....	....	....	....	93½
Chi., Bur. and Q. 8 p.c.	....	....	....	....	....	....
Chi. and R. I. 1st M. '70	....	....	....	....	....	....
D. L. & W. 1 M. 8 p.c. '71-5	....	....	....	....	....	....
" 2 M. 8 p.c. '81	....	....	....	....	....	....
Gal. & Ch. 1 M. 7 p.c. '63	....	....	....	105	....	....
" 2 M. 7 p.c. '75	....	....	....	....	....	....
Hann. & St. J. 1 M. 8s	....	....	....	....	....	52
Hudson R. 1 M. 7 p.c. '69	....	....	....	....	....	....
" 2 M. 7 p.c. '60	....	....	....	....	....	....
" 3 M. 7 p.c. '75	....	93	....	94	....	
" sink. fund	....	....	....	....	....	....
Illinois Central bonds	90½	....	93	....	....	95
La Crosse & Mil. L. G.	....	....	....	....	....	....
Mil. and P. du C. 1st M.	....	....	....	....	....	....
Mich. Cen. S. F. 8 p.c. '82	....	....	....	....	....	....
" conv. 8 p.c. '69	....	....	....	105⅜	....	....
M. S. & N. I. 1 M. S. F.	99½	....	....	99½	99½	100
" " 2 M.	80½	....	....	81	82	83
N. J. Central 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
N. Y. C. 6 p.c. certif. '83	....	....	101	....	100⅜	101
" 1 M. 7 p.c. '64	102	....	....	....	102	....
" bonds 1876	....	....	....	....	....	....
N. Y. & E. 1 M. 7 p.c. '67	....	....	....	106⅛	....	108½
" 2 M. 7 p.c. '64	....	....	104	....	....	105
" 3 M. 7 p.c. '85	....	....	....	97	97	98
" 4 M. 7 p.c. '80	....	....	....	....	....	....
" 5 M. 7 p.c. '83	....	....	....	....	....	....
N. Y. & H. 1 M. 7 p.c. '73	....	....	....	....	104½	....
" 2 M. 7 p.c. '64	....	....	....	....	....	....
" 3 M. 7 p.c. '67	....	....	....	....	83	85
Pitts., Ft. W. & Chi., 1 M.	86	....	....	90	89½	90½
" " " 2d M.	....	....	78	....	....	....
" " " 3d M.	....	....	....	....	....	....
Terre H. & Alton, 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	80	....	79	82
Toledo & Wab. 1 M.	....	....	....	90½	90⅜	91
" " 2 M.	55⅜	....	60	65	62	64½
Miscellaneous:—						
American Gold	110½	....	109⅞	110½	111	115½
Del. and Hud. Canal	99½	....	92½	....	....	....
Penn'a Coal Co.	....	....	....	....	....	....
Pacific Mail S. S. Co.	112	....	113½	113	112	106

The following are the closing prices in the London Market on the 27th June:

United States 5s, 1874	x. c.	76 to	78
Maryland 5s		79 "	81
Virginia 6s		47 "	49
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	x. c.	63 "	65
Erie shares, ex assessment scrip		31 "	31½
Erie shares, 7 per cent. preference		54 "	56
Erie shares, assessment scrip		1⅞ "	2⅛
Illinois Central 6s, 1875		73 "	75
Illinois Central 7s, 1875	x. c.	78 "	80
Illinois Central $100 shares, $90 paid, dis.		46 "	45
Illinois Central, all paid		50⅛ "	51⅛
Michigan Central 8s, Convertible, 1869		78 "	80
Michigan Central Sinking Fund 8s, 1862		87 "	89
Michigan South. and North. Indiana 7s, 1885		-- "	--
Do. do. do. $100 shares		-- "	--
New York Central 6s, 1883		82 "	84
New York Central 7s, 1864	x. c.	-- "	--
New York Central 7s, 1876		89 "	91
New York Central 7s, 1876		-- "	--
New York Central $100 shares		-- "	--
New York and Erie 7s, 1867		91 "	93
New York and Erie, 2d mort., 1859		89 "	91
New York and Erie, 3d mort., '83, assented		82 "	83
New York and Erie, 4th mort.		75 "	76
New York and Erie, 5th mort.		72 "	74
New York and Erie Bonds, 1862, '71, '75		-- "	--
New York and Erie shares, assented		-- "	--
Panama, 1st mortgage 7s, 1865		99 "	101
Panama, 2d mortgage 7s, 1872		99 "	101
Pennsylvania Central 6s	x.c.	83 "	86
Pennsylvania Central 2d mortgage		84 "	86
Pennsylvania Central $50 shares		-- "	--
Philadelphia and Reading $50 shares		20 "	25

American Railroad Journal.

Saturday, July 12, 1862.

Locomotives in Cities.

The substitution of steam for horse power on lines of railroad entering our large cities from the country, has long been a desideratum on many accounts. That which will most readily suggest itself to managers is the question of *economy*. Four or six horses being requisite to drag a single car, it will readily be seen what a large stock of animals must be kept on hand constantly by a company like the Hudson River to drag their cars for a distance of only two or three miles. Aside from this consideration is one of more importance to the public, the danger to individuals crossing the track. If a train consists of half a dozen cars, drawn separately, it is obvious that foot passengers crossing the street are exposed to precis ly six times the risk that they would be if the whole were drawn together. If steam can only be got as completely under control as horses, enabling cars to traverse the thoroughfares at a reasonable speed, yet stop readily, the danger to life and limb must be largely diminished by its introduction.

The public are further interested in the change from the circumstance that considerable time is lost in attaching the horses to, and detaching them from the cars, on entering the city. Should any accident befall a single vehicle, the whole are necessarily delayed until that one is put in order. The people of this city are too well aware that "time is money," to put up willingly with such an inconvenience, if it can be helped. On the other hand there were the smoke, the steam, the noise and the supposed want of control over the locomotive, which have frightened the residents of our streets and the city authorities into the prohibition of using steam below certain points. As the city kept extending, those points threatened to recede further, entailing still heavier losses on the companies and sacrifices on the part of travellers.

The Hudson River Railroad Company have just had two "dummy engines" constructed at the works of Danforth, Cooke & Co., Paterson, for that part of their road within the city limits. A third is nearly ready for turning out. We understand the trials to which those already placed on the road have been put resulted quite satisfactorily. On this point the public will soon have a full opportunity to witness for themselves the performance of those novel engines. The cost of one of them will not exceed that of a first-class locomotive. We annex a description of these dummies," corrected in one or two unimportant particulars, which appeared in the *Scientific American* of last week:—

The city of Paterson, N. J., has long maintained a high reputation for building locomotive steam engines. Last year this business was almost suspended, but it has since greatly revived, and is now rapidly improving. There are three large locomotive establishments in Paterson, viz:—The Rogers' Locomotive and Machine Works, the New Jersey Locomotive and Machine Company, and Danforth, Cooke & Co.'s Locomotive and Machine Works. In the latter there are about two hundred and thirty men now employed. One dummy engine for drawing the cars of the Hudson River Railroad through the streets of New York is now being built there. It is the third of this character provided for the same company. The two which were previously furnished have, after long trial of their qualities, given great satisfaction. The dummy is a condensing locomotive of peculiar construction, and its object is to supersede horses in the streets of the city. Outwardly it resembles a big box on wheels, like a freight car with a chimney. This long box is made of boiler iron; it has double hollow sides which contain water, and form the tank of the engine. The boiler, engine, condenser and pumps are placed within this box and supported on a suitable framing. The boiler is vertical and tubular, and spreads out toward the top. The engines consisting of two horizontal cylinders with their appurtenances, are placed in front of the boiler, and very nearly in the middle of the car, inside of the wheels. The cylinders are each eleven by fifteen inches, and their piston rods work a transverse double crank shaft situated close to the lower part of the boiler. On the outer ends of this shaft are grooved friction pinions, each twelve inches in diameter; these gear into large grooved friction wheels, each thirty inches in diameter, and from the shaft of the latter, motion is given by connecting rods to the two front and two back driving wheels at each side. This frictional gearing, as a substitute for cog gearing for reducing the speed of the driving wheels, is an excellent arrangement. One of these dummy engines will haul twenty-four cars. The speed, of course, is slow, but this is a necessary requirement for large cities. The object of using a condensing locomotive for such a purpose, is to obviate the noise peculiar to the exhaust in the smoke stack. The cylinders of the dummy exhaust in front into a small tubular condenser, the condensing water of which is supplied from the tank. The water to feed the boiler passes from the condenser by a tube into a cylindrical iron well situated under the two feed pumps, which are placed close together between the two cylinders, and are worked from the link motion. The feed is thus always proportioned to the amount of steam consumed, which is carried at from 110 to 140 lbs. on the inch, and is cut off short. The construction of such an engine is far more difficult than a common locomotive, because it embraces more parts, and these are required to be arranged in a very small compass. Coke is used as the fuel so as to obviate smoke, and a blower is employed to furnish the draft.

Illinois Southern Railroad.

The Lawrenceville *Globe* says such arrangements have recently been made with other railroad companies as to insure the completion of the first twenty-five miles (Lawrenceville to Mr. Carmel) during the present season; that Messrs. Stanton have just closed a contract that will en-

able them to commence delivering and laying iron immediately. It also provides for an amount of rolling stock sufficient to do the business of the road (I. S. R. R.) It decides that the iron can be procured and delivered as fast as the grade is prepared to receive it.

Railroad Earnings--Monthly.

The earnings of the Hudson River Railroad for

June, 1862, were	$151,427 24
Do., 1861	122,682 83
Increase	$28,744 41

The earnings of the Toledo and Wabash Railroad for June, 1862, were

	$112,677 09
Do., 1861	79,073 88
Increase	$34,503 21

The Chicago and Rock Island Railroad earned

in June, 1862	$86,841
Do., 1861	131,891
Increase	$35,050

The earnings of the Panama Railroad for June,

1862, were	$155,158
Do., 1861	112,000
Increase	$43,158

The receipts of the New York and Harlem Railroad for June are as follows:

June, 1862	$87,504 41
" 1861	97,337 23
Increase	$9,832 82

The earnings of the Galena and Chicago Railroad for June, 1862, were

	$162,823 22
Do., 1861	215,708 48
Decrease	$52.885 26
Corrected earnings for previous month,	158,194 03

The business of the Illinois Central Railroad for June, 1862, was:

Land Department.

Acres Construction Lands sold	5,439.64 for	$57,712 89
Acres Interest Fund L'ds sold	1,094.46 "	10,781 80
Acres Free Lands sold	2,526.09 "	27,137 59
Total sales during the month	9,060.19 for	$95,632 28
To which add Town Lot sales		1,493 40
Total of all		$97,125 68
Acres land sold since Jan'y 1, 1862	44,423.74 for	$515,677 44
Acres sold prev'sly (net sales)	1,260,273.46 for	16,147,983 91
Total	1,304,697.20 for	16,663,661 35
Construction bonds canceled previous to May 31		$2,112,500 00
Cash collected in June		28,085 66
158,000 bushels corn received on hand.		
Net collections to May 31, 1862		4,216,522 19

Traffic Department.

Receipts from Passengers	$61,033 90
" Freight	165,213 85
" Mails	6,358 34
" Rent of road	5,333 33
" Other sources	2,626 50
Total receipts for June, 1862	$240,565 92
Do. do. 1861	173,941 16
Increase	$75,895 23

The earnings by the Chicago, Burlington and Quincy Railroad for June, 1862, were

	$225,081 77
Do., 1861	149,186 54

Money Matters.

The feature in the money market of greatest interest during the last two days has been the sudden rise in the price of gold, or rather depreciation in that of currency. On Wednesday it advanced five per cent., closing at 116, which figure it maintained on Thursday; though without the unusual excitement which had prevailed the day before. As the matter now stands, every *six* dollars of indebtedness is discharged by about *five*, debtors of all description having that advantage at the cost of their creditors.

How, where, or when this alarming decline in the currency is to stop, seems to puzzle the wisest. It is pretty safe, however, to reckon that for a long time to come, gold and paper will not be in much closer relationship than at present. Nothing can bring the latter up to or near par except a general conviction that no more demand notes will be issued by the government, the market being already flooded with them at the West, as well as the East.

The late action of Congress, in authorizing a new issue of $150,000,000, has doubtless been the prime cause of this advance in the price of specie. We deprecated strongly that second issue, when the subject was first mooted. For the fact of putting into circulation hundreds of millions of dollars more than are needed must as inevitably lead to a depreciation in value as to glut the market with any other commodity, after it had been abundantly supplied. It deserves notice, too, that the Banks have lately been also increasing their circulation quite largely, as if one evil were not enough at a time.

Speculation is the occasion, not the cause of this alarming condition in monetary affairs. Its pernicious effects cannot now be wholly neutralized; but may be to some extent by an announcement on the part of the Secretary of the Treasury, that the new issue of notes will not be put in circulation while gold continues to sell at such a premium. Or if this be impossible, that no notes will be issued a second time, but destroyed as fast as they are received, as is done by the Bank of England.

The conversion of demand notes into "five-twenty" year bonds has almost entirely ceased.

Railroad securities have improved on the whole during the week; but as these are sold for currency, it is questionable whether this end of the scale has risen more highly than the other has sunk.

Sugar River Valley Railroad.

The contract for grading and bridging this road from Madison to Poynette has been let to Joseph Parkens of Madison, for $15,000. Mr. P. is an old contractor, and a man of great energy. The work will be prosecuted to an early completion. The balance of the road between Poynette and Portage will also be let in a few days.

Racine and Mississippi Railroad.

The managers of this road say it will certainly be opened during the present year to the Mississippi river. The Kenosha, Rockfort and Rock Island Railroad will be equipped for business. These roads will be important tributaries to local business of the Milwaukee and Chicago Railroad, as a large portion of their grain must go to Milwaukee as a commercial necessity.

Our Trade With the British North American Provinces.

It appears from an official report of the Secretary of the Treasury, showing the quantity and value of the different articles of merchandize imported into the United States from British North American provinces under the Reciprocity treaty, that the total value in 1859 was over $15,000,000, and in 1860 more than $12,500,000, and in 1861 $21,000,000. The table shows in the last year a falling off in fish, furs, fruits, hides and wool, an increase in animals, ashes, bark, butter, cheese, coal, eggs, flax, flour, grain, meats, oats, timber, etc. Animals of all kinds, $1,746,000; fish of all kinds, $1,362,000; flour and breadstuffs, over $3,000,000; grain, $6,500,000; timber of all kinsd, $3,289,000. The respective amounts of other imports are not enumerated.

☞ The *Scientific American* says that the extensive machinery manufacturing establishment of Messrs. SELLERS, in Philadelphia, was never more busily employed than at present in the manufacture of laths, planers, and all the various machines that are employed for making the parts of engines and machinery for general manufacturing purposes. This is a good indication of the wonderful prosperity and activity of some manufacturing operations amid the conflict now existing in our land. This firm has manufactured about 1,000 Giffard's injectors, about half the number of which were for stationery engines, and the others for locomotives. These ingenious boiler feeders are now employed, to some extent, on almost every railroad in this country.



RENSSELAER
POLYTECHNIC INSTITUTE,
TROY, N. Y.

THE thirty-ninth Annual Session of this Institution for instruction in the MATHEMATICAL, PHYSICAL, and NATURAL SCIENCES, will commence on Wednesday, Sept. 17th, 1862. Appropriate quarters, and a full supply of apparatus, will be provided, so that all the Courses of Instruction can be given precisely as heretofore. The new buildings for the Institute will be placed on a more commanding site, and be constructed as soon as possible.

The ANNUAL REGISTER, containing full information, can be obtained from

3m27 Prof. CHARLES DROWNE, Director.

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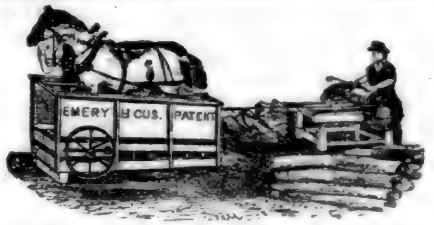
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ARE PREPARED TO EXECUTE PROMPTLY
ORDERS TO ANY EXTENT FOR THEIR
CELEBRATED WHEELS,
EITHER SINGLE OR DOUBLE PLATE,
WITH OR WITHOUT AXLES.
WHEELS FITTED
To HAMMERED or ROLLED AXLES,
IN THE BEST MANNER, AT THE SHORTEST NOTICE,
AND ON THE MOST REASONABLE TERMS.



IMPORTANT
TO
RAILROAD COMPANIES.
—o—
THE ATTENTION OF
RAILROAD MANAGERS
Is called especially to the Machines manufactured especially for the use of Railroad Companies by the proprietors of the
ALBANY AGRICULTURAL WORKS,
CONSISTING OF
EMERY'S PATENT
Railway Horse Power,
Made changeable for both right and left hand work, also with changeable degrees of forces and motions of the driving Pullies without changing the Speed and Labor of the Horses, thereby adapting them to the different uses required, as Sawing Wood, Pumping Water, Driving Elevators and Machine Shops, Foundries, etc. The Power is also adjustable to any degree of wear or use, so as to always insure its working with its greatest efficiency. All the running chains in these Powers are made of the best MALLEABLE IRON which gives to them triple the strength and durability of Grey Iron which last is universally used by all other Railway Horse Power Manufacturers—thereby at the same time lessening the weight of these several hundred pounds, making them less cumbrous for handling and transportation.

WOOD SAWING MILLS.
These Sawing Mills are made upon the most approved and convenient plans in use. Having a heavy plate fly-wheel fixed to the Mandrill with a Ratchet or catch pulley for the driving band on the outside of the fly-wheel—the journal bearings are fitted with Babbet Metal—the wood carriage traverses on iron ways and gibbs—a 24 or 26 inch Saw is fitted, filed and set in working order and the plates warranted. When desired, a 14 inch saw is fitted, also a table for the purpose of slitting boards, etc., for fencing and carpenter work.
The whole together forming one of the most complete and desirable sets of machines for their purposes. They are already in very general use on nearly all the principal Railroads in this country.

PRICE,	ONE HORSE POWER	**$90.00**
"	TWO " "	**120.00**
"	SAW MILL, 24 in. Saw	**37.00**
"	SETT BANDS and EXTRAS	**5.00**

PUMPING ENGINES
Of different kinds for Raising Water for Railroad tanks and other purposes, can be furnished on demand with Reciprocating or Rotary Pumps—fitted to be operated by these Horse Power and the best adapted for Railroad and Mining purposes. One of the SEVENTY-FIVE DOLLAR PUMPING ENGINES when driven by the TWO HORSE POWER has a capacity equal to any Four or Five Horse Power Steam Engine and Pumping Machine for the same purposes.


THRESHING MACHINES
Of the most approved kinds, for one and two horses and with simply Separators, or with Complete Cleaners which fit the grain for market in one and the same operations, and of the most approved construction.
They are very extensively introduced into all the grain-growing sections of this country and the world. They are especially adapted to the force of the above Horse Powers and can be driven by Steam or Water power with equal advantage. They will be furnished on the most liberal terms and warranty.
Liberal discounts made to RAILROAD COMPANIES from the above prices, and agents solicited for the sale of their manufactures.
For further particulars see the new Illustrated and Price Catalogue of the ALBANY AGRICULTURAL WORKS, furnished gratis on application to the proprietors.
EMERY BROTHERS,
No. 62 & 64 State st.,
ALBANY, N. Y.

CUMBERLAND COAL.

THE BORDEN MINING COMPANY

ARE now prepared to fill orders and to make contracts for the season of 1862, for **CUMBERLAND COAL**, DELIVERABLE ON BOARD VESSEL AT **Baltimore, Md., Alexandria, Va.,** or **Georgetown, D. C.** Purchasers may rely upon the Coal proving equal in quality to that heretofore furnished.

The Company also have the pleasure of announcing that they have completed, after two years' labor, their shaft and machinery upon their new property in the VALLEY OF GEORGES CREEK, and are lifting from the very heart of the Coal Basin a superior and perfect article of **BITUMINOUS COAL,** remarkably free from impurities of every description, and possessing qualities peculiarly adapting it to Locomotive use, and to generating steam under all circumstances. This Coal will be known in market as **"BORDEN'S PIT COAL."**

Our Railroad friends, and others requiring a superior Coal, will find it to their interest to give this a trial before contracting elsewhere.

For prices and other information apply to

WILLIAM BORDEN.

3m21 **Nos. 70 and 71 West st., New York.**

LEMUEL W. SERRELL,

SOLICITOR OF

AMERICAN & FOREIGN PATENTS,

No. 121 NASSAU ST.,

NEW YORK.

VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS,** etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing, on reasonable price.

Address **HENRY RUTTAN,**
Coburg, Canada.

THE GREAT FIRE IN TROY.

Unparalleled Triumph

OF

LILLIE'S SAFES!

The following certificates explain themselves:

TROY CITY BANK, May 21, 1862.

LEWIS LILLIE, Esq.—Dear Sir: I am sure it will give you as much pleasure to know as it does me to say, that in the recent fire of the 10th inst., which desolated our city and destroyed our Banking-house, the contents of our Bank vault, though the building itself was a heap of ruins, remained entirely unharmed. This result we attribute entirely to the fact that our old Wrought Iron Doors were, about two years since, exchanged for a set of your celebrated Chilled and Wrought Iron Doors and Frames. With the old doors, not a book or paper in the Vault could have been saved; as it is, nothing in it was even damaged, though exposed to the most intense heat.

Yours, respectfully, S. K. STOW, Cashier.

TROY, N. Y., May 14, 1862.

The undersigned, using **Lillie's Chilled and Wrought Iron Fire and Burglar Proof Safes,** at the time of the late disastrous fire in this city, would state that our safes were subjected to a severe test by fire, the heat varying in intensity, according to the locality and surroundings. The time they were exposed to the fiery ordeal, unprotected by water, varied from 24 to 72 hours. We would say that our money, papers, books, etc. were well preserved, and the Safes are suitable for further use. By comparison with Safes of other manufacture, equally exposed, we have no hesitancy in recommending Safes of Lillie's manufacture to the public on their demonstrated merit as entitled to unparalleled confidence as fire-proofs.

James Kenyon,	S. Bachelder,
S. O. Gleason,	Gates H. Barnard,
Percy & King,	W. D. Haight,
McCoy & Beadle,	Denio & Freiot,
Coon & Van Valkenburgh,	Walsh, Petit & Anthony,
S. S. McClure,	D. H. Snyder,
Ross & Smith,	Jonathan Seaman.
Robert Green,	

Not dug out—nothing in them.

TROY, May 19, 1862.

The undersigned had one of **Lillie's Wrought and Chilled Iron Safes,** which went through the fire of the 10th of May. The Safe was exposed to a severe fire for over 24 hours. In falling it turned on its face, and when turned up to open the doors was red-hot. The back of the lower part of the Safe (behind the books) was filled with pennies, which, in falling over, pressed against the books, and brought them directly in contact with the doors. The wrappers on the pennies were mostly good. The books were unfit for further use, but the writing on them was partially legible and could be copied.

DUSENBURY & ANTHONY.

TROY, May 19, 1862.

This is to certify that we had in our store, in this city, when it burned, one of **Lillie's Small Safes,** which was in the fire, without water on the building or Safe. Most of the valuables were removed before the fire, and therefore we were not in haste to get the Safe out of the burning ruins. Some of the papers left in the Safe were legible when taken out, but most of them were charred.

I. M. SINGER & CO.,
Per G. W. BABCOCK, Agent.

This is to certify that the undersigned had one of LILLIE'S Patent Chilled Iron Safes in their store, which was burned during the late severe fire in this city, and we are happy to state, the Safe preserved all its contents in first-rate condition. All the papers were legible, and the books will do for further use, without even rebinding.

GRANT, NUTTING & CO.

The foregoing comprises all the Safes of my manufacture that were in the fire, and below will be found certificates from all the owners of Safes manufactured several years since, by World's Safe Company, who used my Patent Chilled Iron Shell, but not my Fire-Proof Cement.

WORLD'S SAFE COMPANY'S SAFES.

TROY, May 19, 1862.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire of the 10th inst., in this city, would state that our Safes were exposed to a severe heat, being confined in the burning ruins, unprotected by water, from one to three days. On opening the Safes the contents were mostly legible, and to a far greater extent than could be reasonably expected of any Safe. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectors against fire, and by this test we are prepared to recommend them as such to public patronage.

Lyman Bennett,	Silliman, Matthews & Co.,
Flood & Dunham,	E. L. Mallory,
John Hutchinson,	E. H. Virgil,
Sup't National Express Co.	

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire in this city, would state, that on opening our Safes the contents were mostly legible. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectives against fire, and we are happy to recommend them to public patronage.

W. & L. E. GURLEY,
R. L. & G. DRAKE,
LEONARD SMITH,
H. E. & W. ALENDORPH, Absent.

TROY, May 19, 1862.

To whom it may concern: We would certify that when the recent fire broke out in this city, we took out from our Safe (which was made by World's Safe Company) all our books, papers, etc., and then left it to the flames without shutting the door, and the Safe will do for further use by being repaired, although the book case was destroyed by the door being left open through the fire.

ACKLEY & CO.

TROY, May 19, 1862.

The undersigned, using Safes manufactured by the World's Safe Company, at the time of the late disastrous fire on the 10th instant, in this city, would state that our Safes were filled with fire-brick for the fire-proof, and while several of this class preserved their contents, ours were considerably charred, and only a part legible. In justice to Mr. LEWIS LILLIE, we are pleased to state that Safes of his manufacture proved to be powerful protectors against fire, and have preserved their contents, after having been exposed to the fiery ordeal, unprotected by water, from one to three days.

Stephen Holton,	Luther Greenman,
Bennett, Strickland & Fellows,	E. W. Johnson,
Corlous & House,	J. H. Goodsell.

TROY, N. Y., May 17, 1862.

LEWIS LILLIE—Dear Sir: We were using at the time of the late severe fire of 10th inst., a Safe purchased in 1852 of the late World's Safe Company. The contents were considerably charred, but our Ledger is mostly legible, and we are able to copy it.

The Safe was subjected to a severe heat for over eighteen hours, and we are satisfied that if water had been thrown on the ruins, as is ordinarily the case, the contents would have come out uninjured. You will please repair our Safe, placing in it the improvements embraced in Safes of your manufacture, and oblige

SHELDON & GREENE.

N.B.—The above Safe is believed to have damaged the contents more than any of those named in this circular.

There were only seven Sheet Iron Safes, made by Herring and others, outside of the railroad depot, that were exposed to the fire, four of which were entirely burnt out; the fifth was saved by being early cooled off by water; the remaining two were not severely tested.

LEWIS LILLIE.

H. R. HUBBELL, Agent,
No. 198 Broadway, New York.

T. G. SELLEW,

MANUFACTURER OF

Desks and Office Furniture,

WAREROOM { No. 107 FULTON ST., Near Nassau, N. Y.

☞ **LIBRARY FURNITURE made to order.**

THE ROGERS Locomotive & Machine WORKS,

SUCCESSORS TO

ROGERS, KETCHUM & GROSVENOR,

PATERSON, N. J.,

HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER VARIETIES OF

RAILROAD MACHINERY.

J. S. ROGERS, *Pres't,* } **Paterson, N. J.**
WM. S. HUDSON, *Sup't,* }
M. K. JESUP, *Vice Pres't.*
L. P. STARR, *Sec'y and Treas'r.*
44 Exchange Place, New York.

THE TAUNTON LOCOMOTIVE MANUFACTURING COMPANY,

TAUNTON, MASS.,

HAVING large facilities, and having had a long experience in the business, are prepared to furnish

LOCOMOTIVES,

EITHER FOR BURNING WOOD OR COAL,

OF THE MOST APPROVED CONSTRUCTION.

ALSO ALL KINDS OF

RAILROAD MACHINERY,

STATIONARY ENGINES AND BOILERS,

SUGAR MILLS, SHAFTING, ETC.

W. W. FAIRBANKS, Agent.
HARRISON TWEED, Treas.

Locomotive Engines.

DANFORTH, COOK & CO.,

PATERSON, N. J.,

HAVING erected an extensive Shop, with the most approved Machinery and Tools, are prepared to execute orders for the various classes of Freight and Passenger Locomotive Engines and Tenders, in the best manner and on the most favorable terms.

Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops.

The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention.

RICHARD NORRIS. HENRY LATIMER NORRIS.

RICHARD NORRIS & SON,

LOCOMOTIVE STEAM ENGINE

BUILDERS,

SEVENTEENTH STREET, ABOVE CALLOWHILL,

PHILADELPHIA,

ENGAGED EXCLUSIVELY IN THE MANUFACTURE OF

LOCOMOTIVES,

RAILWAY TOOLS AND MACHINERY.

MANUFACTURE to order, Locomotives of any Arrangement, Weight or Capacity. In Design, Material and Workmanship, the Locomotives produced at these Works, are equal to and cannot be excelled by any.

IRVING HOUSE,

NEW YORK,

BROADWAY AND TWELFTH STREET,

ENTRANCE, 45 TWELFTH STREET.

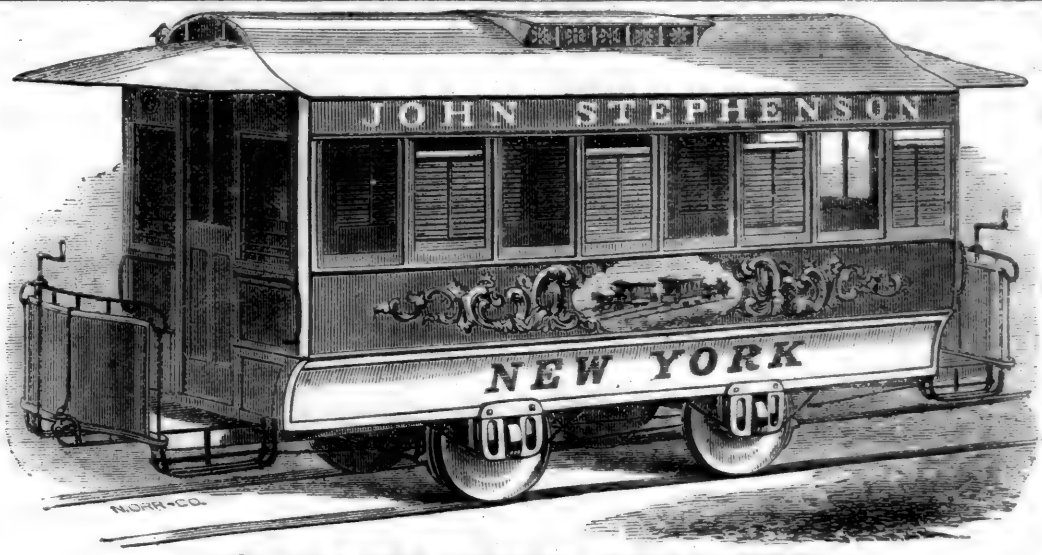
THIS House is now open for the accommodation of FAMILIES and TRANSIENT GUESTS, and will be conducted upon the **EUROPEAN PLAN.**

PROPRIETORS:

GEO. W. HUNT,
Late of the Brevoort House, Fifth Avenue.

CHAS. W. NASH,
Formerly of the Great Republic.

CARS FOR **TWO HORSES** COMBINING ALL Valuable Inventions, **ELEGANT STYLE,** Light & Durable, **Full Size** AND REDUCED WEIGHT



CARS FOR ONE HORSE, WITH or WITHOUT **Platforms,** OR TO Swing on Trucks.

EVERY **STYLE AND** VARIETY OF CONSTRUCTION.

47 EAST 27TH STREET.

This Establishment commenced building STREET CARS in 1832, and is famed for superior ELEGANCE of workmanship and SUBSTANTIAL practical results.

Its location, in the PORT of NEW YORK, is most favorable for shipments, and its CARS, CONSTRUCTED in SECTIONS, may be ENTIRELY COMPLETED before being packed for transportation.

PASCAL IRON WORKS,
ESTABLISHED 1821.
MORRIS, TASKER & CO.,
MANUFACTURERS OF
Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.
Wrought Iron Welded Tubes—from ⅛ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also, fittings of every kind to suit the same.
Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.
Cast Iron Gas or Water Pipe—1¼ to 24 inches in diameter, and branches for same, etc.
Gas Works Castings, etc., etc.
PHILADELPHIA.

Manhattan Oil Company,
Office, No. 16 Broadway, NEW YORK.
JAMES M. MOTLEY, Vice Pres't and Treasurer.
MANUFACTURERS OF
MASON'S SPERM OIL,
AND DEALERS IN
SPERM, WHALE, LARD AND OTHER OILS,
For Railroads, Steamers, Machinery and Burning

DELAFIELD & BAXTER'S,
Late OGDEN & DELAFIELD,
ROSENDALE CEMENT.
WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength.
For sale in tight barrels, well papered, on application at their office, by **DELAFIELD & BAXTER, 104** Wall st.
The above CEMENT is used in most of the fortifications building by government. 43

P. W. HOLMES,
STOCK AND BOND COMMISSION BROKER,
No. 51 EXCHANGE PLACE,
NEW YORK.
REFERENCES. DUNCAN, SHERMAN & Co., New York. I. SEYMOUR, Pres't Bank North America. AMERICAN EXPRESS Co., New York. Hon ERASTUS CORNING, Albany, N. Y. Hon. C. VIBBARD, Albany, N. Y. INTERNATIONAL BANK, Buffalo, N. Y.

A. W. GREENLEAF & CO.,
BANKERS and BROKERS,
No. 44 EXCHANGE PLACE,
NEW YORK.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.
A. W. GREENLEAF. E. B. GREENLEAF.

SIMEON DRAPER, Auctioneer.
By SIMEON DRAPER,
OFFICE, No. 36 PINE ST., NEW YORK.
REGULAR AUCTION SALES
AT 36 PINE ST., EVERY DAY.
STOCKS and BONDS bought and sold at private sale
Sale every day at 1 o'clock. See Catalogue.

Livermoore, Clews & Co,
BANKERS,
41 & 43 WALL ST., N. Y.
GOLD, TREASURY NOTES
And all first-class SECURITIES
BOUGHT AND SOLD.

HENRY H. BOODY,
STOCK BROKER,
12 WALL STREET, NEW YORK,
BUYS AND SELLS STOCKS, BONDS AND Public Securities of every kind, on Commission.
Refer, by special permission, to
WM. A. BOOTH, Esq., 93 Front st., New York.
GEO. A. COE, Esq., President of the American Exchange Bank, New York.
ROBERT BAYARD, Esq., 12 Wall st., New York.
S. J. TILDEN, Esq., 12 Wall st., New York.

O. W. C. SCHACK,
STOCK BROKER,
No. 6 BROAD ST., N. Y.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

EUGENE THOMSON & CO.,
Stock and Bond Brokers,
41 PINE STREET.
STOCKS and BONDS Bought and Sold on Commission.
INTEREST ALLOWED ON DEPOSITS.
EUGENE THOMSON. C. MILTON RUTTER.

DUNCAN, SHERMAN & CO.,
BANKERS,
Corner PINE and NASSAU Sts.,
NEW YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

REMOVAL.
P. W. GALLAUDET,
NOTE BROKER,
HAS REMOVED FROM 11 PINE ST., TO
No. 1 WALL ST., corner Broadway.

WILLIAM H. MARSTON,
BANKER AND BROKER,
No. 36 Wall st., NEW YORK.

UNCURRENT MONEY,
TREASURY NOTES,
UNITED STATES ONE-YEAR CERTIFICATES,
QUARTERMASTERS' AND ORDNANCE VOUCHERS,
SPECIE, LAND WARRANTS, AND
DOMESTIC EXCHANGE,
BOUGHT AND SOLD.
STOCKS, BONDS and GOLD bought and sold on Commission at the Board of Brokers.
LOANS negotiated and Advances made on marketable Securities.

RICHARDS KINGSLAND,
BANKER AND BROKER,
No. 4 Broad st., NEW YORK.

GOVERNMENT CLAIMS, BONDS, QUARTERMASTERS' VOUCHERS and U. S. 6 PER CENT. CERTIFICATES,
Fire and Marine Insurance Stock and Scrip
BOUGHT, SOLD and ADVANCED UPON.
MERCANTILE PAPER AND LOANS NEGOTIATED.
INTEREST ALLOWED ON DEPOSITS.

H. MEIGS, Jr. & SMITH,
BANKERS and BROKERS,
39 WILLIAM STREET,
(FIRST BUILDING BELOW WALL STREET.)
STOCKS and BONDS Bought and Sold on Commission
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. WM. ALEX. SMITH.

SAMUEL HALLETT & CO.,
BANKERS,
58 BEAVER STREET,
NEW YORK CITY.
DEALERS IN
Foreign and Domestic Exchange,
AND NEGOTIATORS OF
STATE AND RAILROAD BONDS.

REMOVAL AND CHANGE OF NAME.
THE business heretofore conducted by A. BRIDGES & Co., at 64 Courtlandt st., will be continued by the same parties hereafter under the firm of—
BRIDGES & LANE,
at 50 Courtlandt, corner of Greenwich st.
New York, March 31, 1862.
See Advertisement. { **ALBERT BRIDGES.**
JOEL C. LANE.

CHAS. A. MEIGS & SON,
BANKERS AND BROKERS,
No. 50 EXCHANGE PLACE, N. Y.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

MINING ENGINEER
AND METALLURGIST.
A YOUNG gentleman just returned from Europe, a graduate of the Royal Mining Academies of Freiberg and Clausthal, offers his professional advice and opinion on the value of Mines, Mineral Lands and Mining operations generally.
Having directed his attention particularly to the smelting of ores and to the extraction of useful products from their natural mineral, he offers his services in this particular branch of the business, and would have no objection to give to a limited number of pupils private lessons on the subject of smelting.
For further particulars apply to
WM. A. KOBBE,
3m21 **No. 37 Murray Street, N. Y.**

RAILROAD IRON.
THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,
OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.
OLD RAILS
received in exchange for new, or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
TROY, N. Y.
New York Agency:
BUSSING, CROCKER & CO.,
33 Cliff st.

RAILROAD IRON.
THE UNDERSIGNED are prepared to contract for the sale of
RAILROAD IRON
on advantageous terms, delivered at ports of England, Wales, or the United States.
MEAD & BELL,
13 Cliff Street, N. Y.

RAILROAD IRON.
ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by
E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.
2,000 TONS Railroad Iron, New York and Erie pattern, "Crawshay's" make,—50, 56 and 58 pounds per lineal yard, afloat, or in yard at Brooklyn, ready for immediate delivery; for sale by
FIRM **THEODORE DEHON,**
May 8th, 1862. **28 Beaver st.**

RAILROAD IRON.
THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States
M. K. JESUP & COMP'Y,
44 Exchange Place.
New York, 1st June, 1859.

RAILROAD IRON.
3,400 TONS BEST QUALITY WELSH RAILS—T pattern—53 lbs. per lineal yard, for sale by
CHAS. L. PERKINS, or
E. LIVINGSTON,
3m15 **54 Exchange Place.**

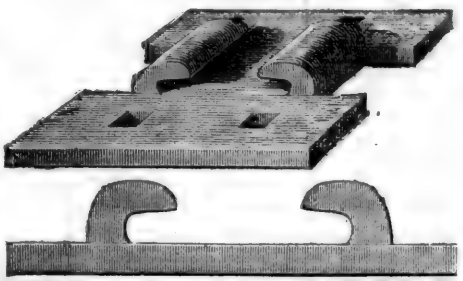
RAILROAD IRON.
THE subscriber is prepared to enter into **Contracts for RAILS** delivered at an English port or at a port in the United States.
JAMES TINKER,
54 Exchange Place,
NEW YORK.
Erie Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

MORRIS, WHEELER & CO.,
SUCCESSORS TO
MORRIS & JONES & CO.,
IRON MERCHANTS,
MARKET AND SIXTEENTH STREETS,
PHILADELPHIA.
IRON AND STEEL
IN ALL THEIR VARIETIES.
BOILER PLATE, BOILER RIVETS, CUT NAILS and SPIKES, CAR AXLES, RAILROAD IRON, PIG IRON, etc.
Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.

RAILROAD IRON
AND COMMON BARS.
THE undersigned, sole Agents to Messrs. GUEST & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.
R. & J. MAKIN, 70 Broad st.

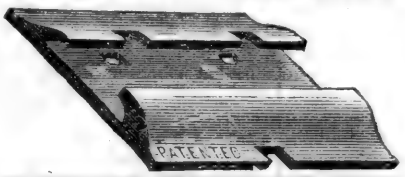
A NEW HEAD-LIGHT for COAL OIL.
I. A. WILLIAMS,
215 Genesee St., UTICA, N. Y.,
MANUFACTURER OF
Patent Locomotive Lamps,
For Burning Coal and other Oils.
Patents granted October 10, 1854, and Nov. 16, 1858;
AND FOR
COAL OIL LAMP,
April 29, 1862.
LAMPS, FRONT GLASSES, CHIMNEYS, WICKS and SHEARS—of different sizes.
REFLECTORS, **33, 20 and 16** inches, constantly on hand
☞ Manufacturers infringing, and parties using an infringement of the above patents, will be prosecuted to the fullest extent of the law. 3m26

NEW YORK
Railroad Chair Works,
J. S. BREESE, *Pres't.* J. S. DAVENPORT, *Sec'y and Treas.*
Office, No. 89 Maiden Lane, cor. Gold St.,
NEW YORK.
JOSIAH S. LEVERETT & CO.,
SOLE AGENTS.



THIS Company also manufacture **RAILROAD, SHIP AND BOAT SPIKES** of a **superior** quality, which they are prepared to supply at the **shortest notice.**

PHŒNIX IRON COMPANY'S

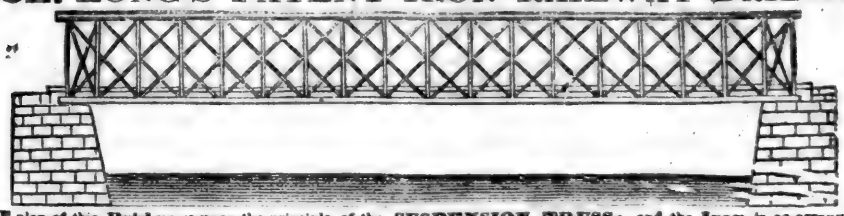


SUPERIOR WROUGHT IRON
RAILWAY CHAIRS,
With continuous lips, made to fit exactly the flanges of the rails.
SAML. J. REEVES, V. Pres't,
410 Walnut st., Philadelphia.

EXCELSIOR
STEEL, COPPER, BRASS &
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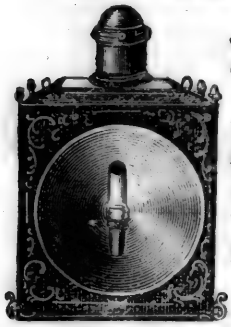
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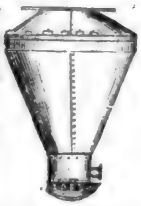
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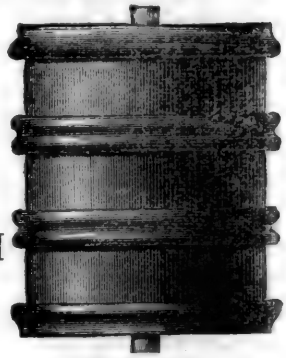


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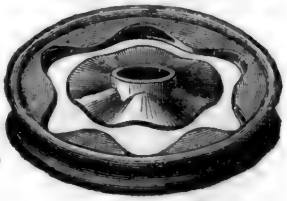
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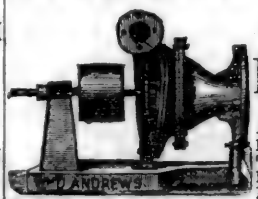
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5.	" 15	"	¾ to 1	17.	" 25	"	1½ to 1
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9	" 16	"	1 to 1	21.	" 30	"	1½ to 1
10.	" 18	"	¾ to 1	22.	" 30	"	1½ to 1
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American Railroad Journal.

New York, Saturday, July 19, 1862.

The Pacific Railroad.

Elsewhere we publish the Union Pacific Railroad bill in full, as it passed Congress. For the sake of those readers who may not find time to peruse it at length, we give herewith an abstract of its principal provisions. It is much more liberal than was represented in the first reports of it spread before the country. The issue of United States bonds granted, or rather loaned for thirty years, is $16,000 per mile for those portions of it on this side of the Rocky Mountains and beyond the Sierra Nevada; while for 150 miles in its passage over each of those mountains it is $48,000, and across the great interior basin, $32,000 per mile.

There is also granted the right of way for four hundred feet in width, with authority to use stone, timber, etc., on the public lands for construction. Besides these, the government donate five alternate sections of land on each side of the line, those containing minerals being excepted. The lands and bonds are to be transferred as fast as forty consecutive miles of road are completed and accepted, only in the mountains and the great basin the bonds will be issued as twenty mile sections are pronounced to be finished, the government reserving twenty-five per cent. of the ends and fifteen per cent. of the centre until the completion of the whole road.

The work will consist of three or more great links, the Central, known as "the Union Pacific Railroad," starting from some point on the 100th meridian between the south shore of the Republican and the North shore of the Platte, to be designated by the President of the United States. Thence it will proceed by the most central and practicable route to the Western border of Nevada territory, where it will terminate; connecting with the Central Pacific Railroad of California.

The Eastern connections will consist of two or three feeders, one extending from the mouth of the Kansas, passing up its south shore to Fort Riley and thence to the 100th meridian, where it will unite with the "Union" road. Another will proceed from some point of Western Iowa to the same terminus. The Hannibal and St. Joseph Railroad Company may also extend their line through Kansas or Nebraska one hundred miles, so as to connect with either of these roads. Still another connection is authorized from Sioux City, Minnesota, the government in each case offering lands and $16,000 per mile, on the same conditions. All these companies may consolidate.

The Central Pacific Railroad Company of California are recognized in the bill as the company who are to build the road in California and to whom the appropriations for that purpose are made.

This Company was organized in the spring of 1861, upon the new railroad route through Central California across the Sierra Nevada mountains discovered by T. D. JUDAH, Esq., of California, in the spring and summer of 1861. Railroad surveys were made from Sacramento City, developing a line across the Sierras, with maximum grades of 105 feet per mile, and all the profiles, maps, estimates, reports, etc., sent on to Washington, where they have been during the present session. These maps, profiles, etc., have been of the greatest assistance in the passage of the Railroad bill in convincing Senators and Members, of the entire practicability of the passage of these mountains. The line through California runs from the city of Sacramento, across the Sacramento Valley to Lincoln, thence passing up and near Virginiatown and Gold Hill follows Dry Creek, passing near to Auburn, through Neilsburgh, Illinoistown and Dutch Flat, upon the Divide between Bear River and the North Fork of the American, striking the valley of South Yuba at a point about 20 miles above Dutch Flat; thence following the Yuba, it reaches the summit at Donner Lake Pass, distant 112 miles from Sacramento. Thence it descends on the East side of Donner Lake, reaching the Truckee river in 12 miles from the summit, or 124 miles from Sacramento, where all difficulties cease. The line then follows down the Truckee River to Big Bend, a distance of 50 miles further, with no grade over 40 feet per mile, passing about 12 miles north of Virginia City, in Nevada Territory.

This line when built will perform the local trade of Placer, Nevada and Sierra counties, and from Sacramento to Lincoln the entire northern trade will pass over it. In addition to this the immense Washoe trade now employing 2,000 six and eight mule teams in carrying freight at $80 per ton for 160 miles will pass over this road.

This company have already filed with the Secretary of the Interior, the map and designation of their route as required by section 7, of the bill, and the lands for fifteen miles on each side of their line are to be immediately withdrawn from pre-emption, etc. These lands embrace some of the finest timber lands in the State and are of immense value.

The amount of bonds granted to this company for the portion of their road between Sacramento and the eastern boundary of the State, 140 miles, is $6,000,000, and of land about 900,000 acres, mostly timbered.

They contemplate an immediate prosecution of the work and intend to have the first 50 miles in operation by August or September, 1863.

It will be observed that this company after reaching the State line are authorized to proceed on in the construction of the road, across the territories, upon the same terms and conditions as are granted to the Union Pacific Railroad Company until the roads meet and unite, which virtually gives them one-half of the road to construct at their option.

The clause in the bill referring to the exemption from public favors of "that part of any road now

constructed," is entirely inapplicable—no portion of the line having yet been built.

There is no restriction upon the tariff of rates that may be charged, either for government service or otherwise. The only clauses looking to the protection of the public interests require that the general government shall be entitled to preference in using the railroad and telegraph. Congress may also interfere by reducing the rates whenever the net annual income shall exceed fifteen per cent.

The capital stock of the Union Pacific Railroad Company authorized is $100,000,000, in shares of $1,000 each. A permanent organization may take place on the *bona fide* subscription of 2,000 shares, on which ten per cent. shall have been paid down. One year is given for the company to accept the charter; another for locating the road and making out maps, and ten more for construction. In the event of its not being completed by July 1, 1876, the whole rights and property revert to the United States. The bonds granted to aid in its construction constitute a first mortgage on the road, the company to repay the some in services, transportation of mails, troops, munitions of war, etc., during the life of the bonds, and to redeem the balance of same unpaid at maturity.

These are some of the principal features of an enterprise which is one of the grandest that ever has been or will be undertaken by any community. That it should have been seriously proposed at the present time, shows the confidence which our richest, most sagacious and enterprising men have in the future of this country.

By a supplementary act passed by Congress, the time for the first meeting of the commissioners under the bill is fixed on the ——— Tuesday in September.

Municipal Subscriptions in aid of Railroads in Iowa Declared Unconstitutional.

The decision of the Supreme Court of this State on the right of cities and counties to take stock in Railroad Companies, is exhaustive of the question at issue. The decision sweeps out of legal existence every bond given for the construction of railroads in this State by cities and counties in their corporate capacity, and leaves those who hold those bonds remediless. This is a grevious hardship, albeit, it is a law. The people of those counties of Iowa which have become involved in railroad-bond debts will rejoice at this decision, but it is a terrible disaster to those who loaned their money on these securities on the faith of the counties and cities which issued the bonds.

As it is now, millions of dollars have been loaned to cities and counties, not a dollar of which can be recovered if the decision of the Supreme Court of Iowa should be confirmed by the United States Courts. We have no fault to find with the ruling of the Supreme Court, but there is a great deal of blame resting on the Judges of the same Court, who decided otherwise on a former occasion, on which decision many persons were induced to invest their money in bonds of towns and counties.

Dubuque, by the decision of the Supreme Court, is released from the payment by the county of $200,000 in bonds given to aid in the construction of the D. and P. R. R., and the city is released of liabilities amounting to $450,000—$200,000 to the D. and P. R. R. and $250,000 to the D. W. Railroad. Could this have been done without wronging creditors of what is justly due them it would be well. As it is, an inexorable rule of law subjects these creditors to a loss which may to many of them be ruinous.

We believe that every debt incurred by corporations is as binding as individual debts, and should by all rules of honor be paid, whether susceptible of legal enforcement or not.—*Dubuque (Iowa) Herald.*

St. Paul and Pacific Railroad.

The first division of the St. Paul and Pacific Railroad is finished, and the trains commenced to run from St. Paul to St. Anthony on June 28, 1862. This is the first link in the great chain of railroads which will in the course of a few years, spread all over this State, from the valley of the Mississippi to the Red River of the North, and from Lake Superior to the Iowa boundary line.

Above St. Anthony, contractors will carry on the work vigorously. The iron will be laid as far as Anoka in two or three months, and it is thought likely that the rails may reach St. Cloud before the Winter sets in.

Cleveland and Toledo Railroad.

The earnings and expenses of this road for the fiscal years ending April 30, 1861 and 1862, were as follows:

EARNINGS.

	1861.	1862.
From passengers	$453,254 66	$427,285 25
" freight and mail	466,716 42	576,352 07
	$919,971 08	$1,003,637 32

EXPENSES.

	1861.	1862.
Repairs of road	$110,298 14	$107,588 83
" bridges	16,922 90	9,014 06
" b'ld'gs, etc.	14,852 77	15,434 41
" locomotives	29,724 50	29,241 11
" cars	29,668 01	45,964 25
" machinery	2,264 58	2,704 54
Fuel	25,756 76	37,823 89
Oil and waste	4,612 91	7,263 28
Train hands	46,017 36	51,953 92
Watchmen	8,187 19	8,280 21
Agents, clerks, and expenses at stations	60,925 85	68,769 36
Taxes	21,373 45	16,126 54
Gen'l superintendence	31,035 24	30,265 02
Loss and damage	3,899 53	3,793 48
U. S. mail	600 00	652 00
Contingencies	19,776 21	25,278 32
	$426,015 40	$460,149 22
Earn'gs less expenses.	$493,955 68	$543,488 10
Interest, profit & loss, etc.	365,321 30	360,490 77
Net income	$128,634 38	$182,997 33

The net earnings of 1861-'62 have been applied as follows:

Dividend, 3 per cent.	$100,314 00
Reduction of floating debt	47,753 19
Contributed to sinking fund	16,108 75
New freight cars	18,821 39
	$182,997 33

—which is equal to a net of 5½ per cent. on the capital stock. The assets of the company on hand and being collected and converted, are sufficient to pay the remaining floating debt.

The earnings for the year ending April 30, 1861, compared with those of the preceding year, show an increase of $86,699 72, with an increase in expenses of $57,278 89—making the increase in net earnings $29,420 83.

The earnings for the year ending April 30, 1862, show an increase over those of 1860-'61, of $83,666 24, with an increase in expenses of $34,133 82—making the increase in net earnings $49,532 42.

The income account shows a balance of $211,317 71, as the undivided net earnings since the closing of construction account to May 1, 1862.

The following is a comparative statement of the bonded indebtedness of the company as given in their reports for the last and preceding years:

	1861.	1862.
Junction income bonds, due June 1, 1862	$44,000	
" Lloyds, due Oct. 1, 1862	6,000	6,000
" 2nd mort., due Nov. 1, 1862	265,000	221,000
Toledo, Norwalk and Cleveland, 1st mortgage bonds, due Aug. 1, 1868	521,000	521,000
Do. 2nd mortgage bonds, due Aug. 1, 1868	293,300	293,200
Cleveland and Toledo, income mortgage bonds, due Sept. 1, 1868	126,500	104,400
Do. income convert. July, '54, mortgage bonds, due July 1, 1864	300,000	174,000
Do. do. Sept. '54, do. due July 1, 1864	290,000	256,000
Do. dividend bonds, due Apr. 1, 1866	158,610	147,885
Do. do. certificates, due Apr. 1, 1866	4,160	3,610
Junction 1st mort. 1st division bonds, due Apr. 1, 1867	359,000	299,000
Cleveland and Toledo, income bonds of September, 1857, due Sept. 1, 1870	42,000	39,000
Junction 1st m. 2d div. b'ds, due Dec. 1, 1872	263,000	219,000
C. & T. sink. fund mort. b'ds, due July 1, 1886	1,173,000	1,545,000
	$3,850,570	$3,850,595

Deduct the amount held by the company in the sinking fund, $172,975, and there remains of bonds outstanding, $3,673,620.

The bonded debt has increased $25 by small differences received in exchanging bonds where the amounts were not equal.

The following statement will show the condition of the affairs of the company at the close of the fiscal years ending May 31, 1861, and 1862:

	1861.	1862.
Cost of road to date	$6,697,178 48	$6,699,373 33
Value of equipment	483,160 00	504,420 00
Stocks and bonds owned by Co.	89,298 94	95,678 94
Materials on hand	102,955 82	96,119 32
Real estate	29,252 92	29,821 92
Bills receivable	73,269 68	70,459 57
Due from other Co's, and P. O. Depart.	24,625 10	
Cash	15,701 58	15,488 97
Collectible accounts.	679 91	4,879 17
Sinking fund	85,468 85	101,577 60
Miscellaneous acc'ts.	465 69	
Disbursed on new year.	10,349 42	11,001 21
	$7,612,406 89	$7,628,820 03
Capital stock	$3,343,800 00	$3,343,800 00
Bonded debt	3,850,570 00	3,850,595 00
Bills payable	196,413 56	148,660 37
Dividends not called for	2,215 00	5,581 00
Unpaid pay rolls	1,260 39	1,305 54
Unpaid approv'd bills	16,788 53	9,608 57
Accrued interest not called for	7,374 16	6,997 49
Miscellaneous unsettled accounts	11,719 82	4,674 02
Receipts of May not adjusted	53,630 55	46,285 33
Income account to balance	128,634 38	211,317 71
	$7,216,406 39	$7,628,820 03

In 1855, the company made a new mortgage on its whole line of road, including machinery, tools, real estate and franchise, to secure an issue of $3,500,000 of bonds, with an additional security of

one per cent. sinking fund to be invested by Commissioners, and which sinking fund now amounts to $172,975. The bonds bear 7 per cent. interest, payable semi annually in New York, and mature in 1885.

This issue of bonds is intended to cover the entire issue of bonds of the company, and to be exchanged at par for the other classes of outstanding bonds, at the option of and on presentation by the holders of the other bonds. Exchanges have been made during the past year to the amount of $372,000, and the total amount now outstanding, which have been exchanged, is $1,545,000. None of the sinking fund bonds have ever been sold or put upon the market by the company.

Exchanges are continually going on, and can be made at the office of Messrs. Vermilye & Co., 44 Wall St., N. Y., or at the office of the company in Cleveland, O.

The company has been operating 112½ miles of road on the Southern Division, and about 60 miles on the Northern Division since January 1, 1859—that portion of the road west of Sandusky and east of Beria on the Northern Division having been abandoned since that date. The President in his report says:

In connection with the subject of the Northern Division, we would suggest the propriety, at some future day, of connecting the Northern and Southern Divisions of your road, between Oberlin on the Southern and Elyria on the Northern Division, being a distance of about eight miles, over a very level surface and easy of construction. This would bring Elyria upon the main line of the company's road without increasing the distance between Cleveland and Toledo, and would bring the company's main line into the line of the Cleveland, Columbus and Cincinnati Company at Berea, within twelve miles of Cleveland, instead of at Grafton, which is twenty-five miles. This line should have been unquestionably adopted when the road was originally built, and would save two trains between Elyria and Cleveland, as the trains of the two Divisions would connect at that point.

Should the policy of the company ever require, or its finances warrant a connection of its Northern Division between Sandusky and Fremont, by the construction of twenty-two miles of road between those points, it would, with the Oberlin and Elyria connection, bring the Northern Division into easy working order, by separating the through trains at Fremont, and uniting them again at Elyria, accommodating both divisions with through trains, by running two trains a distance of only fifty-six miles, between Elyria and Fremont, and consolidating them at those points.

This would secure a great saving to the company in working the two divisions, in mileage, maintenance of road, and wear of machinery, and is a subject that should not be over-looked in the future of the road.

The earnings of your road for the current year, amount to $1,003,637 32-100, showing an increase, as compared with the previous year, of $83,666 24-100, and the earnings would have shown probably one hundred thousand dollars additional increase, if the connecting roads east had been able during the past winter, to have furnished their proportion of freight cars for the Toledo business, and had promptly taken the freight away.

The cars of this company are loaded at Toledo, and pass from thence to Dunkirk and Buffalo, over the roads of the Cleveland and Erie and Buffalo and Erie Companies, and for the cars of this company used east of Cleveland, it is expected those roads will furnish their cars in return for the Toledo traffic; but while there was a large accumulation of freight at Toledo all of last winter, awaiting transhipment to the east, the car mileage was in favor of this company between Cleveland, Buffalo and Dunkirk, as follows:

December, 1861	268,127 miles.
January, 1862	245,888 "
February, 1862	253,272 "
March, 1862	308,937 "

—showing the use of the equipment of this company between Cleveland and Buffalo, equal to about forty-five cars per day each way, over the road of this company, the use of which, confined to the road of this company, would have relieved Toledo of its accumulated freight, and transferred the accumulation to Cleveland; and in addition to this, for the want of proper transfer platforms and storehouses at Dunkirk, quite a detention of cars occurred at that point, awaiting transhipment by the New York and Erie road; and the books of this company show that cars sent with freight to Dunkirk, averaged about two days longer time in returning than those sent to Buffalo, though the distance traveled was ninety miles greater to and from the latter place.

A large average number of the freight cars of this company, loaded with freight for the N. Y. and Erie road, have been permitted to stand at Dunkirk and Erie during the past winter, on the side tracks, waiting for the New York and Erie road to tranship the freight, when storehouses at that point, built at slight expense by the New York and Erie Company could have stored the freight and released the cars, the use of which was worth $20 a day each, to this company. This detention has been brought to the notice of the managers of the New York and Erie Company, and it is hoped that it will be remedied another winter.

An arrangement has been entered into between the Cleveland and Erie, and the Buffalo and Erie and this Company, to place in the line by the three companies, and designate them with proper marks, eight hundred and ten freight cars, for the next winter's business, to be used exclusively between Toledo, Dunkirk and Buffalo, which number of cars will greatly facilitate the forwarding of freight from that point, and unquestionably add largely to the tonnage of your road; particularly if proper facilities are afforded at Dunkirk and Buffalo for a prompt disposition of the freight forwarded, and a speedy return of cars.

The winter months show a large and increasing freight business over your road, requiring an additional freight equipment, and necessarily an increased number of freight cars. Thirty-one additional cars were built last fall at the shops of the company, and placed upon the road in time for the winter business, and we have now in process of construction at the company's shops, fifty more, which we now expect to have ready for service the coming winter. To provide the necessary motive power, as the business of the company is changing from a passenger to a freight business, we have adopted the plan of cutting down our surplus passenger engines, and converting them into freight locomotives. Two were re-built last year at the company's shops, and two more are going through the same process this year, and will be ready for next winter's business. We find them fully equal to any new locomotives constructed by the most approved builders.

The freight cars of the Michigan Southern Railroad Company, and the Toledo and Wabash Company, connecting roads of this company on the West, can pass over the compromise gauge of the road of this company to Cleveland, but no further; and could be used by this company during the winter months, in transporting freight loaded at Chicago, and on the Wabash in Indiana, over the roads of those companies and this, to Cleveland, and if necessary over the Mahoning Railroad to Braceville, where the Mahoning road is to intersect the Atlantic and Great Western Railroad now in rapid process of construction to that point. What relief this new line can give this company, as an outlet in the winter for its surplus freight, either by taking it at Cleveland, or at its intersection with the Cleveland and Mahoning road remains to be demonstrated, but should the same state of business occur as existed last winter (and I see no reason why it should not, with the continued increasing business of the country,) the surplus offered at Cleveland by this company, would nearly supply the Atlantic and Great Western road with freight to its full capacity,

We are disposed to conclude, from the rapid increased tonnage of freight passing over your road during the winter months, and the amount offered during the past winter which could not be forwarded for want of freight cars between Toledo and Buffalo, that the requirements will soon equal two hundred car loads of freight, daily, bound eastward during the winter months, over your road; and allowing the cars six or eight days to make the round trip, with the delays of loading and unloading, the requirements will equal from 1,400 to 1,600 freight cars in the line between Toledo, Dunkirk and Buffalo, which will be nearly double the number now apportioned by the line to this business. The distance from Toledo to Buffalo is 295 miles, with an allotment of 810 freight cars under our present arrangement with the line between Cleveland and Buffalo; while the New York Central, between Buffalo and Albany, a distance of 298 miles, has in service about 3000 freight cars, and is continually adding to their equipment.

It must be apparent to even a casual observer, that much greater facilities in the way of equipments must be afforded for the winter business from Toledo, or additional facilities offered at Cleveland for taking the freight from the cars of the Michigan Southern and Wabash Roads, which can reach that point over your road. We have dwelt more at length upon this point, from the fact that our receipts have been materially impaired during the past winter by the press of freight eastward from Cleveland, and the use of the cars of this Company between Cleveland and Buffalo, and their detention at Dunkirk.

The equipment of the road consists of 32 locomotives, 35 coaches, 10 second class, 12 baggage, 4 mail, 270 stock and box, 33 rack stock, 90 platform 19 gravel and 3 boarding cars.

The number of miles run by locomotives during the past year has been 610,292; by freight cars, 5,520,775; by passenger cars, 1,034,044. The increase in freight car mileage is 2,056,094, while the passenger car mileage remains about the same.

The total number of tons of freight carried over the road for the year was 311,252—an increase of 160,769, or 23½ per cent. over the previous year. The average distance each ton was carried was 92.2 miles. The amount received for each ton was $1 87.17. The amount received per ton per mile was 2.01 cents.

The total number of passengers carried for the year was 257,430—being a decrease of 10,284 from last year. The average amount received from each passenger was $1.66. The average distance each passenger traveled was 61.7 miles. Average amount received per mile, 2.69 cents.

The road, bridges and rolling stock are in good order. Of the amount expended for road repairs, $32,864 09 was paid to the C., C. & C. R. R. Co., for that portion of the track between Grafton and Cleveland, leaving $74,724 74 as strictly chargeable to this company. There have been placed in the track 43,208 cross ties, 8,813 chairs, 11 tons spike, and 750 tons new rails; 10,897 rails have been taken up and repaired. Eight new trestles, two new truss, and five new stone bridges have been built.

President—JOHN GARDINER, Norwalk, O.

Directors—John Gardiner, James Mason, Jos. Lyman, H. B. Hurlbut, Samuel M. Young, William M. Vermilye, George Talbot Olyphant, John P. Howard, A. N. Ramsdell.

Superintendent—L. D. RUCKER, Cleveland.

Treasurer—H. C. LUCE, "

Railroad Companies' Lien for Freight ?

TRANSPORTATION OF COAL—WHAT DELIVERY IS NECESSARY IN ORDER TO DISCHARGE THE CARRIERS' LIEN. WHERE ONE OF SEVERAL CARGOES IS DELIVERED THE LIEN FOR THE WHOLE FREIGHT MAY BE UPON THE REMAINDER.

The plaintiffs were coal dealers in Abington, and had been accustomed to receive coal from Boston over the Old Colony and Fall River Railroad, paying for freight five and a quarter cents a hundred, with a deduction of twenty per cent., in consideration of the unloading of the coal from the cars at Abington, being done by the plaintiffs. Between July 1st and October 7th, 1857, the company transported for the plaintiffs from Boston to Abington five cargoes of coal, but no part of the wharfage at Boston or of the freight had been paid or offered by the plaintiffs to the company.

There were two places upon which the coal was unloaded, both of which were upon the land of the company. One of these was upon the west of their main track, just below the plaintiffs' store, and adjoining the plaintiffs' land, and was a bin made by laying boards upon the ground, so as to make the shoveling out of the coal easier, and planking up one end, the fence between the railroad and the plaintiffs' land forming the back of the bin; and the embankment for the track making the front of the bin. But one kind of coal was put in this enclosure, and by the coal breaking a peace of the back fence, between thirty and forty tons of coal had run over on to the plaintiffs land. The other bin was on a side track which ran out from the main track on the east side, and was similar to the first and was used to receive other kinds of coal. As the several cargoes arrived in the cars, the plaintiffs and their servants unloaded them into these bins, the cars being left on the main track, or switched off on to the side track for this purpose. From these bins the plaintiffs carried away coal to deliver to their customers in carts and wagons; half of the first cargo had been carried away before the second arrived; and the plaintiffs continued this course of selling and carrying away till Nov., 1857, when the plaintiffs having failed, the company forbade the plaintiffs from taking any more coal until the freight should be paid, and served upon them a notice "that they claimed a lien on the coal for the freight thereon, and would deliver the coal only upon payment of the freight;" and presented to them a bill for the freight and wharfage. The plaintiffs then brought an action against the company, and replevied the coal.

At the trial, held in the Supreme Court of Massachusetts, the presiding judge ruled that the evidence did not show that the defendants had so far parted with the possession of the coal, as to have lost their lien for the freight, and a verdict was taken in favor of the defendants. It was then agreed that if the whole court should be of opinion that, upon the evidence, the plaintiffs could recover, the verdict should be set aside and a new trial ordered; otherwise the case should be sent to an assessor to determine the amount of damages, with such instructions as the court might direct. The following is the opinion of the Appellate Court, sustaining the ruling of the court below, in favor of the defendants.

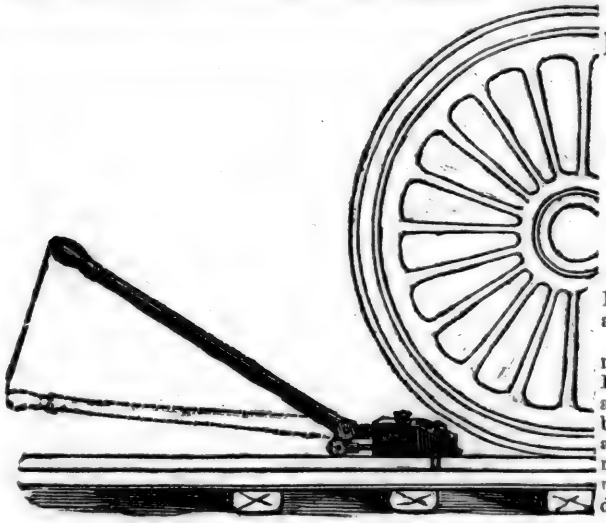
Hoar, J.—It is true that where there is evidence in a case, upon which it would be competent for a jury to find a verdict for a plaintiff, an instruction by the presiding judge to the jury at the trial, that they ought to return a verdict for the defendant, would be erroneous. The sufficiency and the preponderance of the evidence are matters wholly within the province of the jury, except upon a motion for a new trial after verdict. But where the facts are undisputed, and the evidence, with all inferences which a jury can rightfully draw from it, does not, as a matter of law, have any tendency to establish a proposition which is essential to the maintenance of the plaintiffs' case, it is the duty of the judge so to instruct the jury. In this case, the defendants having received upon their wharf, and transported over their railroad the plaintiffs' coal, had a lien upon it for wharfage and carriage. Their right to retain it for their lien was indisputable, unless they had lost the lien by parting with the possession of the coal. The plaintiffs, to maintain their action of replevin, must show that they were entitled to the possession. To establish this, it was incumbent on them to prove a complete delivery of the coal, sufficient in law to terminate the carriers' lien. This was the fact which the jury must find upon competent evidence, or their verdict must be for the defendants. The jury, at the trial, were instructed that this fact was not proved; and the whole court are of that opinion. The evidence submitted to the jury was the testimony of a single witness, with certain admissions of the parties. There was no evidence that the plaintiffs had paid or tendered any part of the money due to the defendants, or were ready or offered to pay it, before they replevied the coal; nor of any agreement to give credit for it; nor that enough of each cargo did not remain to be ample security for the freight due upon that particular parcel. The plaintiffs, by the agreement of the parties, were to perform the labor of unloading the coal from the cars; but this being done upon the premises of the defendants, did not divest the possession. The jury had no evidence of any lease of the bins to the plaintiffs. There was nothing to show that the defendants might not have used the bins for any other coal, or required the plaintiffs to unload the coal at some other place, at their pleasure. It was then material to consider what delivery of the coal would be effectual to determine the lien.

By the contract, no credit for the freight being stipulated, the delivery of the coal by the defendants, and the payment of the freight by the plaintiffs, were acts to be done at the same time. A delivery may be complete for one purpose and not for another. The cases cited by the plaintiffs' counsel to show what constitutes a complete delivery, are all cases which decide either what delivery is sufficient to pass the property as between vendor and vendee, or what is sufficient to terminate the liability of a carrier. A delivery may be complete so far as either of those purposes is concerned, and yet be upon an implied condition as to payments; and upon failure to perform this condition, the right of possession of the party, making the delivery will remain unimpaired. This is a familiar doctrine as between vendor and vendee. If a man purchases goods at a shop for cash, and they are handed to him, or put by the shopkeeper into his wagon, and he then refuses to pay for them, no doubt they may be taken back.

The same principle applies to the lien of a carrier. The right of a carrier to payment for the carriage first exists when he has performed the contract on his part; and his lien would not be lost, were the delivery even much more unequivocal than that on which the plaintiffs here rely. Suppose the railroad company should allow a customer for whom they had brought a lot of flour, to unload it from the cars on to his wagon, and, as he started with the load, should demand the freight, could it be supposed that they would have no right to retake the flour, if he should refuse to pay? But suppose, instead of one load, there should be a hundred barrels, and the first load should be allowed to go without payment, the rest being taken from the cars and put upon the platform in the freight house, the company knowing that enough was left to make them secure, and the demand should be made as the owner was about removing the last load, could this destroy the right to retain for the lien? Where two acts are to be done simultaneously, under a contract, the obligation to do each is dependent upon the performance of the other, and each is done upon the implied condition that the other shall be done likewise. The plaintiffs in the absence of express agreement or regulation, might say that they would not pay their money until they received their goods; and the defendants that they would not deliver the goods until they received their money. If the goods were, as in this case, not capable of instantaneous delivery, it would be impossible to perform the contract unless one or the other should begin. And we think the one who begins loses none of his rights by so doing, in the absence of evidence that he has agreed to wave them.

As there was nothing in the case to show that enough of each cargo was not left to satisfy the lien for the freight of that cargo, and as the plaintiffs made no demand of any seperate portion of the coal, and proved no readiness to pay any freight whatever, no question seems to arise as to the extent of the defendants' lien. But we think it clear for various reasons, that they had a lien on the whole, for the whole sum claimed. Although the different cargoes which were carried were perhaps at first so far distinct subjects of contract, that the defendants might have delivered and demanded the freight for one, before delivering another, and the plaintiffs might have demanded one without waiting for the arrival of the whole, yet we think the mingling them together, indiscriminately, in the bins, shows that the whole was regarded by the parties as a continuous carriage and delivery of an entire quantity. But if this were not so, and the defendants had a separate lien upon each cargo for its freight and wharfage, then, as the plaintiffs mingled the several parcels so that they could not be distinguished, they must be held to have extended the lien upon each to the whole quantity remaining. This principle is well settled in regard to two persons having the general ownership of two parcels of similar goods; and it seems equally applicable to a case where one of them has a special property.

According to the agreement at the trial, the case is to be sent to an assessor, with directions to assess as damages the whole sum due for freight, and wharfage, with interest from the date of the writ, unless that agreement is now changed by the parties.



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HYDRAULIC PINCH BAR,

READING R. R. SHOPS,
PHILADELPHIA.

H. N. WINANS, Agent,
NEW YORK.

Total weight, 10 lbs.

In use on the Reading, North Pennsylvania, New Jersey Central and other roads.

Always in working order—One man with it will move with ease any Engine and Tender—No slipping, and faster than with ordinary crowbar—Works as well on chilled tyre as on wrought—The bite is on the rail, and the Engine is bound to move forward as the lever is brought down.

The Grain Trade of the Northwest.

The following table shows the total receipts of grain in Chicago and Milwaukee during the six months ending June 30:

	Chicago. bushels.	Milwaukee. bushels.
Wheat and flour reduced..	8,282,579	7,096,220
Corn	10,142,475	103,289
Rye	989,313	135,912
Oats	449,618	83,970
Barley	423,594	51,569
Total	20,284,579	7,479,960

The following table shows the comparative receipts of flour and grain in Chicago during the first six months of the past four years:

	Bushels.
1862	20,284,579
1861	17,536,763
1860	12,399,300
1859	5,386,169

The receipts of wheat and flour alone, in Chicago and Milwaukee, since the first of January last, amount in the aggregate to 15,378,799 bushels. If we take the receipts at Racine, Kenosha, Waukegan, and the more northerly ports on Lake Michigan, the receipts of wheat and flour would probably reach nearly twenty millions of bushels.

The following table shows the receipts of produce at Chicago for three years from the 1st of January:

	1862.	1861.	1860.
Flour, bbls.	757,457	613,165	229,022
Wheat, bush.	5,096,822	5,232,484	1,848,202
Corn, bush.	11,383,476	9,433,364	9,233,009
Oats, bush.	1,059,901	511,932	612,978
Rye, bush.	465,498	227,427	61,722
Barley, bush.	431,225	306,387	190,358
Seeds, lbs.	2,329,520	2,562,983	2,600,554
Pork, bbls.	36,660	31,333	12,379
Cut meats, lbs.	17,262,715	8,274,425	6,788,988
Lard, lbs.	17,438,255	5,870,688	3,934,495
Tallow, lbs.	238,826	358,450	137,678
Live Hogs, No.	233,608	132,534	78,974
Dres'd Hogs, No.	172,363	144,115	45,200
Beef Cattle, No.	97,634	79,222	67,245

St. Andrews Railroad.

We learn from the Aroostook *Times* that the St. Andrews Railroad will be opened to the Houlton Road on the 10th inst. The managers are to have a grand opening celebration on that day at St. Andrews, consisting of a review of five companies of volunteers, boat race, and public dinner, etc. The station on the Houlton Road is within four miles of the Houlton Village, and the opening of the road to the station, the *Times* well remarks, marks a new era in the progress of Aroostook.

Toledo and Wabash Railroad.

The gross earnings of this road for the six months ending with June, 1861 and 1862, have been as follows:

	1861.	1862.
January	$58,339 33	$82,234 81
February	46,842 61	47,141 92
March	61,050 77	56,005 88
April	75,273 76	83,582 40
May	78,277 61	106,845 44
June	79,073 88	113,577 66
Total	$398,857 96	$489,388 11
		398,857 96
Increase in six months		$90,530 15

Cleveland and Pittsburg Railroad.

The following table will compare the earnings of the Cleveland and Pittsburg Railroad for the first half of the two last fiscal years:

	1860-61.	1861-62.
December	$63,980	$113,175
January	62,208	99,675
February	59,964	78,447
March	83,408	90,308
April	99,511	100,694
May	101,792	116,973
Total	$470,863	$599,272
		470,863
Increase		$128,400

Racine and Mississippi Railroad.

The entire grading on the Racine and Mississippi Railroad, between Freeport and Savanna, is completed, and 14 miles of the iron are laid. The balance is being laid at the rate of one mile per day, the iron upon the ground.

Tyron and Clearfield Railroad.

At a meeting of parties connected with the Tyron and Clearfield Railroad, held in this city, to take into consideration a project for completing and stocking the road, eighteen miles of which are finished north of Tyrone, it was understood that a proposition was to be made to the Pennsylvania Central Company to take a certain amount of the bonds of the organization at sixty cents on the dollar, to be paid off in freight upon their road, and another amount at forty cents on the dollar, to be paid for in cash.—*Philadelphia Inquirer.*

Railroad Bridge over the Ohio.

The bill allowing the construction of a railroad bridge over the Ohio river at Steubenville, has passed. The draw is to be two hundred and seventy feet long.

The Compound Spiral Car Spring.

More than three months ago Mr. R. Vose of this city patented a new car spring, it being a combination of steel and India rubber. Since then it has been fully tested under passenger and freight cars on the Erie, the Hudson River and the Central Railroads, and in every case, we learn, with the most satisfactory results. A bar of steel of the requisite dimensions—say 5 feet long, by 1½ inch broad and ⅜ inch thick—is fluted on each side and then bent edgewise into a spiral coil with six inches in diameter and seven or eight inches in height. Between the spiral lines is placed a layer of rubber, say ¾ of an inch in thickness. Both are tapered at top and bottom, enabling the coil to sit perfectly level in the caps covering its extremities. The spring, however, can be made of any required length or weight.

The advantages claimed for this invention are obvious. The thorough packing between the layers and the fluted form of the bar combine to furnish the utmost strength, elasticity and durability. It is easily adjusted to a passenger or freight car, and at the same time is economical in price. Full particulars may be learned at the office of the Metallic Car Spring Company, 54 William street, in this city.

The Gold and Currency Question.

The recent rapid advance in gold is but the necessary result of a law which is as certain and unerring in its operation as that of gravity; of an attempt, a thousand times repeated, with no other end but signal failure. It is an attempt to make a shadow perform the office of substance; to lean upon a representative that has no constituent, while the catastrophe in the end must be as signal and disastrous as has been the mistake, or wrong, that has been committed.

The value of gold and silver depends simply upon their cost. They have other attributes fitting them for currency, but these are of minor importance. By adopting them as currency, we have a certain and definite standard whereby to measure the business transactions of society—a standard the fluctuations in which are so gradual that society can always adapt itself to them without injury or harm to any interest. In place of such standard we have now adopted one, the value of which rests entirely upon popular estimation. At one time its market value may be 20 per cent. below its nominal value, judged by the test of cost, whether this standard be gold, or food, or clothing. The market value of the national currency to-day is 16 or 17 per cent. below par. It may in a week fall to 25 per cent. discount. Its value will continue to depend entirely upon what people think it is worth. It cost nothing, or next to nothing. Its real value depends upon the degree of faith in the government, which faith, in all countries, and under all circumstances, may be termed an unknown quantity, always vibrating or oscillating, and never the same at two several periods, from the presence of these conditions which promise or threaten the stability and permanence of the power, or government, that issues it.

In this debasement of the government currency, unfortunately, that furnished by the States equally shares, assuming this to be $450,000,000, made up of the deposits and bills in circulation of the State banks, the total debased paper currency in the loyal States at the present time is $600,000,000. Seventeen per cent. on this amount is $100,000,000, which measures the loss already sustained by the pub-

lic. The Secretary of the Treasury recently congratulated the nation, that its whole debt was paying an interest of only 4½ per cent. He overlooked the vastly more important fact, that the people have already lost more than three times the present annual interest on the public debt, in being compelled to receive a depreciated currency, to say nothing of the financial embarrassments to which the adoption of a principle radically false must in the end lead.

While the rise in gold, and consequent depreciation of the currency was natural and inevitable, it is remarkable that property of all kinds remains very nearly at previous prices—in other words, has not yet, like gold, felt the effects of the inflation of the common measure of values. We can account for this solecism only on the ground of the brief period of time during which the disturbing causes have been in action. It was a long time before gold was affected by a redundant currency. It rose at first to 104½; then fell off to 101½, fluctuating constantly in price, although each succeeding wave rose higher and higher. Such must be the rule with securities of all kinds. Their prices above the gold standard must correspond to the premium paid for this article, and as by far the greater portion of those usually dealt in are no higher than they were when paid for in currency when gold was only at one to two per cent. premium, it necessarily follows that they must rise to correspond to the advance in gold, or, assuming this to be stationary at present prices, to some ten or fifteen per cent. above their present rates.

Such in the end must be the result. The immediate effect of the law stated may be temporarily evaded, or controlled, by the progress or condition of political, or military events. At present the market shows weakness under unsatisfactory news from the various fields of military operations and controversies in Congress. Similar questions for a long time controlled the gold question. The metal made up for a generally slow advance by several startling bounds, all of which, with some slight fluctuations were held. It will be so in the Stock Market. The natural relation of prices cannot be subverted, though for a time modified and controlled by interlering causes which must be temporary, no matter how powerful for the moment, they may be in their influence.—*Hallett's Financial Circular.*

Grain Trade of Buffalo.

The following comparative table will show the imports of flour and grain into Buffalo from the opening of navigation to July 1, in the years 1859, 1860, and 1861, and from January 1 to July 1, in 1862:

	Grain, bush.	Flours, bbls.	Total grain, including flour reduced to wheat.
1859	2,257,587	434,655	4,430,862
1860	6,543,256	327,056	8,178,536
1861	11,598,164	598,461	15,591,619
1862	14,908,908	1,037,349	10,095,653

The canal exports from the opening, May 1, to July 1, 1862, will be shown by the following:

Flour, bbls.	170,577
Wheat, bush.	7,730,067
Corn, bush	5,319,290
Oats, bush.	405,635
Barley bush.	93,502
Rye, bush.	241,695
Total grain	13,790,189

The revenues from canal tolls show a large increase—the receipts this year, from the opening to July 1, having been $825,583 83 against $428,078 in 1861, and $286,822 81 in 1860.

Reduction of Credit in the Iron Trade.

A well-considered general movement has been made among the manufacturers and dealers, having for its object the establishment of a uniform system of credit in the trade limited to four months. It is proposed to complete and to ratify this arrangement through a public meeting called at the board of Trade rooms of this city on Tuesday next, July 15, to which meeting leading houses in the iron trade have been invited from all parts of the country. The change proposed is not so much of a restriction as a regulation of credits, since many makers and dealers have insisted upon a near approximation to a cash business, making their customers pay liberally for credits of the old sort, or rather deducting liberally from the old credit prices for cash at the time of sale. The general credits given have, however, been six months heretofore between entirely responsible parties, and for such this movement is a reduction which it is believed all of this class can bear without inconvenience.—*Philadelphia North American, 12th July.*

Railroad Earnings--Weekly.

The earnings by the Chicago, Burlington and Quincy Railroad for the 1st week in July, 1862, were $58,096 65
Do., 1861 36,325 49

Increase $21,771 16

The Chicago and Rock Island Railroad earned the 1st week of July, 1862 $31,091
Do., 1861 23,956

Increase $7,135

The earnings of the Cleveland and Toledo Railroad for the 1st week in July, 1862, were $14,006
Do., 1861 12,220

Increase $1,876

The Michigan Southern road shows a gain of about $14,000 on the first week of July.

The traffic of the Great Western Railway of Canada for the week ending July 4, 1862, was as follows:

Passenger	$20,526 12
Freight and live stock	18,741 86
Mails and sundries	1,399 33
Total	$40,667 31
Corresponding week of last year	29,500 64
Increase	$11,166 67

The earnings of the Chicago and Northwestern Railroad the 1st week in July were $18,487 40
Corresponding week, 1861 14,767 32

Increase $3,720 08

The earnings of the Toledo and Wabash Railroad for 1st week of July, 1862, were $27,985 87
Do., 1861 20,056 03

Increase $7,920 84

The earnings of the Galena and Chicago Railroad the 1st week in July, 1862, were $48,144 77
Do., 1861 34,131 74

Increase $14,013 03

The earnings of the St. Louis, Alton and Chicago Railroad for the 1st week in July, were:
1862 $20,242 78
1861 14,089 43

Increase $6,153 35

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 1st week of July, 1862, were $24,897 24
Corresponding week, 1861. 22,745 29

Increase $2,151 95

The Michigan Central earned in the 1st week in July, 1862 $29,862 62
Do., 1861 88,989 00

Increase $9,126 98

Railroad Earnings--Monthly.

The earnings of the St. Louis, Alton and Chicago Railroad for June, 1862, were $88,222 80
Do., 1861 63,761 21

Increase $24,461 69
Total since Jan. 1, 1862 $518,447 46
Do. do. 1861 439,882 25

Increase $78,565 21

The earnings of the Buffalo, New York and Erie Railway, for the month of June were:
1862 $60,154 13
1861 45,993 11

Increase $14,161 02

The earnings of the Chicago and Northwestern Railroad in June, 1862, were $104,382
Corresponding month, 1861 83,229

Increase $21,153

The earnings of the Milwaukee and Prairie du Chien Railroad for June were $144,915 42
Corresponding month, 1861 141,771 03

Increase in 1862 $3,144 39
Total traffic from Jan'y 1st, 1862. $530,712 93
Corresponding period previous year. 445,048 05

Increase $85,664 88

The earnings of the Dayton and Michigan Railroad for June, 1862, were $40,405 36
Do., 1861 25,374 42

Increase $15,020 94

The approximate earnings of the Pittsburg, Fort Wayne and Chicago Railway during the month of June ultimo, compared with the same period last year, were as follows:

	1861.	1862.
Freight	$128,166 35	$163,768 48
Passengers	58,834 33	78,410 96
Express	2,500 00	2,500 00
Mails	7,825 00	7,825 00
Rent of railway	7,083 33	7,083 33
Rents	.....	24 83
Miscellaneous	369 36	463 50
Total for June	$204,778 37	$260,076 10
Earnings, Jan'y 1, to May 31	1,171,643 11	1,423,175 34
Total earnings to June 30	$1,376,421 48	$1,683,251 44

Increase for June, $55,297 73, or 27 per cent.
Average increase to June 30, 1862, 22¾ per cent.

The earnings of the Erie Railway for the month of June, 1862, were $516,189 70
Do., 1861 430,062 80

Increase $86,126 90

The earnings of the Norwich and Worcester Railroad for June were as follows:

	1861.	1862.
Passengers	$7,128 21	$9,709 66
Freight	11,483 36	20,712 72
Total	$18,611 37	$30,422 38
Increase		$11,810 31

The through business between New York and Boston, shows an increase of five fold, the result of putting on such first-class boats as the City of New York and the City of Boston.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western:				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	93½
" "	700,000	6	1880	94
" "	1,128,500	6	1875	94
" "	1,000,000	6	1867	93
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie:				
1st Mortgage coupon	2,000,000	7	1877	88
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	106
Income ⅓ in '59, ⅓ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	100
Mort. (chgd from Steri'g)	888,000	5	1864	100
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
*Catawissa:				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	106
2d Mortgage	600,000	7	1875	100
Central Ohio:				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	64
2d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	105
Consolidated 2d Mort. (S. F.)	813,000	8	1890	105
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	104½
Chicago and Northwestern:				
1st Mortgage (preferred)	1,250,000	7	------	95
1st Mortgage (general)	3,600,000	7	------	64
Bonds issued for coupons of do.	756,000	7	------	----
2d Mortgage	2,000,000	6	------	29
Appleton Extension Bonds	184,000	7	------	----
Flagg Trust Bonds	245,000	8	------	----
Cincinn., Hamilton and Dayton:				
1st Mort age	394,000	7	1867	100
2d Mortgage	950,000	7	1880	100
*Cincinn., Wilm. and Zanesville:				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	90
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	100
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	91
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	79
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	68½
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	299,000	7	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	1872	65
Junction 2d Mortgage	221,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	1863	75
Junction Income	27,500	7	1862	----
C. and T. Income Mortgage	104,400	7	1863	75
C. and T. Income (convertible)	174,000	7	1864	----
C. and T. Income (convertible)	256,000	7	1864	----
C. and T. Dividend (convert.)	151,495	7	1865	75
C. and T. Income (convertible)	39,000	7	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	1885	93
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	115,900	---	var.	93½
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	---	------	----
Cumberland Valley:				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	107⅛
1st Mortgage (E. Extension)	1,499,000	---	1875	107½
2d Mortgage	2,516,500	---	1881	104
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	----------	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	275,000	6	var.	100⅔
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	450,000	6	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655.000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Galena and Chicago Union:				
1st Mortgage Coupon	1,971,000	7	'62-'63	104½
1st Mortgage (Extended)	22,000	7	1882	104½
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	100¼
*Great Western, Ill.:				
1st Mortgage Eastern Division	1,000,000	10	------	----
" Western "	1,350,000	7	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	47
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	90
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'60-'70	111
2d Mortgage	2,000,000	7	1860	103¾
3d Mortgage	1,840,000	7	1875	93¾
Convertible	1,002,000	7	1867	89
Illinois Central:				
Optional Right bonds	38,000	7	1868	64
Construction	10,798,500	7	1875	92
Construction	4,115,000	6	1875	92
Eight per cent. bonds	326,000	8	1865	----
Indiana Central:				
1st Mortgage (convertible)	800,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	86
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
*Kennebec and Portland:				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
*Kentucky Centr. (Cov. and Lex.)				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400.000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	1870	103
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	80
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	21
2d Land Grant (Western Div.)	353,600	†	------	21½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,687,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	89
Long Island:				
1st Mortgage	500,000	6	1879	85
Extension Bonds	175,000	7	1890	82½
Long Dock Co.:				
Mortgage Bonds	500,000	7	1882	----
Mortgages on Land	473,809	7	------	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	83
Marietta and Cincinnati:				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston:				
State Tenn.) Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State (Tenn.) Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State (Tenn.) Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	1869	107
1st Mortgage (S. F.), convertible	4,434,000	8	1882	102
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	904,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	85½
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	101
Detroit and Toledo	684,000	7	1876	76
1st General Mortgage (S. F.)	3,030,000	7	1885	101½
2d General Mortgage	2,572,000	7	1877	82
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	91
1st Preferred stock	1,060,000	---	------	----
2d Preferred stock	1,020,000	---	------	68½
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,880	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	99
Preferred Stock	1,175,000	10	------	120
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63'4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	101½
Funding (S. F.) Bonds	1,553,000	7	1876	107⅞
Stock Exchange (S. F.) Bonds	680,000	6	1883	101½
Real Estate (S. F.) Bonds	166,000	6	1883	101½
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	102
Convertible Bonds	970,000	7	1876	107½
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	101½
New York and Erie:				
1st Mortgage	3,000,000	7	1867	106
2d Mortgage	4,000,000	7	1864	105
3d Mortgage	6,000,000	7	1883	97
4th Mortgage	4,900,000	7	1880	89
5th Mortgage	1,792,500	7	1883	86
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	104½
2d Mortgage	1,000,000	7	1864	100½
3d Mortgage	862,300	7	1867	85
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	85
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	70
2d Mortgage	3,077,000	7†	1861	4½
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	72
Chattel Mortgage	360,000	10	1883	98
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	103
2d Mortgage	2,319,000	6	1875	98
2d Mortgage Sterling	1,957,440	6	1876	----
State Works Bonds	7,200,000	5	------	89
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	----
" 1836, "	192,000	5	1880	99
" 1849, "	3,103,600	6	1870	94
" 1861, "	436,000	6	1871	----
" 1843, "	1,548,300	6	1880	99
" 1844, (convertible)	863,000	6	1880	97
" 1848, "	124,000	6	1880	99
" 1849, "	83,000	6	1880	102
" 1857, "	3,586,500	6	1886	84½
" 1856, "	1,475,000	7	1886	89½
Bonds and Mortg's—real estate	592,200	---	------	----
Preferred Stock	1,551,800	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Allegheny Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	80½
2d Mortgage	5,100,000	7	1911	76½
3d Mortgage	2,000,000	7	1911	62½
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	34
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	[997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,200,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'mep't)	1,000,000	7	1877	95
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	104
2d Mortgage (convertible)	2,000,000	7†	'68–'70	81
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	90½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	90½
2d M. (Toledo and Wabash)	1,000,000	7	1869	61½
2d M. (Wabash and Western)	1,500,000	7	1899	61½
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Dollar Bonds	802,000	6	1875	----
Albany City Bonds	1,000,000	6	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	85
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, &c.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,236	*	—	877,863	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
1 May, '61	—	—	—	209.5	...	...	.....	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	.....	.....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	.....	.....	23.8	45,543	77,028	34,966	16	.....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,147	149,477	—	.....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	142
31 Dec. '60	74.0	—	.....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	.....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,051,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	.....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	136,072	.....	—	.....
31 Dec. '60	46.0	8.8	4.9	—	...	...	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	.....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	.....
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,850	808 060	301,979	—	.....
20 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	42
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	.....	—	406,132	870,000	271,877	1,607,684	84.3	156,631	138,970	41.466	—	.....
31 Oct. '61	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	4	.....
								FLORIDA.													
-- -- '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
-- -- '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	81.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212.676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '61	220.0	—	.....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	—	5,500,000	4,500,000	.....	10.000,000	220.0	.....	1,098,465	452,693	4	.....
30 Apr. '61	138.0	—	26.0	—	62	31	900	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	.....	10,195,257	168.0	.....	1,514,478	242,564	—	75
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '62	242.0	—	.....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,095,000	264,676	11,817,527	213.0	.....	849.719	414,828	—	.....
31 Mar. '62	181.8	—	.....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	61½
10 Nov. '58	33.2	—	.....	—	...	...	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.3	1,123,454	1,720,396	811,185	5	67½
31 May, '61	175.0	—	.....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	2,391,000	.....	.....	175.0	.....	485,943	181,529	—	.....
31 Dec. '61	454.8	252.5	.....	112	94	2,347		*Illinois Central*	27,497,988	*	—	15,829,095	15,277,500	172,929	33,504,024	768.3	2,458,023	2,965,758	1,150,903	—	56⅝
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— -- --	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
-- -- --	46.6	—	.....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- '58	186.0	—	.....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
-- -- --	1.0	—	.....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
-- -- --	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
-- -- --	29.0	—	.....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233.413	*	2,750	956,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '60	72.4	—	.....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	366,122	400.397	133,009	—	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	20
31 Dec. '60	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37.219	2,031,942	84.0	.....	277,952	119,745	—	.....
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	.....
-- -- '59	64.0	—	.....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
1Dec. '60	86.0	49.0	.....	—	23	...	.....	Madison and Indianapolis	2,687,704	*.	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,060	—	.....
-- -- '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	.....
-- -- '58	74.0	—	.....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '61	73.0	—	.....	—	18	17	298	Terre Haute and Richmond	1,611,459	*	121,548	1,381,456	230,000	4,690	1,975,801	73 0	325,707	377,892	216,184	10	120
								IOWA.													
1 Jan. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,0?4	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '61	111.0	—	.....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	67,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	.....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	459,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	.....
-- -- '59	55.0	52.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	86
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
-- -- '58	13.0	—	.....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '61	29.0	—	.....	}	13	10	230	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	.....	}				Louisville and Frankfort	1,383,526	126,735	6,540	1,104,567	414,519	—	1,649,551	65.1	244,773	246.911	96,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	618,803	716,478	371,122	—	.....
-- -- '59	18.8	—	.....	70.2	—	—	.....	Mayaville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
-- -- --	22.0	—	.....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
-- -- --	27.0	—	.....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	431,920	225,649	—	.....
1 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,666,000	1,150,717	.....	206.0	.....	1,232,624	666 434	—	.....
31 Aug. '60	58.7	—	.....	136.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,263,015	248,960	108.484	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,506	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412			180,497	300,000	75,000	.....					—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	.....
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	169,475	245,348	115,732	6	102½
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '61	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,208	2,305,788	6	65
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	25
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000			601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*		1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	90
31 May, '61	74.3	8.8	49.7	—	32	54	606	Boston and Maine	4,300,849	*	465,758	4,076,974		86,655	.....	118.3	.....	776,065	315,071	6½	110
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	132,720	.....	.....	61.8	.....	588,871	272,429	8	111½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000		126,104	.....	83.6	.....	928,932	408,594	8	117½
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,689	163,400	.....	.....	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	300,000	.....	.....	52.3	.....	250,836	122,956	6	90
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	60
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416		299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149		3,540,000			.....	71.6	.....	543,158	217,054	6	100½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226		217,825	55,450	5,900	533,884	26.4	.....	83,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651			292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	27.7	.....	204,374	48,542	8	110
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*		500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	53
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386			220,340	234,900	140,902	.....	.....	.....	.....	.....	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130			283,037	459,693	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	104½
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			.....	.....	.....	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	.....	.....	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543		243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	.....
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700			448,700			.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000			250,000			.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....			.....			.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*		2,214,225	991,125	.....	.....	77.0	.....	200,648	95,739	—	14
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*		5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,588	812,997	8	124
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*		1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	55
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....		.....	.....	.....	.....			.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	.....	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....			.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596		2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	.....	*Flint and Pere Marquette*	.....	.....		.....	.....	.....	.....			.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	.....	*Grand Rapids and Indiana*	.....	.....		.....	.....	.....	.....			.....	.....	—	.....
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	.....	14,371,173	329.8	1,338,658	2,361,241	1,212,088	3	59
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	24½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....		.....	.....	.....	.....			.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....			.....	600,000	.....	.....			.....	.....	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....			.....	575,000	.....	.....			.....	.....	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....			.....	600,000	191,130	.....			.....	.....	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....			.....	500,000	.....	.....			.....	.....	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....			.....	.....	.....	.....			.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292		2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	.....	*Cairo and Fulton*	.....	.....		.....	.....	.....	.....	37.0		.....	.....	—	—
31 Aug. '60	206.8	—	.....	—	—	—	.....	*Hannibal and St. Joseph*	12,364,134	*		1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658		2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....		.....	.....	.....	.....			.....	.....	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,960,077	626,357		3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216			68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	2,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267		2,085,925	738,200	84,327	3,163,731	53.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*		389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*		1,500,000			1,564,506	61.3	334,532	459,659	128,366	8	56
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*		250,000			250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000			200,000			200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205			492,500		42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	65
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000			863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	104½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715		595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	197,136	4	64½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	760,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	.....	Belvidere Delaware	3,128,257	*		997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	—	—	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,826	13	129½
31 Dec. '60	60.2	—	.....	—	—	—	.....	Camden and Atlantic	1,829,473	*		976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500		3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	91½
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554			600,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	163,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	—	—	—	New Jersey	3,609,089	400,378	1,249,621	4,397 820	688,000	.....	5,628,931	33.8	.....	992,767	579,931	10	132
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*		154,157	.....	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*		630,000			630,000	ope	r. by N.	Y. & E.	33,400	3	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*		1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,907	6½	90
31 Dec. '60	13 0	—	.....	47.0	—	—	—	West Jersey	280,278			216,794	.....	56,582	.....	.....	.....	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221			507,957		46,139	554,096						
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,000	50,000	———	ope	r. by Re	na. & S	arat.		
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559			1,000,000	1,389,559	———	2,389,559	ope	r by W	estern.	———	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,289	81,445		822,371	745,500	7,121	1,574,992	34.9		40,670	72,458	36,609	
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661			250,000	220,000	———	470,000	14.8		22,712	34,310	19,886	
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247		448,750	85,000	42,102	575,852	14.5		325,499	68,676	28,168	3½
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870		1,000,000	———	130,000	1,130,000	24 7		2,904,887	520,855	110,896	8
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,617	850,000	2,412,534	212,072	3,633,579	176 0		483,412	593 845	187,706	
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126		1,950,950	1,049,000	27,546	3,027,496	87.8		317,850	911,020	498,047	10
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050			343,500	300,000	75,550	719,050	39.6		61,430	57,649	10,427	
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000			380,000	70,000	———	450,000	ope	r. by Erie.			24,000	6
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000			500,000	———	———	500,000	ope	r. by Erie.			30,000	6
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000			175,000			[175,000	17.3		46,981			6
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372		3,758,466	9,107,000	182,106	———	150.0		967,065	2,047,145	778,121	
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138		1,852,716	755,998	12,283	2,620,997	101.5		258,763	343,021	119,454	
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9		———	7,309,042	2,601,063	6
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,916	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0		3,019,000	5,180,321	1,827,406	
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*		5,717,190	6,055,752	———	———	152.9		———	1,142,851	433,716	
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756		120,000	135,900	6,000	261,000	8.0		40,880	36,852	26,346	
30 Sep. '61	99.0	—	———	—	—	—	—	Niagara Bridge and Canand.	1,000,000			1,000,000			1,000,000	ope	r. by Ce	ntral.		60,000	6
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856			1,500,000	3,077,000	———	4,577,000	121.8		395,128	458,912	153,080	
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*		396,340	215,500	4,875	———	35.9		69,759	119,666	64,753	8
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517		665,419	1,000,000	192,748	———	75.4		79,240	80,611	37,436	
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048		610,000	140,000	750,000	———	59.2		119,325	269,353	131,525	6
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021			557,560	150,000	19,980	———	ope	r. by B.	N. Y. &	E. 22,047		
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050		10,305		61,213	71,518	18.0		3,365	634	54	
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	*		300,000	83,000	———	———	ope	r. by Ren	s. & Sar.	———		5
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166		500,000	378,000	3,376	———	47.3		114,731	175,604	60,113	
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443		62,731	162,087	63,374	———	13.0		———	15,720	11,800	
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*		1,200,130	1,643,153	121,065	———	81.0		191,579	227,488	139,817	
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437		605,911	806,500	247,155	———	112.0		280,643	312,066	160,237	
30 Sep. '60	6.0	—	———	—	—	—	—	Troy and Greenbush	258,835	36,073		274,400	———	———	———	ope	r. b. Hud	a. River.	———	6	
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601			30,000	680,000	———	———	ope	r. by oth	er Co's.	———		
1 Jan. '62	10½	—	½	30.0	—	—	—	Warwick Valley	185,000			100,000	85,000	———	185,000	10½	oper. by	Erie R.	W. Co.		
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304		1,499,000	772,400	66,112	———	96.7		212,235	351,167	178,067	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	———	———	———	Atlantic and North Carolina	2,157,503	*		1,545,225	400,000	276,372	2,419,401	94.9		———	103,963	35,572	
-- -- '58	223.0	—	———	—	———	———	———	North Carolina	4,235,000	*		4,000,000	———	———	———	223.0		———	———	———	
-- -- '59	97.0	—	———	—	———	———	———	Raleigh and Gaston	1,240,241	*		973,300	126,200	———	———	97.0		———	206,917	108,541	
30 Sep. '60	161.5	15.0	———	—	23	18	182	Wilmington and Manchester	2,632,737	*		1,130,470	1,045,000	51,300	2,934,509	171.9		———	469,458	219,688	
30 Sep. '59	161.9	—	———	—	24	32	144	Wilmington and Weldon	2,869,223	*	232,900	1,340,213	791,055	102,391	3,114,954	171.0		323,069	477,554	235,201	8
15 Mar. '60	81.0	3.0	———	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	———	70,860	364,072						
								OHIO.													
-- -- '58	———	———	———	———	———	———	———	Atlantic and Great Western	613,231	———	———	866,939	———	77,294	———						
31 Dec. '60	118.2	—	———	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2		———	314,091	102,765	
1 Aug. '61	137.0	—	———	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0		———	699,716	230,551	
31 Mar. '62	60.3	—	———	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	———	3,818,784	198.3		———	646,205	329,714	7½
31 Dec. '60	30.0	—	———	69.1	———	———	———	Cinc. and Indianapolis Junc.	———	———	———	———	———	———	———	32.0		———	———	———	
1 May, '59	131.8	—	———	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*		2,441,176	3,032,000	228,973	———	131.8		304,168	190,745	19,180	
31 Dec. '60	135.4	5.8	———	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2		655,162	1,085,799	580,621	10
31 Dec. '60	67.0	—	———	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0		230,461	369,849	238,003	
31 Dec. '61	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,353,000	———	———	96.6		———	1,120,370	662,948	14
30 Nov. '58	101.0	102.5	———	—	42	———	———	Cleveland and Pittsburg	9,320,288	*		3,942,368	4,918,325	653,821	9,661,102	203.5		646,413	772,093	332,093	4
31 May '62	109.2	79.4	———	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6		610,292	1,003,637	543,488	3
31 Dec. '58	61.4	—	———	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*		369,673	575,250	632,486	———	61.5		75,120	68,128	19,763	
31 Dec. '58	72.0	—	———	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*		750,000	1,600,000	205,000	———	72.0		144,000	84,000	17,760	
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	3	87½
31 Mar. '61	144.0	—	7.9	—	———	———	———	Dayton and Michigan	5,087,571	112,644	4,800	2,196,762	2,521,700	350,824	5,241,812	144.0		———	375,002	212,107	
31 Aug. '60	36.6	—	———	—	5	3	87	Dayton and Western	999,173	104,912		307,246	716,000	80,845	———	36.6		———	62,025	3,565	
31 Aug. '58	16.0	—	———	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*		437,838	422,658	———	1,104,086	16.0		40,064	64,000	33,000	
1 Nov. '61	45.0	—	———	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	———	45.0		———	102,180	52,408	
-- -- '59	36.0	—	———	84.0	———	———	———	Fremont and Indiana	———	———	———	———	———	———	1,358,867						
31 Oct. '61	32.0	—	———	—	6	5	68	Greenville and Miami	888,000	*		300,000	473,000	75,000	———	47.0		———	69,352	———	
30 Nov. '58	13.0	—	———	34.0	1	2	50	Iron	172,830	*		118,865	50,000	3,965	———	13.0		24,000	31,126	10,460	
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	412,002	2,981,267	1,400,000	———	4,960,780	138.0		814,908	1,336.991	632,114	8
31 Jan. '62	182.0	21.0	———	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*		8,781,699	235,789	106,895	9,792,293	226.6		———	434,290	99,554	
30 Apr. '61	192.3	—	———	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3		———	898,818	169,943	
31 Aug. '58	117.0	8.0	———	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*		1,906.736	2,400,000	466,215	———	125.0		———	———	———	
30 Jun. '61	153.9	52.0	———	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9		452,635	450,245	58,589	
31 Dec. '60	116.0	9.0	———	—	18	20	206	Sandusky, Mansfield & New'k	2,309,126	*		348,770	1,385,200	132,063	2,588,876	125.0		———	185,934	34 167	
30 Nov. '58	55.6	—	———	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*		403,975	500,000	100,000	———	55.6		70,000	110,200	63,100	
31 Aug. '58	19.5	—	———	23.5	———	———	———	Springfield and Columbus	346,500	———	———	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	———	———	
30 Nov. '58	49.8	—	———	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*		1,000,000	1,050,000	200,000	2,250,000	49.8		222,000	———	———	
31 Aug. '61	242.4	—	———	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	260.0		865,502	1,012,236	400,559	
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	———	———	———	———	378,455	62,624	———	45.0		61,634	94,342	45,161	
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000		1,410,900	2,000	———	1,412,900	20.5		———	311,201	164,554	10
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*		3,350,000	53,500	———	———	146.0		———	219,548	22,490	—
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*		956,900	270,500	———	1,308,919	52.5		181,087	249,778	159,531	8
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0		———	2,169,946	1,339,680	—
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617		386,121	365,500	188,515	940,136	36.3		———	———	———	
30 Sep. '59	18.6	—	4.0	—	———	———	———	Erie and Northeast	700,000	———	———	600,000	400,000	———	1,000,000	ope	r. b. Buf.	& S. L.	———		10
31 Aug. '60	36.9	18.6	21.9	—	———	———	———	Harrisburg and Lancaster	1,882,555	———	———	1,087,100	661,000	———	1,883,343	55.5		———	436,237	153,336	6
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*		1,809,563	———	———	1,809,563	32.3		———	32,411	7,267	
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*		425,015	1,000,000	206,550	1,631,565	42.2		———	84,017	3,413	
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000		710,000	1,100,000	167,303	2,164,303	68.9		———	116,200	67,600	
30 Nov. '60	45.7	—	22.3	20.2	15	6	———	Lehigh Valley	3,787,533	*		1,966,350	1,500,000	———	———	45.7		183,500	679,908	342,039	6
30 Nov. '59	28.0	5.0	13.5	———	9	———	———	Little Schuylkill	3,299,600	*		2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	———	———	
31 Dec. '60	20.0	—	4.0	—	———	———	———	Lehigh Coal and Navigation	1,380,000	———	4,455,000	2,479,950	3,413,871	303 927	9,803,932	———		———	753,318	670,227	6
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	———	2,800,000	———	———	2,991,150	72.3		———	556,192	379,976	10
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	———	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062		364,225	292,124	
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581,158	3,065,289	3,474,545	13,261,960	17,163,947	367,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	—	47
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	———	———	250,000	50,000	———	20.0		———	1,637	———	
30 Sep. '59	17.0	7.0	———	—	16	———	———	Phila., Germant'n & Norrist'n	1,422,977	228,555	———	1,208,500	374,800	104,720	1,742,233	24.0		———	288,657	157,194	—
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	———	25,225,48	151.4	1,795,927	2,905,838	1,412,905	—	29½
30 Dec. '59	28.0	—	———	—	———	———	———	Philadelphia and Trenton	1,000,000	———	———	1,000,000	———	———	1,000,000	28.0	oper. by	Cam. &	Amboy	———	126½
31 Oct. '61	98.0	6.0	———	—	32	109	565	Phila., Wilmington and Balt.	7,021,713	744,425	142,840	5,600,000	2,475,500	140,998	8,742,000	200.5	439,780	1,516,985	675,484	6½	52

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1,756,436	1,560,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	—
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 828	18,999 881	467.5	2,434,641	3,031,787	1,299,721	—	31
30 Sep. '59	31.0	—	—	11.0	—	—	—	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	—	—	—	—	—	—	—	—
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	—	1,355,700	54.0	—	—	—	—	—
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	—	—	573,616	24.5	—	34,501	29,604	3½	—
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	—	—	96,227	54,582	—	—
31 Dec. '59	148.0	—	20.0	140.0	—	—	—	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	—	114,126	61,848	—	16
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	398,000	—	—	29.6	—	83,072	47,007	6	—
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	—	125,597	4,502	—	—
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	—	78.0	199,878	238,420	860,339	—	12½
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	—	—	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	437,917	8,500	—	—	13.6	—	26,454	6,914	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	—	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	—
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	263,263	151,536	6	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	—	—	—	—
— — '58	40.3	—	—	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	—	49.3	—	—	—	—	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	—	341,190	125,871	—	—
31 Aug. '58	22.5	—	—	—	—	—	—	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	—	—	—	5	—
31 July '58	32.0	—	—	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	—	27,568	8,527	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	—	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	—
31 July '58	25.1	—	—	41.9	—	—	—	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859	—	—	—	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	3 149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	—	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56 0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275 000	240,000	171,560	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
— — '59	28.0	—	—	756.0	—	—	—	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	—
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	—	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,560	979,119	6,385,045	119.6	349 440	334,368	113,318	—	—
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	—	—	—	62.0	142,839	150,318	30,288	—	—
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	—
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	—	—	123½
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	—	23.7	47,950	45,930	8,522	—	—
31 Aug. '60	54.0	10.5	—	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	—
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,402,194	42,000	—	1,403,018	86,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,160	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,665	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	—	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	—	55.0	—	—	—	—	—
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	756,476	329,580	—	—
31 Dec. '58	40.0	—	—	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	—	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,066	—	—	—
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	—	1,108,354	436,039	—	31
— — '57	50.0	—	—	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	—	—	345,861	132,000	—	—	50.0	—	121,401	—	—	—
10 May, '61	104.0	—	—	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	63,438	—	—
— — '58	10.0	—	—	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	—	—	—
								CANADA.													
31 July '61	161.0	—	—	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	—
— — '59	81.0	—	—	—	16	17	214	Montreal and Champlain	—	—	—	—	—	—	—	81.0	166,245	—	—	—	11
— — '59	37.0	11.0	—	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—	48.0	—	—	—	—	12
30 Sep. '58	624.0	137.0	—	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	—	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	—	—	357.0	1,360,900	—	—	3	—
— — '59	24.0	—	—	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	—	24.0	37,081	—	—	—	—
— — '59	95.0	1.6	—	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.8	254,530	—	—	—	—
— — '59	54.0	—	—	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—	54.0	89,222	—	—	—	—
— — '59	25.0	—	—	—	4	—	57	Welland	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	—	14	18	235	European & North American	4,548,564	*	—	4,637,852	—	—	4,637,852	108.0	—	180,678	36,432	—	—
1 July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60.0	—	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	—	60.1	—	—	—	Nova Scotia	4,268,717	*	—	—	—	—	—	61.5	—	120,918	26,803	—	—
								NEW GRANADA.													
1 Dec. '60	48.7	—	—	—	—	—	—	Panama	5,000,000	*	620,804	5,000,000	2,400,000	—	9,608,530	48.7	—	1,539,859	1,110,852	12	123½

New York Stock Exchange.

Highest Sale Prices for the week ending July 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16.
Federal Stocks:—						
U. S. 5s, 1871	----	----	----	----	88	88
U. S. 5s, 1874	90	90¼	89⅞	89⅞	88½	87⅞
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	102	102	101⅞	----	100⅝	100½
U. S. 6s, 1881, cou.	102⅛	102	101⅞	101½	100⅛	100¼
U. S. 6s, 1862	----	----	----	----	----	----
U. S. 6s, 1867	100	99½	----	98¼	98	----
U. S. 6s, 1868	100¼	100	----	----	97¼	----
Treasury 7 3-10 Notes	104½	104⅝	104⅝	104	103⅛	103
State Stocks:—						
California 7s	92½	93½	94	94½	94½	95½
Georgia 7s	----	----	----	----	----	----
Illinois Coupon bonds	102½	----	98	----	----	100
" Canal bonds	----	----	----	----	----	----
Illinois War Loan	98½	98½	----	98	97	95
Indiana 5s	----	----	----	----	----	----
Indiana War Loan	----	----	----	----	----	----
Kentucky 6s	95	95	----	95½	95¾	----
Louisiana 6s	----	----	65	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	49⅛	49⅜	49	48	46⅛	47½
Do. iss. to H.& St.J.R.	61½	62½	62	61	----	60½
New York 6s, 1873	----	----	----	----	----	----
North Carolina 6s	70	70½	----	70	69	70
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	104	105	104	104½	103
Tennessee 6s, 1890	54½	54	53½	51	49	48½
Virginia 6s	53	54	----	----	----	53⅜
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. and Q.	78	77½	----	----	----	75
Chicago and Rock Isl.	65	66	63¾	63½	62½	61¾
Clev., Col. and Cin.	124	125	125	----	114⅝	113
Clev. and Pittsburg	23½	23⅝	22⅝	22	22	21⅝
Clev. and Toledo	48½	48¼	47½	47½	46	45⅞
Del., Lack. and West	95	----	94	----	----	----
Galena and Chicago	70½	70¼	69½	69½	68½	67¼
Hudson River	46⅜	45⅛	45½	45¾	44½	43¾
Illinois Central (scrip)	60	58⅜	57½	57¾	56⅝	56¼
Michigan Central	62	61½	61	60½	59½	59
M. S. and N. I. guar'd,	58½	58	57	56⅜	55	54
M. S. and N. I.	25⅞	----	25	25	24⅜	24½
Mil. and P. du Chien	----	33⅞	32½	32¾	32	31
M. and P.du C.1st pref.	----	----	----	----	----	----
M. and P.du C.2d pref.	69	68½	68½	----	----	----
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	93½	92½	91½	90½	90	90
Erie	36⅜	35⅝	34¼	34	33½	33⅜
Erie pref.	63⅜	63	62½	61⅝	61⅜	61½
N. York and Harlem	16⅜	16½	----	14⅝	14½	14½
N. Y. and H. "pref."	38⅜	38⅝	37½	----	35	34⅜
Panama	132	131	130	130⅜	130	128½
Phila. and Reading	58	57	57	57	56	----
Toledo & Wabash	19	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
Railroad Bonds:—						
Buff.,N.Y. & Erie 1 M.	88	----	----	88	----	----
Chic. and N.W.1st M.	64	----	----	----	----	----
" " 2d M.	32½	----	31	----	----	29
" " S. F.	95	----	----	----	----	----
Cl. & Tol. S. F. 7 p.c.	----	----	93½	93	----	----
Chi., Bur. and Q. 8 p.c.	106	105	----	----	----	----
Chi. and R.I. 1st M.'70	----	----	----	----	----	----
D.L.&W.1M.8p.c.'71-5	----	----	----	----	----	----
" 2M.8p.c.'81	----	----	----	----	----	----
Gal. & Ch.1M.7p.c.'63	----	105	104	104	104	104½
" 2M.7p.c.'75	----	----	101½	----	----	----
Hann. & St.J. 1 M. 8s	----	----	----	50	----	----
Hudson R. 1M.7p.c.'69	----	----	111	----	----	111
" 2M.7p.c.'60	----	----	103½	----	----	----
" 3M.7p.c.'75	----	94	----	----	----	93⅛
" sink. fund	----	----	----	----	----	----
Illinois Central bonds	93½	----	95½	94	93	----
La Crosse & Mil. L. G.	----	----	----	----	----	21
Mil. and P. du C. 1st M.	----	90½	----	92	----	91
Mich.Cen.S.F.8p.c.'62	----	104	104½	104	----	102
" conv.8p.c.'69	107½	107½	107	107	107	107
M.S.& N.I.1 M. S. F.	----	100½	100⅜	----	----	100½
" " 2 M.	83½	83½	83	82½	82	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N.Y.C.6p.c.certif.'83	101	----	----	101	101½	----
" 1 M. 7 p.c.'64	----	----	----	----	----	----
" bonds 1876	----	----	----	107½	----	----
N.Y.&E. 1 M. 7 p.c.'67	----	107	----	107	106	----
" 2 M. 7 p.c.'64	----	----	----	----	----	----
" 3 M. 7 p.c.'83	98	98½	98	97½	97½	97
" 4 M. 7 p.c.'80	90	90½	90	90	----	89
" 5 M. 7 p.c.'83	----	----	----	----	----	----
N.Y. & H.1 M.7p.c.'78	----	----	----	----	----	----
" 2 M. 7p.c.'64	----	----	----	----	----	----
" 3 M. 7p.c.'67	----	85	----	----	----	----
Pitts., Ft.W.&Chi.,1M.	92	92	91	90	89	89½
" " " 2d M.	80	79½	----	78	----	76½
" " " 3d M.	----	----	----	----	----	----
Terre H. & Alton, 1 M.	----	----	----	----	----	104
" " 2 M.	82½	82½	82	81	----	----
Toledo & Wab. 1 M.	91½	92	----	----	91	90½
" " 2 M.	64½	64½	64	----	62	61½
Miscellaneous:—						
American Gold	117⅛	116	114½	116½	117	117½
Del. and Hud. Canal	----	----	92	----	----	93
Penn'a Coal Co.	----	----	97	----	96	----
Pacific Mail S. S. Co.	108	110	106	106½	105	106

The following are the closing prices in the London Market on the 4th July:

United States 5s, 1874	x. c.	75 to	77
Maryland 6s		76 "	78
Virginia 6s		45 "	47
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	x. c.	61 "	63
Erie shares, ex assessment scrip		29 "	30
Erie shares, 7 per cent. preference		52 "	53
Erie shares, assessment scrip		1⅞ "	2⅛
Illinois Central 6s, 1875		71 "	73
Illinois Central 7s, 1875	x. c.	77 "	78
Illinois Central $100 shares, $90 paid, dis.		48½ "	47½
Illinois Central, all paid		48 "	49
Michigan Central 8s, Convertible, 1869		84 "	86
Michigan Central Sinking Fund 8s, 1882		86 "	88
Michigan South. and North. Indiana 7s, 1885		78 "	80
Do. do. do. $100 shares		19 "	21
New York Central 6s, 1883		82 "	84
New York Central 7s, 1864	x. c.	83 "	85
New York Central 7s, 1876		88 "	90
New York Central 7s, 1876		88 "	90
New York Central $100 shares		75 "	77
New York and Erie 7s, 1867		89 "	91
New York and Erie, 2d mort., 1859		88 "	90
New York and Erie, 3d mort., '83, assented		78½ "	79½
New York and Erie, 4th mort.		72 "	74
New York and Erie, 5th mort.		70 "	72
New York and Erie Bonds, 1862, '71, '75		-- "	--
New York and Erie shares, assented		-- "	--
Panama, 1st mortgage 7s, 1865		100 "	102
Panama, 2d mortgage 7s, 1872		99 "	101
Pennsylvania Central 6s	x. c.	83½ "	84½
Pennsylvania Central 2d mortgage		83½ "	84½
Pennsylvania Central $50 shares		38 "	40
Philadelphia and Reading $50 shares		20 "	25

American Railroad Journal.

Saturday, July 19, 1862.

The War and Southern Railroads.

Before the outbreak of hostilities, about half the railroads that had been constructed in the Southern States for a number of years were paying dividends. One or two old lines, like the South Carolina, were indeed becoming less remunerative to their stockholders than formerly; but as a whole their condition was improving, and their prospects for the most part tolerably good. There was no reason to doubt that the principal works traversing Alabama, Mississippi, Louisiana, Tennessee, Arkansas and Texas, would ultimately pay reasonably well, any more than those of Georgia. In the cotton zone they enjoyed all but a monopoly of the transportation of the great staple of that section; and in hardly any case had a reckless competition sprung up between rival lines, as in too many States at the North. All the experience that had been gained here by years of heavy outlay and loss, operated in favor of the recently constructed works in the Gulf States. If, under such favorable circumstances, they should turn out unremunerative, when had the iron way a chance to vindicate its claims?

All these fine prospects have been rudely dashed to earth by the war. The railroad has suffered its full share in the devastation which has visited the South. Scores of costly bridges and depots have been burned; tracks have been torn up; engines and cars carried off, thrown into rivers, or in some other way rendered useless to the owners. This mad work of ruin began with the Baltimore and Ohio, which for many months was blockaded, its track torn up and its rolling stock rendered useless. To this day, though the general government has spent large sums in rebuilding it, the condition of that great work is not so good as it was in March, 1861, to say nothing of the non-payment of dividends and interest, or the losses which Baltimore has sustained in her foreign and domestic trade.

The fell spirit of mischief which wrought so much evil in Maryland and Virginia, also made itself felt along the different lines of travel in Missouri, Kentucky, Tennessee, and wherever else the demon of discord was let loose. The railroad and its equipment were invariably among the first victims.

Indeed, the war, original in so many respects, was in no respect more original than in the fact that it constituted these costly works of internal improvement so many bones of contention for the belligerent parties. The junction of two of them, though barely half a dozen houses stood alongside, more than once became a strategic position of prime importance. The points for whose possession armies stood longest in hostile array before each other, were nothing more or less than railroad junctions. Of these, three loom up in especial importance, though the existence of two of them was scarcely known previously to the traveling world. In Virginia, Manassas; in Kentucky, Bowling Green, and in Mississippi, Corinth, have become historical spots. We had almost said that more time and money were spent upon those three points, than half the cities and rivers in the South.

Such being the case, it necessarily followed that the railroad suffered in its bed, its superstructure, its equipment, its business. It was a most costly machine provided ready to the party which could first seize and possess it. It was perfectly helpless against such a perversity of purpose, however deeply its owners might deplore the use to which it was being put.

We could wish that this were the only manner in which the railroad interest of the South will suffer from the war. Unfortunately it is drying up the sources of Southern industry, leaving in places little else than a desert, from which directors may henceforth look for business. The crops of whole States are being trodden down or suffered to perish for want of labor to remove them. This is not well; for Europe is now heartily in earnest to supply herself with cotton independent of this country altogether. For this purpose the Indian Government is expending $10,000,000 per annum to complete the system of railways soon to spread over that great peninsula. Africa, Central and South America, the Polynesian Islands, Southern Europe, China—every country on the globe bordering on the tropics—will be tested as to its capability to grow this almost omnipotent fibre. With every day's prolongation of resistance, the loss of our monopoly of the world's cotton market becomes more certain as well as immediate. The utter demoralization of the labor system of the South only tends to aggravate the evil.

In such conditions the prospects of railroads at the South must be irritated enough for many years to come, in any supposable termination of the struggle. However we may all deplore the fact, there is no possible closing of the eyes to its existence. As to works only in progress, a veto power has been put upon their completion for a decade, if not a whole generation.

☞ The injuries sustained by the Delaware and Hudson Canal during the flood on 5th and 6th of June last, we understand, have been permanently repaired, and the navigation resumed. Boats are now passing through the Lackawaxen Suspension Aqueduct, which has been most substantially rebuilt.

La Crosse and Black River Railroad.

We learn from the La Crosse *Democrat* that the exploring party, Messrs. Spence, Bliss, Cramer, Barton and others, have returned from the survey of the railroad route from La Crosse to Black River Falls via Stevenstown, and their report is much better than was expected. The distance is but forty-six miles, and the route very easy. The road bed can be built ready for ties at about half the cost usually incurred even in the West. Measures will be taken to push the matter right ahead. The *Democrat* says:

"The completion of this railroad will be of the greatest benefit to La Crosse as the entire country through which it passes, and north of the terminus, Jackson county, of which Black River Falls is the county seat, has now 285,000 acres of land yet unentered! Of this, at least 190,000 would make excellent farms, if there were a means offered to ship the surplus produce raised, which now requires wagon or sleigh cartage of about fifty miles to convey it to a profitable market.

Again, the average amount of lumber yearly run out of Black River to La Crosse and lower ports is about 66,000,000. Much of this is cut in Clarke county, north of Jackson, but manufactured at or this side the Falls, and then rafted. There are forty-one saw mills now running on Black River and its tributaries, and two more in course of erection. Clark county has 9, Jackson county 30, and La Crosse county 2. The largest are in Jackson county. The building of this road will at once make this city the point where all the supplies for these mills will be purchased—will give it much profitable business in freighting supplies and passengers, as well as in hauling the manufactured lumber. Besides, the iron mines of that section can be profitably worked, and the natural result of this interprise, as sure to follow as day follows night, will be a large addition to the wealth and population of this and northern counties and a large increase of the business of this city."

Morris and Essex Railroad.

The annual meeting of this company was held at Newark on the 18th ult. The gross earnings of the road for the year ending December 31, 1861, were:

From passengers	$124,624 90
" freight	78,595 05
" mails and sundries	7,764 06
	$210,984 01

And the expenses were:

Repairs of road, building bridges, etc.	$31,645 62	
Repairs of engines and cars	20,478 48	
Wood, oil and waste	19,112 28	
Operating the road and transporting passengers and freight	43,466 47	
Salaries and insurance	7,246 56	
		121,949 41
Balance		$89,034 60
Balance of interest account		19,888 32

Two dividends, of 3½ per cent. each, have been paid amounting to $81,046.

The balance sheet of the company is as follows:

Capital stock	$1,157,800 00
Funded debt	340,000 00
Contingent fund	260,191 12
Total	$1,757,991 12
Cost of road and appendages	$1,627,362 52
Capital stock Newark & Bloomfield Railroad Co.	55,000 00
Capital stock Telegraph Co.	2,000 00
Wood on hand, paid for.	6,180 00
Cash and cash items	67,448 60
Total	$1,757,991 12

The commencement of the extension of the road from Hackettstown has been deferred on account of the unsettled state of affairs in the country; but the directors have been engaged in taking preliminary measures for the work when it shall be deemed expedient to commence it.

Imports of Dry Goods at New York.

The value of all the dry-goods imported during the month of June was—for consumption, $3,251,425; for warehousing, $283,677; total, 3,535,102. The value of dry-goods withdrawn from warehouse was $735,881. Compared with the imports of June, 1861, the imports and withdrawals are more than five to one, while the goods entered for warehousing show a decrease almost equally great. For the past six months the aggregate value of imports was $20,295,551, and of withdrawals, $8,048,139, making $28,343,740. This scarcely varies from the total amount for the corresponding period of last year, while the one before footed up to $50,483,134. The value of goods warehoused this year was $4,262,199.

The following statement shows the imports of foreign dry-goods at New York for six months and for the fiscal year ending with June:

Imports of Foreign Dry Goods at New York for six months from January 1.

	1860.	1861.	1862.
Entered for consumption:			
Manufactures of wool	$13,953,617	$5,163,334	$8,913,200
" cotton	8,795,760	2,417,774	3,530,184
" silk	16,734,144	6,168,432	4,102,162
" flax	3,705,704	1,203,402	2,843,940
Miscellaneous dry goods	2,580,998	1,445,971	906,065
Total	$45,770,123	$16,408,913	$20,295,551
Withdrawn from warehouse:			
Manufactures of wool	$1,278,609	$3,614,043	$2,721,467
" cotton	1,661,507	2,243,515	2,127,785
" silk	902,657	3,220,541	1,755,692
" flax	497,392	1,236,434	1,057,850
Miscellaneous dry goods	377,816	629,423	385,395
Total	$4,718,011	$11,943,966	$8,048,189
Add entered for consumption	45,770,123	16,408,913	20,295,551
Total thrown on the market	$50,488,134	$28,352,879	$28,343,740

Imports of Foreign Dry Goods at New York for six months Entered for warehousing:

	1860.	1861.	1862.
Manufactures of wool	$1,892,174	$4,395,122	$1,976,493
" cotton	1,426,929	3,446,798	1,175,844
" silk	955,609	3,766,773	638,564
" flax	215,477	1,288,342	396,282
Miscellaneous dry goods	395,163	742,771	75,016
Total	$4,885,351	$13,629,806	$4,262,199
Add entered for consumption	45,770,123	16,408,913	20,295,551
Total entered at the port	$50,655,474	$30,038,719	$24,557,750

Imports of Foreign Dry Goods at New York for the fiscal year ending with June.
Entered for consumption:

	1860.	1861.	1862.
Manufacture of wool	$31,437,083	$21,311,212	$14,481,247
" cotton	18,339,131	7,613,005	4,434,652
" silk	33,683,707	22,060,682	6,075,377
" flax	8,548,281	3,944,214	3,783,191
Miscellaneous Dry Goods	6,469,600	4,806,586	1,374,001
Total entered for consumption	$97,477,801	$59,755,699	$30,148,668

Withdrawn from warehouse for consumption:

	1860.	1861.	1862.
Manufactures of wool	$3,388,431	$5,589,542	$5,657,751
" cotton	2,166,919	3,968,671	3,374,568
" silk	1,396,011	3,841,430	2,669,710
" flax	911,214	1,531,324	1,698,497
Miscellaneous Dry Goods	635,263	809,507	545,157
Total withd'n from warehouse	$7,497,868	$15,889,474	$14,975,683
Add entered for consumption	97,477,801	59,755,599	30,148,668
Total thrown on the market	$105,975,669	$75,545,173	$45,114,341
Entered for warehousing:			
Manufactures of wool	$3,981,742	$7,376,464	$3,570,921
" cotton	3,029,175	6,444,136	1,599,128
" silk	1,778,646	5,746,806	2,064,555
" flax	804,693	2,679,161	545,590
Miscellaneous Dry Goods	771,148	1,308,079	226,868
Total warehouse entries	$10,365,404	$23,554,646	$8,007,062
Add consumption entries	57,477,801	59,755,699	30,148,668
Total entered at the port	$107,943,205	$83,310,345	$38,155,720

Imports of Foreign Dry Goods for the fiscal year:

	1860.	1861.	1862.
July	$15,818,091	$12,707,213	$1,476,887
August	15,146,907	14,990,044	3,536,333
September	6,528,066	6,740,183	2,102,064
October	4,718,793	6,327,907	1,971,541
November	6,224,969	5,797,556	2,506,926
December	8,756,906	7,709,721	2,004,219
January	11,770,005	10,966,857	2,965,252
February	13,980,683	6,791,936	5,344,514
March	9,022,403	5,836,076	6,491,901
April	4,865,743	2,767,645	3,296,499
May	5,581,593	2,489,823	2,944,433
June	5,436,042	1,206,352	4,535,102
Total	$107,943,205	$83,310,345	$38,155,720

Imports of Dry Goods for the year ending with June:

	1860.	1861.	1862.
Manufactures of wool	$35,418,825	$28,687,676	$18,032,163
" cotton	21,368,306	14,057,141	6,033,980
" silk	35,462,352	27,827,488	8,139,932
" flax	9,252,974	6,623,375	4,328,781
Miscellaneous Dry Goods	6,240,748	6,114,665	1,600,859
Total imports	$107,943,205	$83,310,345	$38,155,720

Taking the whole year into account, the aggregate value of dry goods entered for consumption was $30,148,668, against $59,755,699 for the previous year, and $97,477,801 for 1859-60. If we add the amounts withdrawn from warehouse, these figures respectively will be $45,114,351, $75,545,173, and $105,975,669. It will be seen that the foreign dry goods thrown on the market last year amounted to only about forty-two per cent. of their value in 1859-60.

Annexed we give the imports of foreign dry goods at New York for a period of twelve years. It will be seen that those of last year are less than half the average:

Year.	Value Imported.
1850-1	$64,613,747
1851-2	57,221,062
1852-3	79,192,513
1853-4	92,389,627
1854-5	62,918,443
1855-6	85,898,690
1856-7	$92,669,088
1857-8	67,317,736
1858-9	93,549,083
1859-60	107,843,205
1860-1	83,310,345
1861-2	38,155,720

Commerce of the Port of New York.

Receipts of certain articles of domestic produce at New York for six months from January 1:

	1860.	1861.	1862.
Ashes, brls	12,334	10,353	10,253
Wheat flour, brls	1,140,774	1,577,696	3,252,616
Corn meal, brls	58,175	154,643	40,065
Wheat, bush	1,787,197	7,758,128	7,344,341
Rye, bush	90,423	155,642	560,312
Oats, bush	1,532,577	4,372,325	1,433,043
Barley, bush	252,724	497,459	707,071
Corn, bush	3,921,189	4,813,835	4,062,774
Cotton, bales	369,966	240,132	25,325
Crude turp., brls	34,079	32,185	500
Sp. turp., brls	65,246	43,324	6,078
Rosin, brls	338,362	194,635	15,507
Tar, brls	38,919	48,392	1,659
Pork, pkgs	66,336	69,420	257,712
Beef, pkgs	27,545	19,178	118,361
Cut meats, pkgs	44,657	64,134	256,403
Butter, pkgs	170,295	183,607	209,393
Cheese, pkgs	143,266	143,141	115,512
Lard, tcs and brls	35,132	61,696	213,505
Lard, kegs	16,947	22,560	54,911
Whisky, brls	95,030	145,926	249,814

Exports from New York to Foreign Ports of certain leading articles of domestic produce for six months from Jan. 1:

	1860.	1861.	1862.
Ashes, Pots, brls	8,700	7,312	4,553
Ashes, Pearls, brls	1,354	1,595	1,195
Beeswax, lbs	155,300	174,262	82,769
Breadstuffs—			
Wheat flour, brls	513,726	1,213,946	1,373,306
Rye flour, brls	4,424	6,060	4,733
Corn meal, brls	49,117	54,539	81,340
Wheat, bush	3,976,224	6,804,240	6,256,938
Rye, bush	100	120,311	832,074
Oats, bush	96,464	106,253	21,801
Barley, bush	8,250	1,000	1,318
Peas, bush	....	....	78,680
Corn, bush	1,670,669	4,807,350	6,256,938
Candles, mold, bxs	33,727	37,100	54,086
Candles, sperm, boxs	12,079	7,408	23,829
Coal, tons	20,163	13,909	55,350
Cotton, bales	7,852	147,503	6,565
Hay, bales	13,631	11,925	20,156
Hops, bales	852	7,901	4,789
Naval stores—			
Crude Turpentine, brls			27,274
Spirits Turpentine, brls			31,291
Rosin, brls			291,303
Tar, brls			17,343
Pitch, brls			3,603
Oils—			
Whale, galls			170,267
Sperm, galls			301,992
Lard, galls			18,173
Linseed, galls			21,627
Provisions—			
Pork, brls			53,831
Beef, brls			19,625
Beef, tcs			44,357
Cut meats, lbs			13,251,262
Butter, lbs			3,636,838
Cheese, lbs			7,087,256
Lard, lbs			13,420,027
Rice, tcs			24,743
Rice, brls			18,886
Tallow, lbs			6,483,909
Tobacco, crude, pkgs			20,466
Tobacco, manuf., lbs			3,632,927
Whalebone, lbs			341,093

	21,353	.....
	18,572	303
	165,722	8,735
	24,743	1,143
	1,924	609
	170,994	528,694
	681,613	296,948
	27,916	127,015
	14,753	23,309
	49,542	105,716
	17,096	15,563
	21,678	32,939
	39,305,681	110,690,147
	5,977,089	9,972,801
	13,320,412	11,169,500
	26,973,362	77,736,151
	14,694	285
	12,049	8,998
	12,265,570	18,005,866
	38,941	49,238
	2,479,565	382,540
	552,611	416,771

Coinage at the U. S. Mint.

The following table shows the value of the Gold, Silver and Copper coined at the United States Mint in Philadelphia for the last six months:

	Gold.	Silver.	Copper.
January	$415,539 00	$124,411 50	$12,000
February	305,251 50	117,920 00	10,000
March	163,737 00	50,260 00	11,000
April	154,188 00	26,900 00	10,000
May	160,421 00	26,500 00	10,000
June	583,206 00	42,600 00	15,000
Total	$1,791,412 50	$388,591 50	$68,000

Aggregate value of whole, $2,248,004.

Value of fine gold bars made from January 1, 1862, to June 30, 1862, $31,738 16; number of bars, 46.

Value of fine silver bars made from Jan. 1 to June 30, 1862, $1,797 78; number of bars, 12.

The Union Pacific Railroad Bill,

AS IT PASSED BOTH HOUSES OF CONGRESS.

AN ACT to aid in the construction of a railroad and telegraph line from the Missouri river to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Walter S. Burgess, Wm. P. Blodget, Benjamin H. Cheever, Charles Fosdick Fletcher, of Rhode Island; Augustus Brewster, Henry P. Haven, Cornelius S. Bushnell, Henry Hammond, of Connecticut; Isaac Sherman, Dean Richmond, Royal Phelps, William H. Ferry, Henry A. Paddock, Lewis J. Stancliff, Charles A. Secor, Samuel R. Campbell, Alfred E. Tilton, John Anderson, Azariah Boody, John S. Kennedy, H. Carver, Joseph Field, Benjamin F. Camp, Orville W. Childs, Alexander J. Bergen, Ben. Holliday, D. N. Barney, S. De Witt Bloodgood, William H. Grant, Thomas W. Olcott, Samuel B. Ruggles, James B. Wilson, of New York; Ephraim Marsh, Charles M. Harker, of New Jersey; John Edgar Thomson, Benjamin Haywood, Joseph H. Scranton, Joseph Harrison, George W. Cass, John H. Bryant, Daniel J. Morell, Thomas M. Howe, William F. Johnson, Robert Finney, John A. Green E. R. Myre, Charles F. Wells, junior, of Pennsylvania; Noah L. Wilson, Amasa Stone, William H. Clement, S. S. L'Hommedieu, John Brough, William Dennison, Jacob Blickensderfer, of Ohio; William M. McPherson, R. W. Wells, Willard P. Hall, Armstrong Beatty, John Corby, of Missouri; S. J. Hensley, Peter Donahue, C. P. Huntington, T. D. Judah, James Bailey, James T. Ryan, Charles Hosmer, Charles Marsh, D. O. Mills, Samuel Bell, Louis McLane, George W. Mowe, Charles McLaughlin, Timothy Dame, John R. Robinson, of California; John Atchison, John D. Winters, of the Territory of Nevada; John D. Campbell, R. N. Rice, Charles A. Trowbridge, Ransom Gardner, Charles W. Penny, Charles T. Gorham, William McConnell, of Michigan; William F. Coolbaugh, Lucius H. Langworthy, Hugh T. Reid, Hoyt Sherman, Lyman Cook, Samuel R. Curtis, Lewis A. Thomas, Platt Smith of Iowa; William B. Ogden, Charles G. Hammond, Henry Farnum, Amos C. Babcock, W. Seldon Gale, Nehemiah Bushnell, Lorenzo Bull, of Illinois; William H. Swift, Samuel T. Dana, John Bertram, Franklin S. Stevens, Edward R. Tinker, of Massachusetts; Franklin Gorin, Laban J. Bradford, John T. Lovis, of Kentucky; James Dunning, John M. Wood, Edwin Noyes, Joseph Eaton, of Maine; Henry H. Baxter, George W. Collamer, Henry Keyes, Thomas H. Canfield, of Vermont; William S. Ladd, A. M. Berry, Benjamin F. Harding of Oregon; William Bunn, junior, John Catlin, Levi Sterling, John Thompson, Elihu L. Philips, Walter D. McIndoe, T. B. Soddard, E. H. Broadhead, A. H. Virgen, of Wisconsin; Charles Paine, Thomas A. Morris, David C. Branham, Samuel Hanna, Jonas Votaw, Jesse L. Williams, Isaac C. Elston, of Indiana; Thomas Swann, Chauncey Brooks, Edward Wilkins, of Maryland; Francis R. E. Cornell, David Blakely, A. D. Seward, Henry A. Swift, Dwight Woodbury, John McCusick, John R. Jones, of Minnesota; Joseph A. Gilmore, Charles W. Woodman, of New Hampshire; W. H. Grimes, J. C. Stone, Chester Thomas, John Kerr, Werter R. Davis, Luther C. Challis, Josiah Miller, of Kansas; Gilbert C. Monell, Augustus Kountz, T. M. Marquette, William H. Taylor, Alvin Saunders, of Nebraska; and John Evans, of Colorado; together with five commissioners to be appointed by the Secretary of the Interior, and all persons who shall or may be associated with them, and their successors are hereby created and erected into a body corporate and politic in deed and in law, by the name, style, and title of "The Union Pacific Railroad Company;" and by that name shall have perpetual succession, and shall be able to sue and to be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and have a common seal; and the said corporation is hereby authorized and empowered to lay out, locate, construct, furnish, maintain, and enjoy a continuous railroad and telegraph, with the appurtenances, from a point on the one hundredth meridian of longitude west from Greenwich, between the south margin of the valley of the Republican river and the North margin of the valley of the Platte river, in the Territory of Nebraska, to the western boundary of Nevada Territory, upon the route and terms hereinafter provided, and is hereby vested with all the powers, privileges and immunities necessary to carry into effect the purposes of this act as herein set forth. The capital stock of said company shall consist of one hundred thousand shares of one thousand dollars each, which shall be subscribed for and held in not more than two hundred shares by any one person, and shall be transferable in such manner as the by-laws of said corporation shall provide. The persons hereinbefore named, together with those to be appointed by the Secretary of the Interior, are hereby constituted and appointed commissioners, and such body shall be called the Board of Commissioners of the Union Pacific Railroad and Telegraph Company, and twenty-five shall constitute a quorum for the transaction of business. The first meeting of said board shall be held at Chicago at such time as the commissioners from Illinois herein named shall appoint, not more than three nor less than one month after the passage of this act, notice of which shall be given by them to the other commissioners by depositing a call thereof in the post office at Chicago, post-paid, to their address, at least forty days before said meeting, and also by publishing said notice in one daily newspaper in each of the cities of Chicago and St. Louis. Said board shall organize by the choice from its number of a president, secretary, and treasurer, and they shall require from said treasurer such bonds as may be deemed proper, and may from time to time increase the amount thereof as they may deem proper. It shall be the duty of said board of commissioners to open books, or cause books to be opened, at such times and in such principal cities in the United States as they or a quorum of them shall determine, to receive subscriptions to the capital stock of said corporation, and a cash payment of ten per centum on all subscriptions, and to receipt therefor. So soon as two thousand shares shall be in good faith subscribed for, and ten dollars per share actually paid into the treasury of the company, the said president and secretary of said board of commissioners shall appoint a time and place for the first meeting of subscribers to the stock of said company, and shall give notice thereof in at least one newspaper in each State in which subscription books have been opened at least thirty days previous to the day of meeting, and such subscribers as shall attend the meeting so called, either in person or by proxy, shall then and there elect by ballot not less than thirteen directors for said corporation; and in such election each share of said capital shall entitle the owner thereof to one vote. The president and secretary of the board of commissioners

shall act as inspectors of said election, and shall certify under their hands the names of the directors elected at said meeting; and the said commissioners, treasurer and secretary shall then deliver over to said directors all the properties, subscription books and other books in their possession, and thereupon the duties of said commissioners and the officers previously appointed by them shall cease and determine forever, and thereafter the stockholders shall constitute said body politic and corporate. At the time of the first and each triennial election of directors by the stockholders two additional directors shall be appointed by the President of the United States, who shall act with the body of directors, and to be denominated directors on the part of the government; any vacancy happening in the government directors at any time may be filled by the President of the United States. The directors to be appointed by the President shall not be stockholders in the Union Pacific Railroad Company. The directors so chosen shall, as soon as may be after their election, elect from their own number a president and vice-president, and shall also elect a treasurer and secretary. No person shall be a director in said company unless he shall be a bona fide owner of at least five shares of stock in the said company, except the two directors to be appointed by the President as aforesaid. Said company, at any regular meeting of the stockholders called for that purpose, shall have power to make by-laws, rules and regulations as they shall deem needful and proper, touching the disposition of the stock, property, estate and effects of the company, not inconsistent herewith, the transfer of shares, the term of office, duties and conduct of their officers and servants, and all matters whatsoever which may appertain to the concerns of said company, and the said board of directors shall have power to appoint such engineers, agents and subordinates as may from time to time be necessary to carry into effect the object of this act, and to do all acts and things touching the location and construction of said road and telegraph. Said directors may require payment of subscriptions to the capital stock, after due notice, at such times and in such proportions as they shall deem necessary to complete the railroad and telegraph within the time in this act prescribed. Said president, vice-president and directors shall hold their office for three years, and until their successors are duly elected and qualified, or for such less time as the by-laws of the corporation may prescribe; and a majority of said directors shall constitute a quorum for the transaction of business. The secretary and treasurer shall give such bonds, with such security, as the said board shall from time to time require, and shall hold their offices at the will and pleasure of the directors. Annual meetings of the stockholders of the said corporation, for the choice of officers (when they are to be chosen) and the transaction of annual business, shall be holden at such time and place and upon such notice as may be prescribed by the by-laws.

Sec. 2. And be it further enacted, That the right of way through the public lands be, and the same is hereby granted to said company for the construction of said railroad and telegraph line; and the right, power and authority is hereby given to said company to take from the public lands adjacent to the line of said road, earth, stone, timber and other materials for the construction thereof; said right of way is granted to said railroad to the extent of two hundred feet in width on each side of the line of said railroad where it may pass over the public lands, including all necessary grounds for stations, buildings, workshops and depots, machine shops, switches, side tracks, turntables and water stations. The United States shall extinguish as rapidly as may be the Indian titles to all lands falling under the operation of this act and required for the said right of way and grants hereinafter made.

Sec. 3. And be it further enacted, That there be and is hereby granted to said company, for the purpose of aiding in the construction of said railroad and the telegraph line, and to secure the safe and speedy transportation of the mails, troops, munitions of war, and public stores thereon, every alternate section of public land, designated by odd numbers, to the amount of five alternate sections per mile on each side of said railroad, on the line thereof, and within the limits of ten miles on each side of said road, not sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption or homestead claim may not have attached, at the time the line of said road is definitely fixed: Provided, That all mineral lands shall be excepted from the operation of this act; but where the same shall contain timber, the timber thereon is hereby granted to said company. And all such lands, so granted by this section, which shall not be sold or disposed of by said company within three years after the entire road shall have been completed, shall be subject to settlement and pre-emption, like other lands, at a price not exceeding one dollar and twenty-five cents per acre, to be paid to said company.

Sec. 4. And be it further enacted, That whenever said company shall have completed forty consecutive miles of any portion of said railroad and telegraph line, ready for the service contemplated by this act, and supplied with all necessary drains, culverts, viaducts, crossings, sidings, bridges, turnouts, watering places, depots, equipments, furniture, and all other appurtenances of a first class railroad, the rails and all the other iron used in the construction and equipment of said road to be American manufacture of the best quality, the President of the United States shall appoint three commissioners to examine the same and report to him in relation thereto; and if it shall appear to him that forty consecutive miles of said railroad and telegraph line have been completed and equipped in all respects as required by this act, then, upon certificate of said commissioners to that effect, patents shall issue conveying the right and title to said lands to said company, on each side of the road as far as the same is completed, to the amount aforesaid; and patents shall in like manner issue as each forty miles of said railroad and telegraph line are completed, upon certificate of said commissioners. Any vacancies occurring in said Board of Commissioners by death, resignation, or otherwise, shall be filled by the President of the United States: Provided, however, that no such commissioners shall be appointed by the President of the United States unless there shall be presented to him a statement, verified on oath by the President of said company, that such forty miles have been completed in the manner required by this act, and setting forth with certainty the points where such forty miles begin and where the same end; which oath shall be taken before a judge of a court of record.

Sec. 5. And be it further enacted, That for the purpose herein mentioned, the Secretary of the Treasury shall upon the certificate in writing of said commissioners of the completion and equipment of forty consecutive miles of said railroad and telegraph, in accordance with the provisions of this act, issue to said company bonds of the United States of one thousand dollars each, payable in thirty years after date, bearing six per centum per annum interest, (said interest payable semi-annually,) which interest may be paid in United States treasury notes or any other money or currency which the United States have or shall declare lawful money and a legal tender, to the amount of sixteen of said bonds per mile for such section of forty miles; and to secure the repayment to the United States, as hereinafter provided, of the amount of said bonds so issued and delivered to said company, together with all interest thereon which shall have been paid by the United States, the issue of said bonds and delivery to the company shall ipso facto constitute a first mortgage on the whole line of the railroad and telegraph, together with the rolling stock, fixtures and property of every kind and description, and in consideration of which said bonds may be issued; and on the refusal or failure of said company to redeem said bonds, or any part of them when required so to do by the Secretary of the Treasury, in accordance with the provisions of this act, the said road, with all the rights, functions, immunities and appurtenances thereunto belonging, and also all lands granted to the said company by the United States, which, at the time of said default, shall remain in the ownership of the said company, may be taken possession of by the Secretary of the Treasury, for the use and benefit of the United States: Provided, This section shall not apply to that part of any road now constructed.

Sec. 6. And be it further enacted, That the grants aforesaid are made upon condition that said company shall pay said bonds at maturity, and shall keep said railroad and telegraph line in repair and use, and shall at all times transmit dispatches over said telegraph line, and transport mails, troops, and munitions of war, supplies, and public stores upon said railroad for the Government, whenever required to do so by any department thereof, and that the Government shall at all times have the preference in the use of the same for all the purposes aforesaid, (at fair and reasonable rates of compensation, not to exceed the amounts paid by private parties for the same kind of service;) and all compensation for services rendered for the Government shall be applied to the payment of said bonds and interest until the whole amount is fully paid. Said company may also pay the United States, wholly or in part, in the same or other bonds, treasury notes, or other evidences of debt against the United States, to be allowed at par; and after said road is completed, until said bonds and interest are paid, at least five per centum of the net earnings of said road shall also be annually applied to the payment thereof.

Sec. 7. And be it further enacted, That said company shall file their assent to this act, under the seal of said company, in the Department of the Interior, within one year after the passage of this act, and shall complete said railroad and telegraph from the point of beginning as hereinafter provided, to the western boundary of Nevada Territory before the first day of July, one thousand eight hundred and seventy-four: Provided, That within two years after the passage of this act said company shall designate the general route of said road as near as may be, and shall file a map of the same in the Department of the Interior, whereupon the Secretary of the interior shall cause the lands within fifteen miles of said designated route or routes, to be withdrawn from pre-emption private entry, and sale; and when any portion of said route shall be finally located, the Secretary of the Interior shall cause the lands hereinbefore granted to be surveyed and set off as fast as may be neccessary for the purposes herein named: Provided, That in fixing the point of connexion of the main trunk with the eastern connexions, it shall be fixed at the most practicable point for the construction of the Iowa and Missouri branches as hereinafter provided.

Sec. 8. And be it further enacted, That the line of said railroad and telegraph shall commence at a point on the one hundreth meridian of longitude west from Greenwich, between the south margin of the valley of the Republican river and the north margin of the valley of the Platt river, in the Territory of Nebraska, at a point to be fixed by the President of the United States, after actual surveys; thence running westerly upon the most direct central and practicable route, through the territories of the United States, to the western boundary of the Territory of Nevada, there to meet and connect with the line of the Central Pacific Railroad Company of California.

Sec. 9. And be it further enacted, that the Leavenworth, Pawnee and Western Railroad Company of Kansas are hereby authorized to construct a railroad and telegraph line from the Missouri river, at the mouth of the Kansas river on the south side thereof, so as to connect with the Pacific Railroad of Missouri, to the aforesaid point, on the one hundredth meridian of longitude west from Greenwich, as herein provided, upon the same terms and conditions in all respects as are provided in this act for the construction of the

railroad and telegraph line first mentioned, and to meet and connect with the same at the meridian of longitude aforesaid; and in case the general route or line of road from the Missouri river to the Rocky Mountains should be so located as to require a departure northwardly from the proposed line of said Kansas railroad before it reaches the meridian of longitude aforesaid, the location of said Kansas road shall be made so as to conform thereto; and said railroad through Kansas shall be so located between the mouth of the Kansas river, as aforesaid and the aforesaid point, on the one hundredth meridian of longitude, that the several railroads from Missouri and Iowa, herein authorized to connect with the same, can make the connection within the limits prescribed in this act, provided the same can be done without deviating from the general direction of the whole line to the Pacific coast. The route in Kansas, west of the meridian of Fort Riley, to the aforesaid point, on the one hundredth meridian of longitude, to be subject to the approval of the President of the United States, and to be determined by him on actual survey. And said Kansas company may proceed to build said railroad to the aforesaid point, on the one hundredth meridian of longitude west from Greenwich, in the Territory of Nebraska. The Central Pacific Railroad Company of California, a corporation existing under the laws of the State of California, are hereby authorized to construct a railroad and telegraph line from the Pacific coast, at or near San Francisco, or the navigable waters of the Sacramento river, to the eastern boundary of California, upon the same terms and conditions, in all respects, as are contained in this act for the construction of said railroad and telegraph line first mentioned, and to meet and connect with the first mentioned railroad and telegraph line on the eastern boundary of California. Each of said companies shall file their acceptance of the conditions of this act in the Department of the Interior within six months after the passage of this act.

Sec. 10. And be it further enacted, That the said company chartered by the State of Kansas shall complete one hundred miles of their said road commencing at the mouth of the Kansas river as aforesaid, within two years after filing their assent to the conditions of this act, as herein provided, and one hundred miles per year thereafter until the whole is completed; and the said Cenral Pacific Railroad Company of California shall complete fifty miles of their said road within two years after filing their assent to the provisions of this act, as herein provided, and fifty miles per year thereafter until the whole is completed; and after completing their roads, respectively, said companies, or either of them, may unite upon equal terms with the first-named company in constructing so much of said railroad and telegraph line, and branch railroads and telegraph lines in this act hereinafter mentioned, through the Territories from the State of California to the Missouri river, as shall then remain to be constructed, on the same terms and conditions as provided in this act in relation to the said Union Pacific Railroad Company. And the Hannibal and St. Joseph Railroad, the Pacific Railroad Company of Missouri, and the first named company or either of them on filing their assent to this act, as aforesaid, may unite upon equal terms, under this act, with the said Kansas company, in constructing said railroad and telegraph, to said meridian of longitude, with the consent of the said State of Kansas: and in case said first named company shall complete their line to the eastern boundary of California before it is completed across said State by the Central Pacific Railroad Company of California, said first-named company is hereby authorized to continue in constructing the same through California, with the consent of said State, upon the terms mentioned in this act, until said roads shall meet and connect, and the whole line of said railroad and telegraph is completed; and the Central Pacific Railroad Company of California, after completing its road across said State is authorized to continue the construction of said railroad and telegraph through the Territories of the United States to the Missouri river, including the branch roads specified in this act, upon the routes hereinbefore and hereinafter indicated, on the terms and conditions provided in this act in relation to the said Union Pacific Railroad Company, until said roads shall meet and connect, and the whole line of said railroad and branches and telegraph is completed.

Sec. 11. And be it further enacted, That for three hundred miles of said road most mountainous and difficult of construction, to wit: one hundred and fifty miles westwardly from the eastern base of the Rocky Mountains and one hundred and fifty miles eastwardly from the western base of the Sierra Nevada Mountains, said points to be fixed by the President of the United States, the bonds to be issued to aid in the construction thereof shall be treble the number per mile hereinbefore provided, and the same shall be issued, and the lands herein granted be set apart, upon the construction of every twenty miles thereof, upon the certificate of the commissioners aforesaid that twenty consecutive miles of the same are completed; and between the sections last named of one hundred and fifty miles each the bonds to be issued to aid in the construction thereof shall be double the number per mile first mentioned, and the same shall be issued, and the lands herein granted be set apart, upon the construction of every twenty miles thereof upon the certificate of the commissioners as aforesaid that twenty consecutive miles of the same are completed: Provided, That no more than fifty thousand of said bonds shall be issued under this act to aid in constructing the main line of said railroad and telegraph.

Sec. 12. And be it further enacted, That whenever the route of said railroad shall cross the boundary of any State or Territory, or said meridian of longitude, the two companies meeting or uniting there shall agree upon its location at that point, with reference to the most direct and practicable through route, and in case of difference between them as to said location, the President of the United States shall determine the said location; the companies named in each State and Territory to locate the road across the same between the points so agreed upon, except as herein provided. The track upon the entire line of railroad and branches shall be of uniform width, to be determined by the President of the United States, so that, when completed, cars can be run from the Missouri river to the Pacific coast; the grades and curves shall not exceed the maximum grades and curves of the Baltimore and Ohio railroad; the whole line of said railroad and branches and telegraph shall be operated and used for all purposes of communication, travel, and transportation, so far as the public and Government are concerned, as one connected, continuous line; and the companies herein named in Missouri, Kansas, and California, filing their assent to the provision of this act, shall receive and transport all iron rails, chairs, spikes, ties, timber, and all materials required for constructing and furnishing said first mentioned line between the aforesaid point, on the one hundredth meridian of longitude and western boundary of Nevada Territory, whenever the same is required by said first-named company, at cost, over that portion of the roads of said companies constructed under the provisions of this act.

Sec. 13. And be it further enacted, That the Hannibal and St. Joseph Railroad Company of Missouri may extend its roads from St. Joseph, via Atchison, to connect and unite with the road through Kansas, upon filing its assent to the provisions of this act, upon the same terms and conditions, in all respects, for one hundred miles in length next to the Missouri river, as are provided in this act for the construction of the railroad and telegraph line first mentioned, and may for this purpose use any railroad charter which has been or may be granted by the Legislature of Kansas: Provided, that if actual survey shall render it desirable, the said company may construct their road with the consent of the Kansas Legislature, on the most direct and practicable route west from St. Joseph, Missouri, so as to connect and unite with the road leading from the western boundary of Iowa at any point east of the one hundredth meridian of west longitude, or with the main trunk road at said point; but in no event shall lands or bonds be given to said company, as herein directed, to aid in the construction of their said road for a greater distance than one hundred miles. And the Leavenworth, Pawnee and Western Railroad Company of Kansas may construct their road from Leavenworth to unite with the road through Kansas.

Sec. 14. And be it further enacted, That the said Union Pacific Railroad Company is hereby authorized and required to construct a single line of railroad and telegraph from a point on the western boundary of the State of Iowa, to be fixed by the President of the United States, upon the most direct and practicable route, to be subject to his approval, so as to form a connection with the lines of said company at some point on the one hundredth meridian of longitude aforesaid, from the point of commencement on the western boundary of the State of Iowa, upon the same terms and conditions, in all respects, as are contained in this act for the construction of the said railroad and telegraph first mentioned; and the said Union Pacific Railroad Company shall complete one hundred miles of the road and telegraph in this section provided for in two years after filing their assent to the conditions of this act, as by the terms of this act required, and at the rate of one hundred miles per year thereafter, until the whole is completed; *Provided*, That a failure upon the part of said company to make said connection in the time aforesaid, and to perform the obligations imposed on said company by this section, and to operate said road in the same manner as the main line shall be operated, shall forfeit to the Government of the United States all the rights, privileges and franchises granted to and conferred upon said company by this act. And whenever there shall be a line of railroad completed through Minnesota or Iowa to Sioux City, then the said Union Pacific Railroad Company is hereby authorized and required to construct a railroad and telegraph from said Sioux City upon the most direct and practicable route to a point on, and so as to connect with the branch railroad and telegraph in this section hereinbefore mentioned, or with the said Union Pacific Railroad, said point of junction to be fixed by the President of the United States, not further west than the one hundredth meridian of longitude aforesaid, and on the same terms and conditions as provided in this act for the construction of the Union Pacific Railroad aforesaid, and to complete the same at the rate of one hundred miles per year; and should said company fail to comply with the requirements of this act in relation to the said Sioux City railroad and telegraph, the said company shall suffer the same forfeitures prescribed in relation to the Iowa Branch railroad and telegraph hereinbefore mentioned.

Sec. 15. And be it further enacted, That any other railroad company now incorporated, or hereafter to be incorporated, shall have the right to connect their road with the road and branches provided for by this act, at such places and upon such just and equitable terms as the President of the United States may prescribe. Wherever the word company is used in this act it shall be construed to embrace the words their associates, successors and assigns, the same as if the words had been properly added thereto.

Sec. 16. And be it further enacted, That at any time after the passage of this act all of the railroad companies named herein, and assenting hereto, or any two or more of them, are authorized to form themselves into one consolidated company: notice of such consolidation, in writing, shall be filed in the Department of the Interior, and such consolidated company shall thereafter proceed to construct said railroad and branches, and telegraph line, upon the terms and conditions provided in this act.

Sec. 17. And be it further enacted, That in case said company or companies shall fail to comply with the terms and conditions of this act, by not completing said road and telegraph and branches

within a reasonable time, or by not keeping the same in repair and use, but shall permit the same, for an unreasonable time, to remain unfinished or out of repair and unfit for use, Congress may pass any act to insure the speedy completion of said road and branches or put the same in repair and use, and may direct the income of said railroad and telegraph line to be thereafter devoted to the use of the United States, to repay all such expenditures caused by the default and neglect of such company or companies; Provided, That if said roads are not completed so as to form a continuous line of railroad, ready for use, from the Missouri river to the navigable waters of the Sacramento river, in California, by the first day of July, eighteen hundred and seventy-six, the whole of all of said railroads before mentioned, and to be constructed under the provisions of this act, together with all their furniture, fixtures, rolling stock, machine-shops, lands, tenements, and hereditaments, and property of every kind and character, shall be forfeited to and be taken possession of by the United States; Provided, That of the bonds of the United States in this act provided to be delivered for any and all parts of the roads to be constructed east of the one hundredth meridian of west longitude from Greenwich, and for any part of the road west of the west foot of the Sierra Nevada mountain, there shall be reserved of each part and instalment twenty-five per centum, to be and remain in the United States Treasury, undelivered, until said road, and all parts thereof provided for in this act, are entirely completed; and of all the bonds provided to be delivered for the said road, between the two points aforesaid, there shall be reserved out of each instalment fifteen per centum, to be and remain in the Treasury until the whole of the road provided for in this act is fully completed; and if the said road, or any part thereof, shall fail of completion at the time limited therefor in this act, then, and in that case, the said part of said bonds so reserved shall be forfeited to the United States.

Sec. 18. And be it further enacted, That whenever it appears that the net earnings of the entire road and telegraph, including the amount allowed for services rendered for the United States, after deducting all expenditures, including repairs and the furnishing, running, and managing of said road, shall exceed ten per centum upon its cost, exclusive of the five per centum to be paid to the United States, Congress may reduce the rates of fare thereon, if unreasonable in amount, and may fix and establish the same by law. And the better to accomplish the object of this act, namely, to promote the public interest and welfare by the construction of said railroad and telegraph line, and keeping the same in working order, and to secure to the government at all times (but particularly in time of war) use and benefits of the same for postal, military and other purposes, Congress may, at any time, having due regard for the rights of said companies named herein, add to, alter, amend, or repeal this act.

Sec. 19. And be it further enacted, That the several railroad companies herein named are authorized to enter into an arrangement with the Pacific Telegraph Company, the Overland Telegraph Company, and the California State Telegraph Company, so that the present line of telegraph between the Missouri river and San Francisco may be moved upon or along the line of said railroad and branches as fast as said roads and branches are built; and if said arrangement be entered into, and the transfer of said telegraph line be made in accordance therewith to the line of said railroad and branches, such transfer shall, for all purposes of this act, be held and considered a fulfillment on the part of said railroad companies of the provisions of this act in regard to the construction of said line of telegraph. And, in case of disagreement, said telegraph companies are authorized to remove their line of telegraph along and upon the line of railroad herein contemplated without prejudice to the rights of said railroad companies named herein.

Sec. 20. And be it further enacted, That the corporation hereby created and the roads connected therewith, under the provisions of this act, shall make to the Secretary of the Treasury an annual report, wherein shall be set forth—

First. The names of the stockholders and their places of residence, so far as the same can be ascertained;

Second. The names and residences of the directors, and all other officers of the company;

Third. The amount of stock subscribed, and the amount thereof actually paid in;

Fourth. A description of the lines of road surveyed, of the lines thereof fixed upon for the construction of the road, and the cost of such surveye;

Fifth. The amount received from passengers on the road.

Sixth. The amount received for freight thereon;

Seventh. A statement of the expense of said road and its fixtures;

Eight. A statement of the indebtedness of said company, setting forth the various kinds thereof. Which report shall be sworn to by the president of the said company, and shall be presented to the Secretary of the Treasury on or before the first day of July in each year.

Failures in the United States.

We annex some statistics of insolvencies as given by the Hon. Elijah Ward in a late speech in the House of Representatives of the United States.

The failures for $5,000 and upward have been as follows:

Years.	No. failures.	Liabilities.
1857	4,932	$291,750,000
1858	4,225	95,749,662
1859	3,913	64,394,000
1860	3,676	79,807,845
1861	6,993	207,210,427
Total	23,739	$738,911,984

It is estimated that in 1857, 1858, and 1859 the liabilities of swindling and absconding debtors were $10,635,500; liabilities paid in full, $39,315,000, and paid preferred creditors, $286,400,000.

In 1857, 1858, 1859, 1860, and 1861 the liabilities of insolvents were:

In the Eastern States	$120,521,921
In the Western States	153,787,978
In the Middle States	376,937,955
In the Southern States	86,910,628
Total	$738,158,482

The amount of the failures under $5,000 is estimated to be at least one-third of the above, or about $250,000,000, and the number of insolvents is considered to be quite as numerous, or say 24,000 firms.

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July 12, 1862. 4t29 Secretary, D. & S. C. R. R.

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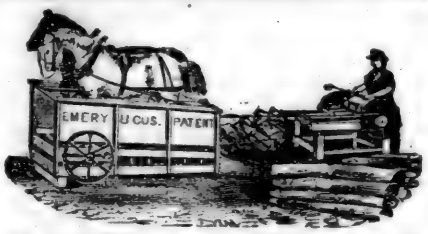
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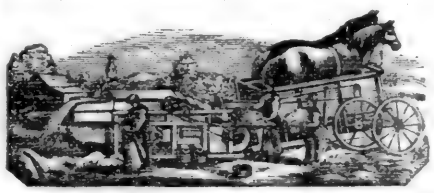


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44 Exchange Place, New York.

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TAUNTON LOCOMOTIVE MANUFACTURING COMPANY,

TAUNTON, MASS.,

HAVING large facilities, and having had a long experience in the business, are prepared to furnish

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EITHER FOR BURNING WOOD OR COAL,

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ALSO ALL KINDS OF

RAILROAD MACHINERY,

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The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention.

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RICHARD NORRIS & SON,

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Address **HENRY RUTTAN,**
Coburg, Canada.

THE GREAT FIRE IN TROY.

Unparalleled Triumph

OF

LILLIE'S SAFES!

The following certificates explain themselves:

TROY CITY BANK, May 21, 1862.

LEWIS LILLIE, Esq.—Dear Sir: I am sure it will give you as much pleasure to know as it does me to say, that in the recent fire of the 10th inst., which desolated our city and destroyed our Banking-house, the contents of our Bank vault, though the building itself was a heap of ruins, remained entirely unharmed. This result we attribute entirely to the fact that our old Wrought Iron Doors were, about two years since, exchanged for a set of your celebrated Chilled and Wrought Iron Doors and Frames. With the old doors, not a book or paper in the Vault could have been saved; as it is, nothing in it was even damaged, though exposed to the most intense heat.

Yours, respectfully, S. K. STOW, Cashier.

TROY, N. Y., May 14, 1862.

The undersigned, using **Lillie's Chilled and Wrought Iron Fire and Burglar Proof Safes,** at the time of the late disastrous fire in this city, would state that our safes were subjected to a severe test by fire, the heat varying in intensity, according to the locality and surroundings. The time they were exposed to the fiery ordeal, unprotected by water, varied from 24 to 72 hours. We would say that our money, papers, books, etc. were well preserved, and the Safes are suitable for further use. By comparison with Safes of other manufacture, equally exposed, we have no hesitancy in recommending Safes of Lillie's manufacture to the public on their demonstrated merit as entitled to unparalleled confidence as fire-proofs.

James Kenyon,	S. Bachelder,
S. O. Gleason,	Gates H. Barnard,
Percy & King,	W. D. Haight,
McCoy & Beadle,	Denio & Frelot,
Coon & Van Valkenburgh,	Walsh, Petit & Anthony,
S. S. McClure,	D. H. Snyder,
Ross & Smith,	Jonathan Seaman.
Robert Green,	

Not dug out—nothing in them.

TROY, May 19, 1862.

The undersigned had one of **Lillie's Wrought and Chilled Iron Safes,** which went through the fire of the 10th of May. The Safe was exposed to a severe fire for over 24 hours. In falling it turned on its face, and when turned up to open the doors was red-hot. The back of the lower part of the Safe (behind the books) was filled with pennies, which, in falling over, pressed against the books, and brought them directly in contact with the doors. The wrappers on the pennies were mostly good. The books were unit for further use, but the writing on them was partially legible and could be copied.

DUSENBURY & ANTHONY.

TROY, May 19, 1862.

This is to certify that we had in our store, in this city, when it burned, one of **Lillie's Small Safes,** which was in the fire, without water on the building or Safe. Most of the valuables were removed before the fire, and therefore we were not in haste to get the Safe out of the burning ruins. Some of the papers left in the Safe were legible when taken out, but most of them were charred.

I. M. SINGER & CO.,
Per G. W. BABCOCK, Agent.

This is to certify that the undersigned had one of LILLIE'S Patent Chilled Iron Safes in their store, which was burned during the late severe fire in this city, and we are happy to state, the Safe preserved all its contents in first-rate condition. All the papers were legible, and the books will do for further use, without even rebinding.

GRANT, NUTTING & CO.

The foregoing comprises all the Safes of my manufacture that were in the fire, and below will be found certificates from all the owners of Safes manufactured several years since, by World's Safe Company, who used my Patent Chilled Iron Shell, but not my Fire-Proof Cement.

WORLD'S SAFE COMPANY'S SAFES.

TROY, May 19, 1862.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire of the 10th inst., in this city, would state that our Safes were exposed to a severe heat, being confined in the burning ruins, unprotected by water, from one to three days. On opening the Safes the contents were mostly legible, and to a far greater extent than could be reasonably expected of any Safe. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectors against fire, and by this test we are prepared to recommend them as such to public patronage.

Lyman Bennett,	Silliman, Matthews & Co.,
Flood & Dunham,	E. L. Mallory,
John Hutchinson,	E. H. Virgil,
	Sup't National Express Co.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire in this city, would state, that on opening our Safes the contents were mostly legible. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectives against fire, and we are happy to recommend them to public patronage.

W. & L. E. GURLEY,
R. L. & G. DRAKE,
LEONARD SMITH,
H. E. & W. ALENDORPH, Absent.

TROY, May 19, 1862.

To whom it may concern: We would certify that when the recent fire broke out in this city, we took out from our Safe (which was made by World's Safe Company) all our books, papers, etc., and then left it to the flames without shutting the door, and the Safe will do for further use by being repaired, although the book case was destroyed by the door being left open through the fire.

ACKLEY & CO.

TROY, May 19, 1862.

The undersigned, using Safes manufactured by the World's Safe Company, at the time of the late disastrous fire on the 10th instant, in this city, would state that our Safes were filled with fire-brick for the fire-proof, and while several of this class preserved their contents, ours were considerably charred, and only a part legible. In justice to Mr. LEWIS LILLIE, we are pleased to state that Safes of his manufacture proved to be powerful protectors against fire, and have preserved their contents, after having been exposed to the fiery ordeal, unprotected by water, from one to three days.

Stephen Holton,	Luther Greenman,
Bennett, Strickland & Fellows,	E. W. Johnson,
Corlous & House,	J. H. Goodsell.

TROY, N. Y., May 17, 1862.

LEWIS LILLIE—Dear Sir: We were using at the time of the late severe fire of 10th inst., a Safe purchased in 1852 of the late World's Safe Company. The contents were considerably charred, but our Ledger is mostly legible, and we are able to copy it.

The Safe was subjected to a severe heat for over eighteen hours, and we are satisfied that if water had been thrown on the ruins, as is ordinarily the case, the contents would have come out uninjured. You will please repair our Safe, placing in it the improvements embraced in Safes of your manufacture, and oblige

SHELDON & GREENE.

N.B.—The above Safe is believed to have damaged the contents more than any of those named in this circular.

There were only seven Sheet Iron Safes, made by Herring and others, outside of the railroad depot, that were exposed to the fire, four of which were entirely burnt out; the fifth was saved by being early cooled off by water; the remaining two were not severely tested.

LEWIS LILLIE.

H. R. HUBBELL, Agent,
No. 198 Broadway, New York.

T. G. SELLEW,

MANUFACTURER OF

Desks and Office Furniture,

WAREROOM { **No. 107 FULTON ST.,** Near Nassau, N. Y.

☞ **LIBRARY FURNITURE made to order.**

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

EDITED BY

HENRY V. POOR AND JOHN H. SCHULTZ.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, July 26, 1862.

The Pacific Railroad--Favorable Auspices.

The struggle now going on has had the effect of settling many long pending disputes about the Pacific Railroad. Nothing remains but to provide the means, ascertain the most practicable route, organize labor and go to work. It is no longer a matter of bitter controversy whether we shall have only one line or shall have two or three, dividing up the business and cutting each other's throat, while depleting the public treasury to a corresponding extent. *That* question has received its quietus forever. We are to have only one main stem with two or three feeders, if the people of certain States are enterprising enough to construct them. Nor will the public be excited about whether this or that sectional route shall be preferred. The act of Congress accords with common sense and equity, in that it requires simply the route which is most central and at the same time most practicable. Then, again, the questions of extending aid by the general government and the character of that aid have been disposed of in a manner that must give universal satisfaction. The whole matter, though repeatedly discussed by the Press, was put through in a spirit of moderation, fairness and compromise to the interests of all parties, which argues the very best results. The circumstance is a very happy one, inasmuch as the project having become involved in politics, was in danger of being made a foot-ball to parties for years to come. Now there is no longer any fear of such an occurrence.

The twelve or fifteen years that have elapsed since Mr. Whitney's famous scheme was broached, have given sufficient time to find out the leading physical features of the country to be traversed. Numerous deposits of the precious metals have been discovered in the two vast mountain systems which bar our way across the continent. In these high ranges civilized communities exist with all the energy, the intelligence, the buoyancy, and we may add all the wants of American settlers; while the earth parts freely with the wealth which shall minister to those desires. Thousands of teams are constantly employed in wending their way across the desert or the Sierra to convey merchandise to the miners. These are most valuable stepping stones to begin with. But they are not all. In the Wahsatch range the discovery of *coal* supplies, if possible, a greater want than could have been by any other mineral. Let it only be shown that those beds exist in reasonable quantity and they will prove invaluable in view of a railroad to the Pacific. The difficulty about wood for fuel, which was supposed to be insurmountable, will thus receive a very easy solution.

A third point deserving notice in connection with this subject, is the settlement of the Mormon dispute in such a manner as to leave the people of Salt Lake friendly disposed to the country and the prosecution of this magnificent undertaking. Whatever may be said about the theological or political notions of those followers of Smith and Young, the fact that they speak our language, adopt our ordinary modes of life and are as industrious as beavers, is beyond dispute. Their presence will save an outlay of millions, if they are only properly dealt with by all parties who have an interest in gaining their friendship and co-operation.

Once more, after the termination of the war the energies and resources of our people must be turned in some direction, concentrated upon some great work or series of works. We shall have about ships enough, nearly mills enough, railroads and canals enough (in the East and West), with the various other instrumentalities for fostering production or exchange. But we cannot rest satisfied with past achievements or present welfare. We must keep onward, unless we would fall backward. Let the building of a railroad to the Pacific, then, be our chief undertaking for the next ten or twenty years. Let its opened sections be accepted as the true indices of our national growth in wealth and population. So far one cannot help feeling that time and events have been highly auspicious to the commencement of the great work.

The Internal Tax Act.

We publish in the present number a full abstract of that part of the Excise Act recently passed by Congress, which enumerates the articles taxed and the amount of duties levied on each of these. It is not popular to advocate measures which impose heavy pecuniary burdens on the citizen; but when foreigners undertake to predict that the people of this country will never submit to contribute liberally of their substance to uphold the government; we would remind them that the city of New York has for years been taxed on the average about $15 annually for each inhabitant. Though few communities have been quite so lavish of their means; yet one per cent. on property situated within the limits of cities, is little if anything in excess of the rate annually levied. The fact is, we have had an abundant training in the art of paying taxes voluntarily imposed upon ourselves.

What will, however, be more annoying than the magnitude, is the *multiplicity* of the articles subjected to taxation. Scarcely a pursuit can be found but is directly reached in a variety of ways. The professional man, for example, is required to pay for a license to prosecute his calling, and then a percentage on that part of his income exceeding $600 per annum. The manufacturer must contribute three per cent. on the gross receipts of his products sold; at the same time, he is also reached through the income tax. The publisher of a newspaper is taxed on income and advertisements. The corporation must pay on its business, and the stockholders on their individual incomes derived therefrom. Every object has been reached that could possibly be made to contribute without the

cost of collection exceeding the revenue therefrom derived.

Taking the experience of other countries as a guide, this is certainly not the best system of taxation that could be found; yet it may have been the best that could be adopted under existing circumstances. Taxation, in fact, is a science, and one which requires an intimate knowledge of the leading characteristics of a people, as well as of their situation, resources and capabilities. To be as perfect as possible, it cannot be got up ready made, like a suit of clothes, but must grow to fit the limbs by degrees. In Great Britain a very large share of the national revenue is collected by an excise on liquors of all kinds, and tobacco. Last year out of an aggregate of £69,685,789, no less than £18,047,000 was collected from the excise, the popular vices or extravagances going to supply the wants of government. Ardent spirits, under the operation of Mr. Gladstone's measures, are now taxed up to ten or twelve shillings sterling per gallon. But it is evident that such a scheme could not be made to apply to a country like the United States in a single year. Our national legislators, accordingly, began with imposing excise duties on spirits of only twenty cents per gallon, and on malt liquors of one dollar per barrel, leaving it to the future to develop the further production of revenue from that prolific source.

Those taxes which more immediately concern the transportation of passengers and freight by railroad and steamboat, are the following: (1) A license, costing $25 per annum, must be taking out for every vessel carrying passengers "upon waters of the United States." (2) A duty on railroad iron manufactured in this country of $1 50 per ton. (3) A duty of three per cent. on the gross receipts of railroads and steamboats, with the exception of ferry-boats which are to pay one and a half per cent. (4) A duty of three per cent. on dividends and interest paid to the holders of stocks and bonds. Companies which engage in the express business also come in for an additional tax for stamps; but this will not affect many of our railroads.

The managers of railroads and steamboat lines are required, within five days of the end of every month after August, to make out a list for the assistant assessor of their respective districts, stating the gross amount of receipts for the month next preceding, verifying it by oath or affirmation; at the same time paying over the full amount of tax then due. In case of neglect to comply with this for five days, the assessor or assistant shall make an estimate from their books of the amount and demand payment thereof. Should this not be complied with, five per cent. additional will be imposed as a penalty, and for any attempt at fraud the managers are made liable to a fine of $1,000. Companies are authorized to add the amount of such taxes to their rates of fare, any existing limitations to the contrary notwithstanding.

In case of the dividends on stock and the interest on bonds it is provided that the taxes shall be deducted from all payments to be made to any person or persons after the 1st of August. A certificate of the payment of such duties shall constitute a receipt to that amount, as regards the stock and bondholders. Within thirty days of the time when such dividends or interest may fall due, a return must be made to the Commissioner of Internal Revenue, and every six months thereafter, accompanied by a declaration by the principal officer of such railroad company, that the statement is true. Penalty for default, $500. It will be seen that the proposed taxes on passengers and freight per mile transported were striken out. The act as it finally passed, is much less objectionable than in its original form.

By a resolution adopted subsequent to the passage of the bill, Congress authorized the Executive Department to postpone the putting of the tax law into operation beyond the 1st of August. This step was rendered necessary by the number of appointments to be made, the different kinds of stamps to be prepared, etc. It has already been announced that the act will not go into effect before the 1st of September.

Chicago and Northwestern Railway.

The gross earnings of this road for the fiscal years ending April 1, 1861 and 1862, have been as follows:

	1861.	1862.
From passengers	$241,226 36	$309,309 46
" freight	451,494 99	505,187 62
" express, mail, etc.	27,983 88	35,222 19
	$720,705 23	$849,719 27

The expenses for 1862 were:

Repairs of track	$70,619 01	
" engines	37,274 24	
" cars	46,031 91	
" bridges	7,899 91	
" buildings, etc.	5,988 65	
" machinery, etc.	6,968 65	
Fuel	54,000 57	
Oil and waste	12,036 34	
Foreign agents	11,017 77	
Enginemen, firemen, etc.	38,042 23	
Conductors, brakemen, etc.	26,187 90	
Laborers and switchmen	32,435 11	
Agents and clerks	24,257 66	
Officers and clerks	26,536 05	
All other expenses	35,595 24	
		434,891 25
Leaving as net earnings		$414,828 02

Disbursed as follows:

Interest on Flagg Trust bonds	$19,600 00	
Interest on Preferred 1st Mortgage bonds	86,989 00	
Interest on Appleton Extension bonds	12,880 00	
Interest on debt	10,878 24	
Taxes	22,198 94	
Exchange	4,839 51	
Discount on currency	9,536 67	
Insurance	2,766 15	
Sundries	6,104 80	
		175,793 31
Leaving a surplus of		$239,034 71

To which add proceeds of the following bonds sold, viz:

$5,000 preferred Sinking Fund Bonds	4,393 75
$4,000 Appleton Extension Bonds	2,800 00
$2,050 Neenan Town and Appleton City Bonds	1,619 92
	$247,843 38

Accounted for as follows:

Decrease in unfunded debt	$62,285 16
Expended for construction	90,270 12
On account of Green Bay Extension	1,042 20
On account of Appleton Extension	18,835 96
For new equipment and tools	16,252 83
Increase of materials on hand	26,507 22
Increase of cash and cash items	32,250 39
C., St. P. & F. du L. R. R. Co.—old claims paid	404 50
	$247,843 38

The balance to credit of income account, April 1, 1861, was $323,580 64; to which add surplus earnings of the past year, as above, $239,034 71—leaving balance to credit of income account April 1, 1862, $562,615 35. The report says:

Congress has recently authorized this company to extend this line northerly via Green Bay, instead of upon the old route, which the Commissioner of the General Land Office compelled us to adopt, from Appleton north, and has allowed us to receive and hold the lands granted and selected, the same as if our road had been constructed upon the former route, as laid down upon the Government land office maps.

Congress, at the same time, granted in aid of a railway from Appleton to Green Bay, eighty acres of ground, to be selected for depot purposes, from its Fort Howard military reservation, at the terminus of our road at Green Bay, provided such road should be extended to Green Bay within three years.

On the 18th July, 1861, the bondholders of this road in pursuance of authority vested in them, authorized the extension of the road from Appleton to Green Bay, provided the people of Green Bay, Fort Howard, or the towns and counties along the line of it, would contribute enough to grade it and prepare it for the iron; and, provided an issue of this company's bonds, secured upon the road, if not exceeding $12,000 per mile, could be sold to pay the balance of the cost of its construction.

During the past year careful and well guarded laws have been passed or amended, authorizing the county of Brown, of which Green Bay is the chief town, to issue its 7 per cent. bonds to this company for $50,000, in payment and exchange for a like sum of the stock of this company, and authorizing the Borough of Fort Howard, on the opposite side of the Fox River from the city of Green Bay, and at the mouth of said river, to issue its 8 per cent. bonds for $15,000, and making it the imperative duty of the officers of said town and country to levy and collect the tax annually, necessary to pay the interest and 5 per cent. of the principal of these bonds, and providing that accruing coupons and bonds of Brown county, should at all times be received in payment for all taxes levied by the county.

The city of Green Bay has been, in addition, authorized to levy and collect $15,000 in money and pay it over to this company, for a like amount of this company's stock.

All these provisions have been voted upon by the people and very generally approved.

In consideration of this favorable legislation by Congress, and of the fact that the aid proffered by the county of Brown, town of Fort Howard and city of Green Bay, would, together with the extensive rights of way and depot grounds granted along the line, without charge for the same, fully equal the cost of grading and preparing said extension of road for the iron, this Board on the 14th of March, last, authorized said issue and sale of bonds previously authorized by the bondholders, to the extent of $12,000 per mile, $300,000 of bonds in all, provided the same could be sold at not less than seventy cents on the dollar.

Said $300,000 of 7 per cent. bonds were accordingly issued, bearing date, April 1st, and drawing interest from and after August 1st, 1862, and all of said bonds have been sold at seventy cents for the dollar, and about half the proceeds of such sale have already been paid in money, the balance being payable as wanted, mainly on 1st July and August.

Since this sale of bonds was made, and it became known that the road was to be extended to Green Bay early this season, a large advance has taken place in the market value of all this road's securities; partly because of such proposed extension, and partly because of the generally improved and easy condition of the money market.

The route of the Green Bay extension from Appleton to Fort Howard, opposite the city of

Green Bay, is along the bank of the Fox River, past the large fine water powers of the Fox and Wisconsin Improvement Company, over very favorable ground and with very gentle grades.

The work of construction has been commenced—all of the iron has been purchased—most of it was purchased at low prices—and is now at Chicago, and, with favoring circumstances, cars may run over the road to Green Bay in August next. Besides the ordinary business to be done over this extension of road, between the growing interior country and the city and fine harbor of Green Bay, an important traffic and valuable through passenger business is expected to be opened by it with Lake Superior, via steamers through Green Bay to the head of Little Bay du Noquet, 140 miles, and from the head of Bay du Noquet, via stages across the upper peninsula of Michigan, 55 miles to Marquette on Lake Superior, the principal town, and depot of the great Lake Superior iron region, and thence by steamers to Hancock, Houghton, Ontonagon, Bayfield, Superior City and all other points on Lake Superior.

The "Lake Superior Forwarding Company," with whom we have a contract for running boats and stages over this route, in connection with our road, have provided suitable steamers to run on Green Bay, and are now perfecting the stage route between the head of Bay du Noquet and Marquette, which will be finished and equipped with stages, ready to carry passengers, before our road is completed to Green Bay.

The Lake Superior Forwarding Company have secured the contract with the Government for the carrying of the Lake Superior mails, via Chicago, our road and this route.

Passengers by this inland route will reach Lake Superior from Chicago with ease in 36 hours, passing over our road by daylight, through Green Bay in comfortable boats at night, and across the peninsula in stages the next day, arriving at Marquette by evening.

The passage through Green Bay is fully as inland and protected as Long Island sound, and the passenger route by steamers, can be maintained much earlier in the Spring and later in the Fall than by the St. Mary's River.

By this route one or two days will be saved over the steamboat route from Cleveland and Detroit, through Lakes Huron and Superior in fair weather with smooth seas, and three to five or more days are saved in stormy weather, besides the discomforts and personal hazards, occasioned by the sudden and severe storms upon the Great Lakes. The moment this inland route is opened, the people of Lake Superior will hail it as a boon to them, secondary only to the construction of the Sault St. Mary's Ship Canal.

Some fourteen steamers are now engaged in the Lake Superior Trade, the exports from which the past season was some three millions of dollars in value of copper and half a million in iron. A railroad has been chartered from Marquette and the Iron Mountains to Bay du Noquet, with a land grant in aid of its construction, which will very likely be built in a short time, by parties interested in it, when the passage from Chicago to Marquette will be made in twenty-four hours.

The funding of six coupons of the general first mortgage bonds of this company, as recommended by the bond-holders in July last, and as set forth in our last annual report, has progressed favorably.

New coupon bonds were prepared, and over two-thirds of the coupons, from the first mortgage bonds have already been exchanged, and exchanges are continually being made. By November 1st, 1862, the time when interest first becomes payable on the funded coupon bonds, it is believed, that about all of these coupons from the first mortgage bonds, except a few that may be prevented by some pending legal difficulty between owners, will have been exchanged, and with decided advantage to holders.

These funded coupon bonds are known in the market as the Chicago and North-western Railway "Interest Bonds," or "Coupon Bonds," and sell at present at about 79 to 80 cents, and the general first mortgage bonds with the six funded coupons to August 1st, 1864, off, are known as Chicago and North-western Railway "Assented Bonds," and sell at this time for about 45 cents.

The necessity for funding these six coupons, in order the more amply to equip and complete the road and pay its debts, (incurred chiefly for equipment,) and the better to secure larger and permanent future earnings from it, is fully stated and set forth in the last annual report of this company.

Another leading reason for the extension of this road to Green Bay at this time, when everything seemed to work together to favor it, was the belief on the part of many of the large holders of our general first mortgage bonds, that such extension would so increase the earnings of the existing road, as to more amply ensure the future payment of interest on the assented first mortgage bonds, from and after the termination of the period to which the coupons of the same have been funded. The opening of this extension to Green Bay, and its connections with Lake Superior will not be accomplished in time to develope its results fully this season, but will, we trust, so far establish it as to secure large benefits from it this year, and acquaint the public with its importance and advantages for the future.

It will be seen by the annexed statements, that the net earnings of the year ending April 1, 1862, over operating expenses and interest on preferred sinking fund, Flagg, Trust, and Appleton extension bonds, taxes and other items, chargeable to income account, amounted to..... $239,034 71

The interest for one year on the general first mortgage bonds of this company, $3,600,000, amounts to.... 252,000 00

Showing a deficit in the amount necessary to equal one years' interest on said general first mortgage bonds of $12,965 29

It will also be seen that there was included in the amounts referred to as charged to income account for the year ending April 1st, 1862:

For interest on unfunded debt,..	$10,878 24
Loss on Illinois currency	9,536 67
	$20,414 91

Showing, that except for interest on floating debt and unusual loss on currency from general failure of Illinois banks, the net earnings of the year would have been equal to the payment of the current years' interest on the general first mortgage bonds.

Should our earnings continue as heretofore, the floating debt of the company will soon be paid; further equipments, and more ample depots, shops, and buildings provided, and other permanent improvements made from net earnings pending the period for which the first mortgage coupons have been funded; and at the end of that period the road be left free again to apply its net earnings to the payment of coupons on its assented general first mortgage bonds. The first of which coupons falls due February 1st, 1864.

The amount of funded coupon bonds, when all the general first mortgage bonds are assented, will be $756,000, and the annual interest upon these bonds will be..... $52,920

The annual interest to be paid on the $300,000 of Green Bay extension bonds, is..... 21,000

Making the amount of additional annual interest to be paid by the company on these coupon bonds, and on the extension to Green Bay..... $73,820

The earnings of the present road for the past year, were $849.719 27.

If the Green Bay extension with its Lake Superior connections, and a larger equipment, more economical shops and arrangements, and larger ware-house facilities provided for by the funding of six coupons, together with the natural increase of the business of the country, shall swell the gross earnings of the entire line of road from Chicago to Green Bay to $1,000,000 per annum, then if nothing unforeseen or unexpected prevents, assented first mortgage bond-holders can count upon the regular payment of full interest on all their bonds. It would seem to be rational and quite reasonable to reckon upon such an amount of annual gross earnings by the next year after this.

A million of dollars of gross earnings on the entire road from Chicago to Green Bay, 242 miles, would only be equal to a gross earning of $4,133 per mile. A gross earning of a little more than $5,000 per mile will be necessary to the payment of the interest, ($120,000 per annum) on the two millions of second mortgage six per cent. bonds of this company. Whenever an earning of $7,000 per mile shall be attained, a dividend of five or six per cent. upon the stock of the company could be paid. Most of the roads leading out of Chicago, earned seven thousand per mile in 1856 and 57, and some of them more.

The equipment of the road consists of 32 first class and 4 second class locomotives; 19 first class, and 4 second class passenger cars; 8 baggage, 424 box freight, 206 platform freight, and 9 caboose cars.

CONDENSED BALANCE SHEET.

Capital stock issued.....	$2,955,236	17
Preferred first mortgage bonds	1,250,000	00
Bonds issued for six coupons from general first mortgage bonds	756,000	00
General first mortgage bonds.....	3,600,000	00
Second mortgage bonds	2,000,000	00
Appleton Extension bonds	184,000	00
A. C. Flagg Trust bonds.....	245,000	00
Balance due W., L. & Co., June 1, '62	48,000	00
Contracts and mortgages outstanding on Chicago depot grounds ...	8,093	05
Contracts and notes outstanding ...	22,677	49
Sundry unpaid bills and accounts..	185,905	45
Balance to credit of Income account	562,615	35
	$11,817,527	51
Cost of Chicago, St. Paul and Fond du Lac R. R. to April 1, 1861 ...	$9,312,748	73
Add amount charged since.....	62,490	11
Add amount of first six coupons from the General First Mortgage bonds of this company, agreed to be funded	756,000	00
	$10,131,238	84
New construction to April 1, 1862.	763,345	92
Expended on Green Bay Extension	2,011	84
Cost of Appleton Extension	239,070	02
New Equipment account.....	456,637	19
Securities on hand.....	20,075	00
Materials on hand	88,198	58
Other assets.....	116,950	12
	$11,817,527	51

LENGTH OF ROAD.

Chicago to Oshkosh	193 miles.
Oshkosh to Appleton	20 "
Total completed.....	213 miles.
Appleton to Green Bay (now under contract to be finished in August).....	29 "
Total.....	242 miles.

The officers and directors elected June 5, 1862, are as follows:

President—Wm. B. Ogden, Chicago.

Vice President—P. H. Smith, Appleton.

Directors—Wm. B. Ogden, Geo. Smith, G. L. Dunlap, P. H. Smith, M. C. Darling, A. L. Pritchard, J. J. R. Pease, Wm. A. Booth, Lowell Holbrook, C. S. Seyton, H. H. Boody, Austin Baldwin, Geo. M. Bartholomew.

Superintendent—Geo. L. Dunlap, Chicago.

Treasurer—Geo. P. Lee, "

Secretary—James R. Young, "

Transfer Agent in New York—H. H. Boody.

Atlantic and Great Western Railroad.

The annual election of the Atlantic and Great Western Railway Company was held last week, at the general office, Raveena, Ohio, and the following Directors chosen for the ensuing year:

Wm. Reynolds, Gaylord Church, Seth Hayes, F. W. Seymour, M. Kent. J. H. Chamberlain, F. W. Upson, Talmadge, Ohio, W. Bushnell, J. Riblet, T. J. S. Smith, J. Crall, E. B. Taylor. The Board organized by appointing M. Kent, President; F. W. Seymour, Secretary; E. P. Brainard, Treasurer and Acting Secretary; Executive Committee, M. Kent, E. B. Taylor, F. W. Seymour, Gaylord Church, and Wm. Reynolds.

Iron Trade Meeting.

A meeting of the iron manufacturers and dealers in this and others States was held yesterday at the rooms of the Board of Trade. Mr. John Welsh was called to the chair, and Mr. Charles Wheeler chosen Secretary. The Chairman announced that the meeting assembled under the following call from Morris, Tasker & Co., Thomas J. Potts, McCullough & Co., and other representatives of the iron manufacturing interests, dated July 8th, 1862:

"Referring to circular of 5th ultimo, having for its object a reduction of credits from six to four months, it has been decided to call a meeting of those interested in the iron business, to be held at the rooms of the Philadelphia Board of Trade, No. 505 Chesnut street, on Tuesday next, July 15th, 1862, at 12 o'clock noon, to which you are respectfully invited.

"We trust you will see the importance of this movement and strengthen it by your presence. Should you, however, be unable to attend, we request that you communicate your views to either of the undersigned by letter, which may be used at said meeting."

The Chairman remarked that the object of this meeting was to try to get the trade unanimously to consent to a reduction of credits for six months, as has been the rule heretofore, to four months. The object is so apparent, and so evidently for the general good; that there could be no necessity for saying much to enforce it. This circular was addressed to a great many parties, some of whom are here; others have forwarded communications which, if the meeting desire, will be read.

About seventy-five communications were received, the largest portion of which were read by the Secretary. The following is a list of parties from whom replies were received, all in favor of the views expressed in the call for the meeting:

FURNACES.

E. & G. Brooke, Hampton Furnace, Birdsborough.
Bloomsburgh Iron Company, Bloomsburg, Pa.
Carbon Iron Company, Parryville, Pa.
G. Dawson Coleman, Lebanon Furnace, Pa.
Clingan & Buckley, Hopewell "
Eckert & Co., Henry Clay Furnace, Reading.
Eagle, Beaver & Co., Eagle Furnace, Marietta, Pa.
Fuller, Lord & Co., Boonton, N. J.
Grove Bros., Columbia Furnaces, Pa.
D. O. & H. S. Hitner, Wm. Penn Furnaces, Pa.
F. S. Hunter & Bro., Moslem "
C. C. Alger, Hudson Iron Works, N. Y.
John Irwin, Jr., & Co., Howard Iron Works, Pa.
Lehigh Crane Iron Company, Catasaqua, Pa.
B. S. Le Van, Lehigh Valley Iron Works, Pa.
Leesport Iron Company, Leesport, Pa.
McKelvy & Neal, Bloom Furnace, Pa.
Musselman & Watts, Marietta Furnace, Pa.
Swede Iron Co., Conshohocken Furnace, Pa.
White, Ferguson & Co., Robesonia Furnace, Pa.
Jos. Whitaker & Co., Durham Iron Works, Pa.
Chas. Frederick Raun, Peekskill Blast Furnace, N. Y.
J. B. Moorehead, Merion Furnace, Pa.
Atkins & Bro., Pioneer Furnace, Pottsville, Pa.

ROLLING MILLS.

H. Abbott & Son, Canton Rolling Mills, Baltimore.
Allentown Rolling Mill Company, Allentown, Pa.
Charles L. Bailey & Bro., Central Rolling Mill, Harrisburg.
Horace A. Beale, Thorndale Iron Works, Chester county, Pa.
Bay State Iron Company, Boston, Mass.
Edward S. Buckley, Gray's Ferry Mills, Pa.
E. & G. Brooke, Rolling Mill and Nail Works, Pa.
H. N. Burroughs, Portage Iron Works.
O. W. Barnes, Fountain Green Rolling Mill.
Cumberland Nail and Iron Co., Bridgeton, N. J.
Camden Rolling Mill Company, N. J.
Duncannon Iron Company, Pa.
Richard Borden, Agent, Fall River Iron Works, Mass.
Fuller, Lord & Co., Boonton Rolling Mill, N. J.
R. P. Gibbons, Wilmington Rolling Mill, Del.
James Hooven, Norristown, Pa.
Huston & Penrose, Lukens Rolling Mill, Pa.
Samuel Hatfield, West Brandywine Rolling Mill, Pa.
Haywood & Co., Palo Alto Rolling Mill.
Hancock & Foley, Rough and Ready Rolling Mills, Danville, Pa.
Heylman & Co., Crescent Iron Works, Pa.
John Irwin, Jr., & Co., Howard Iron Works, Pa.
McCullough, Northeast, Shannon and Octoraro Mills, Del.
McDaniel, Adams & Co., Diamond State Rolling Mill, Del.
Morris, Tasker & Co., Pascal and Fairmount Iron Works, Phila.
Wm. McIlwan & Sons, Reading, Pa.
Hughes & Co., Mont Alto Mills, Pa.
McHose, Eckert & Co., Reading, Pa.
C. & E. Pennock, Valley Iron Works, Pa.
Quinsigamond Iron Works, Worcester, Mass.
Phœnix Iron Company, Philadelphia.
A. & P. Roberts & Co., Pencoyd Iron Works Philadelphia.
Seyfert, McManus & Co., Reading, Pa.
Hugh E. Steele, Laurel Rolling Mill, Pa.
Steele & Worth, Viaduct Iron Works, Pa.
Trenton Iron Company, Trenton, N. J.
David Reeves & Son, Safe Harbor Iron Works, Pa.
Trego, Thompson & Co., Baltimore Rolling Mill.
E. Yardley & Son, Pottsville Rolling Mill.
Wm. E. Coffin & Co., Pembroke Iron and Forge Company, Boston.
Park Smith & Co., Elk Rolling Mill, Elkton, Md.
Sanborn, Richardson & Co., Boston, Mass.
Craig & Koch, Keystone Iron Works, Reading, Pa.

DEALERS, FOUNDERS, &C.

Cabeen & Co., Philadelphia.
E. J. Etting, & Bro., "
Morris, Wheeler & Co., Philadelphia.
Naylor & Co., New York, " and Boston.
Nathan Trotter & Co., "
Robert Taylor & Co., "
Kemble & Warren, New York.
Samuel & William Welsh, Philadelphia.

Mr. Hugh E. Steele then offered the following preamble and resolutions, which, after the addition of the fourth resolution as proposed by Mr. Samuel J. Reeves, read as follows:

Whereas, a reform in the credit system of the iron trade is desirable for the interest of the consumer as well as of the manufacturer and dealer; and whereas, concert of action is necessary to consummate the same, it is therefore resolved,

First. That the credits on sales on and after the first of August, 1862, be reduced to four months.

Second. That sales for cash should in all cases be held to imply a settlement within ten days.

Third. That the discount for cash should not exceed four per cent.

Fourth. That settlements of bills, whether by cash or note, shall be made in currency equal in value to the United States legal tender notes.

Fifth. The foregoing resolutions are recommended by the meeting as a rule of action for the iron trade, and the individuals and firms consenting thereto pledge themselves that they will give these resolutions their united and hearty support.

Sixth. That the proceedings of this meeting be published, and copies sent to all members of the trade.

These resolutions were fully discussed and unanimously adopted.

Mr. Reeves offered the following resolution:

Resolved. That we recommend the trade to establish the uniform custom of adding the excise at the foot of the bill of sale, and that, when quotations of price are made it shall be understood that the tax will be an additional charge.

The Chairman remarked, in reference to this resolution, that he thought it ought not to be adopted. It would appear to be setting a bad example to a large community of manufacturers, most of them who would immediately follow in our steps. Every manufacturer of every description would take this action as his guide, and from the smallest article up to the largest the price would be quoted irrespective of the tax, and every account would be rendered with the tax separately stated. The true principle is to look upon the tax as a part of the cost of production, and estimate it in that way. We had better look upon it as a part of the production in all instances. It is a tax upon profits, upon manufactures, and it would be rendered odious if distinguished as the resolution proposes. The chairman thought none of the gentlemen in the trade would, under any circumstances, take a position likely to embarrass the government, or to render its claims on us in the way of taxation in the least degree distasteful. All should concur in efforts to show that these taxes are cheerfully paid.

Mr. Reeves disclaimed any idea of rendering taxation odious, and if such a result could by any possibility follow the adoption of his proposition he would withdraw it. As there seemed to be some opposition to the views expressed in his resolution, he withdrew it.

After making provision for paying the expenses incurred, the meeting adjourned.—*Philadelphia North American, July* 16.

Transportation of Baggage.

PARTIES MAY PROVE THE CONTENTS AND LOSS OF BAGGAGE, BUT NOT THE VALUE. A REASONABLE AMOUNT OF MONEY MAY BE CARRIED IN A TRUNK. COMPANIES SELLING THROUGH TICKETS CONTINUE LIABLE TO THE POINT OF DESTINATION.

On the 21st of October, 1857, the plaintiff and his wife paid their fare and took passage on the train of the Illinois Central Railroad at Chicago for St. Louis. They owned a large leather trunk containing a number of valuable articles. The trunk was carried to Mattoon, at the point of intersection of the defendants road by the Terre Haute and Alton Railroad, and there safely delivered to and placed upon the cars of the said Terre Haute and Alton Railroad Company, which was the proper route, and the one over which it was intended by the plaintiff, that the baggage should be conveyed to St. Louis, and subsequently lost. The plaintiff then brought an action against the Illinois Central Railroad Company in the Superior Court of Chicago to recover the value of the trunk and contents.

The plaintiff swore to each and all of the articles contained in the trunk; and stated that they were worth in the aggregate the sum of $420. The plaintiff also introduced in evidence a brass "check," admitted by the defendants to be a "baggage check," which was marked "Chicago and St. Louis." It was further admitted by the defendants that such checks were never given out except to passengers, who are required to exhibit their tickets for the place to which the check is given, before they can get a check for their baggage to such place.

The jury returned a verdict in favor of the plain-

tiff for the sum of $410; and the defendants then appealed to the Supreme Court of the State of Illinois; and moved for a new trial, on the several following grounds: First, The deposition of the plaintiff and his wife was improperly admitted as evidence of the delivery of the trunk alleged to have been lost, and of the value of its contents. Second, Bank bills carried in a passenger's trunk are not "baggage"—and without notice to the carrier, and in the absence of fraud, the carrier will not be liable, in case of loss, for their value. Third, the liability of the defendant as a common carrier, did not extend beyond its own route, and the safe delivery of the baggage to the next carrier, unless the plaintiff proves a special contract extending its general liability. Fourth, The defendant, as a common carrier, is restricted to the powers defined in its charter, and is incompetent to contract for the transportation of goods beyond the terminus of its route." The following is the main portion of the opinion rendered at the decision of the case.

BREESE, J.—The owner of a trunk containing baggage can, from the necessity of the case prove the contents of the trunk, but not their value; and so can the wife, in all cases where her husband can be a witness. This rule is repudiated in some of the States, and it can only be defended on the alleged necessity of the case. We have always endeavored to restrain the rule within the narrowest possible limits, and to caution juries when they receive such testimony. We have allowed the interested parties to go so far as to prove the contents and loss; but not the value of the articles. Any dealer in such articles can establish their value, so that there is no necessity for the evidence of the owner on that point. * * * *

In declaring for lost baggage it is not indispensible that it should be alleged the owner was a passenger on the road with the baggage. A check is not only *prima facie* evidence that the baggage was delivered to the company, and so intended, but it is also evidence that the party holding it has purchased the rights of a passenger. The fact that it is the usage of the company to give out no check for a passenger's baggage, until a regular ticket for the trip is exhibited by the owners or custodian of the baggage makes the check evidence of his being a passenger. * * *

The court properly instructed the jury in this case that the bank bills might be considered baggage. * * * * * * * *

Upon the remaining points, we are satisfied, under the tickets issued by this company, their liability as common carriers extended from Chicago to St. Louis, no matter how many intervening routes there may have been. The presumption, from the check and ticket, is, they were running in connection with such routes.

Redfield in his treatise on the law of railways, says, where different railways, forming a continuous line, run their cars over the whole line, and sell tickets for the whole route, and check baggage through, an action lies against either company for the loss of baggage. The English rule on this subject is well settled. The courts of that country regard parties who receive goods, and book them for a certain destination, as carriers throughout the entire route. The courts of this country have, some of them, doubted this rule, preferring to hold, when goods are delivered to a carrier, marked for a particular place, but unaccompanied by any other directions for their transportation and delivery, except such as might be inferred from the marks themselves; the carrier is only bound to transport and deliver them according to the established usage of the business in which he is engaged, whether that usage was known to the party from whom they were received or not, and that no implication arises from any further liability.

It is not necessary, perhaps, for this court to express any opinion on this point, as it does not arise in this case, but we may say, we are inclined to yield to the force of the reasoning of the English courts on principles of public convenience, if no other, and to hold, when a carrier receives goods to carry, marked for a particular place, he is bound to carry to and deliver at that place. By accepting the goods so marked, he impliedly agrees so to do, and he aught to be answerable for the loss.

In this case we hold the ticket and the check given by this company and produced in evidence, simply a special undertaking to carry the passenger by Mattoon to St. Louis *via* the Terre Haute and Alton Railroad, and his baggage also. The ticket is what is known as a through ticket and the check denotes that the baggage is checked through from Chicago to St. Louis, and both inform the passenger that the Illinois Central Railroad Company has running connections with the Terre Haute and Alton Road, and that they can and will deliver the passenger and baggage, by means of this connection at St. Louis. The ticket and check are both issued by the Illinois Central, they are the evidence of the contract made with them, and in effect speak this language: if you will buy this ticket, we will carry you safely to St. Louis, and your baggage also;—the terminus of our road, by means of our connection with the Terre Haute and Alton road, is at St. Louis, and we guarantee to you, your safe arrival there with your baggage, you having no further care or concern about it, whether we run our own cars through, or take those of the other road at the point of intersection—you pay through, and you and your baggage shall be carried through. This is the contract, evidenced, as we think, by the ticket and check. There are three tickets on a small piece of paper, all connected together, and all headed "Illinois Central Railroad," thereby implying that they are issued by that company.

But the appellants insist that the company has no chartered power to enter into such arrangements and make such contracts; and the case of Hood *vs.* New York and New Haven R. R. Co., is cited.

We have not examined to see if that case has not been overruled by the court deciding it, in some subsequent case; but be that as it may, the court seem to have overlooked the consideration, that in all legislative grants many things must of necessity be taken by implication, as necessary to the enjoyment of the grant itself. The grant to the Illinois Central was to construct and operate a railroad from Chicago to Cairo, and to cross and intersect other roads, not for the benefit of the company alone, or its stockholders, but for the benefit of the public, and for the accommodation of the immense traffic and commerce, of which this State might reasonably be expected to become a most important theatre. Hence, by confining the road to a simple traffic between the *termini*, and the points directly on its route, the country remote from its direct line, would be benefitted in a very trifling degree, or not at all, if these *quasi* partnerships with other roads were not allowed. The great object of their charters could not be accomplished if they were so restricted, and it may well be deemed an indispensable incident to the powers, expressly granted. The object to be attained is within the general objects of their incorporation. They are instrumentalities of commerce and of trade in which the entire public are interested, and which are essential to their prosperity. But, be this as it may, the Legislature of this State passed an act entitled, "An act to enable railroad companies to enter into operative contracts, and to borrow money," (Private Laws, 1855, p. 304), by the provisions of which such running connections are expressly authorized. Even without this act, we should feel no disposition to deny the power.

For the reasons, however, which we have given, the judgment is reversed, and the cause remanded.

American Securities held abroad, and Foreign Exchange.

Foreigners, particularly Englishman, seem to be busily occupied in winding up their interests in the United States, under a conviction, doubtless, that the nation, with all its interests, is rapidly going to ruin, and that they must make haste to save what they can out of the wreck. Credits are not only withdrawn, but vast amounts of securities of all kinds are sent back by every steamer, with peremptory orders for sale, and that the proceeds be remitted with all convenient dispatch. Foreigners have been told by their great oracle, the "*Times*," that everything is going wrong with us; and such is our distance from them, that we present but a speck to the vision they extend to us, and are regarded as a whole, both North and South being equally involved in the rebellion. They do not see that the war is as foreign to all the Free States, as it is to their own country; that, in fact, the people of the former suffer much less than themselves from its effects, and that there is really no more danger to the traffic on the public works of the loyal States, than upon their own, and that industrial interests nowhere rest upon more stable foundations.

But nothing of this kind is believed, and they will not have our securities, which like our institutions they believe may any day collapse. We certainly ought not to complain. We had their money at the right time. It has done for the nation all that money could do—by giving the highest possible value to all our resources and products. Having reaped the full advantage of the investment, which has increased our means more than five-fold, we were never in a better position to commence its return. The securities are still very low; on an average from ten to fifty per cent. below what they were originally sold for. To this discount is to be added something over twenty per cent. in the present price of exchange. We are getting back our securities at about one-half what we parted with them for. As money is plenty, the foreigner paying the premium on gold, we are certainly driving a very good bargain. We can without the least inconvenience part with $100,000,000 in specie, which is lying idle in the vaults of our Banks and the hands of our people, and get back nearly twice the amount of interest paying securities, which is equivalent to the payment of a debt to, and stopping the interest on an equal amount, assum-

ing securities of this country to a similar amount were held abroad, which is an excessive estimate, the aggregate not probably exceeding $100,000,000.

The country was well supplied with gold previous to the breaking out of the war. Since that period we have produced from our mines at least $75,000,000, and have imported $25,000,000 more than we have exported. This gives the surplus estimated. The amounts we are weekly raising would very speedily supply an accidental deficiency. Gold consequently is the thing of all others that we can best part with. We can neither eat, drink, nor wear it; nor is it necessary for the prosecution of the war. The advanced price paid for it seems to be felt only when exchange comes to be bought. The securities of the country are yet lower than their average price with a specie standard prevailing, and with money active at 7, which is now a drug at 5. The anomaly is scarcely credible, did not figures prove it to be so. The inflation of the currency is not yet felt, or at least only to a very slight degree, in the value of stocks or property. The reason why it is not felt in the Share Market, is undoubtedly the steady flow of securities from abroad. People hold off from purchasing in expectation of lower prices from forced sales, and from an indisposition to invest till definite prices are rendered certain by the closing up of all the lots held on foreign account.

Such is an explanation of the condition of the Exchange Market, and of the low prices of railroad securities. No relation to values is maintained, nor has the inflation in the currency yet shown itself in prices. It is not improbable that such a state of things may continue for a time; this, of course, depends upon the return of securities. Foreigners will shrug their shoulders at the enormous cost at which they are getting home their money, but will not this very cost excite their apprehensions still more, as evidence of the unstable condition of our affairs? That the flow homeward is still active, is shown by the constant advance in gold. But Englishmen having once made up their mind upon a particular course are not apt to count cost; because, as in the present instance, they may say, "I had better take what I can get now. By delaying I may lose all." With such reasoning he is likely to clear his portfolio—the sooner, the better for our people.

But for the securities returned to us, exchange would largely rate in our favor. The shipments of produce are on an enormous scale, and are likely to increase, rather than diminish. The tendency of the grain market in England is steadily upward, which shows that the crop there will not exceed an average one, if it comes up to it. The wheat crop, which is now being harvested in this country, is unquestionably much more abundant than it was last year. The new crop will soon be in the market. Other crops look equally promising, so that with cotton counted out of our exports, these will undoubtedly for the coming year far exceed our imports—a remarkable phenomenon for a country engaged in a civil war.—*Hallett's Financial Circular.*

☞ The *Scientific American* notes a very simple and beautiful arrangement of frictional gearing applied to a new lathe in the establishment of Messrs. William Sellers & Co., in Philadelphia. Instead of using a complicated train of toothed wheels to obtain different speeds, any speed required is obtained by the use of three frictional plate wheels, placed one above the other. By moving any of these wheels nearer to or farther from the center of the intermediate wheel, the speed is varied accordingly. The middle wheel is composed of two circular plates, the upper and lower ones of single plates, fitting into the middle plate wheel as into a deep groove.

Annual Commencement of the Rensselaer Polytechnic Institute at Troy, New York.

The annual commencement of the Rensselaer Polytechnic Institute of Science took place at Rand's Hall, Troy, on Tuesday evening, July 8. The occasion was marked by the delivering of a salutatory oration by Mr. N. W. Buckhout, C. E., and a valedictory by William S. Auchincloss, C. E., and the usual baccalaureate address by President Beman, surcharged with wise counsel and beneficent views for the future guidance of the young laureates in science and practical learning.

The degree of Civil Engineer was then conferred, at the earnest recommendation of Mr. Director Downe, upon the following named young gentlemen: Peter D. Vroom (son of ex-Governor Peter D. Vroome, Sr., of New Jersey,) John C. Underwood (son of ex-United States Senator Underwood, of Bowling Green, Ky., and the last colleague in the Senate of the late Henry Clay,) Aniceto G. de Menocal, Havana, Cuba; William L. Adams, Jr., Greene Island, N. Y.; William S. Auchincloss, New York city; Nathan W. Buckhout, Oswego, N. Y.; Richard H. Buel, Poughkeepsie, N. Y.; Horace Crosby, Bangor, Me.; Arba R. Haddock, Troy, N. Y.

On Tuesday, 8th inst., the graduating class delivered their scientific theses, in Rand's Hall, upon the following themes:

Review of the Niagara International Railway Suspension Bridge—William D. Adams, Jr., Green Island, N. Y.

Review of the condensing engine of the steamboat Francis Skiddy—William S. Auchincloss, New York.

Review of an iron girder bridge on the Morris and Essex Railroad, at Newark, N. J.—Nathan W. Buckhout, Oswego, N. Y.

Review of the non-condensing engine of Messrs. Eaton, Gilbert & Co., Green Island N. Y.—R. H. Buel, Poughkeepsie, N. Y.

Review of the Hydraulic motor of the Messrs. Burden, at the Troy Iron Works—Horace Crosby, Bangor, Me.

Review of the locomotive engine Excelsior—Arba R. Haddock, Troy, N. Y.

Review of the locomotive engine Empire—Aniceto G. de Menocal, Havana, Cuba.

Design for an iron arched truss bridge over the Hudson River at Troy, N. Y.—John C. Underwood, Bowling Green, Ky.

Review of the Whipple iron bridge over the Erie Canal, on the Albany and Vermont Railroad, near Troy, N. Y.—Peter D. Vroom, Jr., Trenton, N. J.

Pacific Railroad of Missouri.

The St. Louis *Republican* of the 17th instant furnishes the following information relative to the continuation of the Pacific Railroad of Missouri:

"We are gratified to learn as we do from information communicated by George R. Taylor, Esq., President of the Pacific Railroad, that work will be resumed on the southwest branch of that road along the whole line between Rolla and Lebanon, a distance of fifty-six miles. The work will be carried on in pursuance of an order of the President of the United States, under the authority of the act which empowers him to direct that certain railroads named therein shall be repaired and continued. The Secretary of War is charged with the execution of this order, and will, no doubt, immediately take steps to have it complied with in the most expeditious manner.

"By far the heaviest grades on the entire road from St. Louis to the southwestern angle of the state occur in the division between Rolla and Labanon. These being surmounted, and the road finished to the last named point, the continuation of it to Springfield and thenceforward will be a comparatively easy matter. The road is one of great importance in a military point of view, and it was a wise decision of the President to intervene in its favor as he has seen fit to do. Of course, the relief and benefit to the company will be a very important matter.

"It operates as so much direct aid to the road, and will greatly assist, by leaving other means at command, to the completion both of the southwest branch and of the main trunk to Kansas, and its connection with the National Pacific road."

RAILS AT BOSTON.

400 TONS RAILS—50 lbs. per lineal yard—T pattern—now ready for delivery at Boston. For sale by

CHAS. L. PERKINS,
Or, E. LIVINGSTON,
2m30 54 Exchange Place.

Railroad Earnings--Weekly.

The traffic of the Great Western Railway of Canada for the week ending July 11, 1862, was as follows:

Passenger	$20,313 25
Freight and live stock	18,973 85
Mails and sundries	1,607 72
Total	$40,894 82
Corresponding week of last year	29,423 10
Increase	$11,471 72

The receipts of the Grand Trunk Railway of Canada for the week ending July 5th, 1862, were:

Passengers	$28,906 64
Mails and sundries	2,933 68
Freight and live stock	31,253 80
Total	$63,094 12
Corresponding week, 1861	57,516 12
Increase	$5,578 00

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 2nd week of July, 1862, were | $26,959 78
Corresponding week, 1861 | 19,918 38
Increase | $7,041 40

The Chicago and Rock Island Railroad earned the 2d week of July, 1862 | $26,271
Do., 1861 | 20,514
Increase | $5,757

The earnings of the Galena and Chicago Railroad the 2d week in July, 1862, were. | $54547, 38
Do., 1861 | 80,145 76
Increase | $24,401 62

The Michigan Southern road shows a gain of $15,483 in the 2d week of July.

The earnings of the St. Louis, Alton and Chicago Railroad for the 2d week in July, were:

1862	$21,316 30
1861	16,776 93
Increase	$4,539 37

The earnings of the Toledo and Wabash Railroad for 2d week of July, 1862, were | $23,679 24
Do., 1861 | 18,191 82
Increase | $5,487 42

The first half of the year ending June 30, shows a gain of $90,000 on the same period of last year.

The Michigan Central earned in the 2d week in July, 1862 | $38,779 00
Do., 1861 | 24,826 00
Increase | $13,953 00

The earnings of the Chicago and Northwestern Railroad the 2d week in July were | $22,009 03
Corresponding week, 1861 | 19,079 10
Increase | $2,929 93

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec :				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western :				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence :				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	96¾
" "	700,000	6	1880	99
" "	1,128,500	6	1875	100
" "	1,000,000	6	1867	98
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91¼
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie :				
1st Mortgage coupon	2,000,000	7	1877	88
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	106
Income ⅛ in '59, ⅛ in '62	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	100
Mort. (chgd from Sterl'g)	888,000	5	1864	100
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa :**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Central of Georgia :				
Mortgage	86,067	7	1863	----
Central of New Jersey :				
1st Mortgage	1,400,000	7	'65-'70	106
2d Mortgage	600,000	7	1875	100
Central Ohio :				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	64
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	107
Consolidated 2d Mort. (S. F.)	813,000	8	1890	107
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	106
Chicago and Northwestern :				
1st Mortgage (preferred)	1,250,000	7	------	92½
1st Mortgage (general)	3,600,000	7	------	64½
Bonds issued for coupons of do.	756,000	7	------	----
2d Mortgage	2,000,000	6	------	27
Appleton Extension Bonds	184,000	7	------	----
Flagg Trust Bonds	245,000	8	------	----
Cincinn., Hamilton and Dayton :				
1st Mortgage	394,000	7	1867	100
2d Mortgage	950,000	7	1880	100
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning :				
1st Mortgage	850,000	7	------	90
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	100
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	91
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	79
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	68½
Clev., Columbus and Cin. :				
1st Mortgage, Coupon	500,000	7	'64-'90	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	299,000	7	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	1872	65
Junction 2d Mortgage	221,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	1863	75
Junction Income	27,500	7	1862	----
C. and T. Income Mortgage	104,400	7	1863	75
C. and T. Income (convertible)	174,000	7	1864	----
C. and T. Income (convertible)	256,000	7	1864	----
C. and T. Dividend (convert.)	151,495	7	1865	75
C. and T. Income (convertible)	39,000	7	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	1885	90
Columbus and Xenia :				
Dividend (due 1860, '61, '62, '66)	115,900	---	var.	93½
Connecticut River :				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60) :				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	40
Delaware :				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	108
1st Mortgage (E. Extension)	1,499,000	---	1875	108
2d Mortgage	2,516,500	---	1881	104
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000		------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	275,000	6	var.	100¾
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	450,000	6	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Galena and Chicago Union :				
1st Mortgage Coupon	1,971,000	7	'62-'63	105½
1st Mortgage (Extended)	22,000	7	1882	105½
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	102
***Great Western, Ill. :**				
1st Mortgage Eastern Division	1,000,000	10	------	----
" Western "	1,350,000	7	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	47
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster :				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven :				
1st Mortgage	927,000	6	1873	99
Housatonic :				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,900	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69-'70	112
2d Mortgage	2,000,000	7	1860	103½
3d Mortgage	1,640,000	7	1875	92
Convertible	1,002,000	7	1867	89
Illinois Central :				
Optional Right bonds	38,000	7	1868	64
Construction	10,798,500	7	1875	93
Construction	4,115,000	6	1875	93
Eight per cent. bonds	326,000	8	1865	----
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	65
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville :				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	1870	103
La Crosse and Milwaukee :				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	21
2d Land Grant (Western Div.)	353,600	†	------	21
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort :				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami :				
Mortgage (Coupon)	1,300,000	6	1883	89
Long Island :				
1st Mortgage	500,000	6	1870	92
Extension Bonds	175,000	7	1890	82½
Long Dock Co. :				
Mortgage Bonds	500,000	7	1882	----
Mortgages on Land	473,809	7	------	----
Louisville and Frankfort :				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville :				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester :				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis :				
Mortgage	600,000	7	1861	88
Marietta and Cincinnati :				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston :				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv. :				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State (Tenn.) Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	1869	106½
1st Mortgage (S. F.), convertible	4,434,000	8	1882	104
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	904,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	85½
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	101
Detroit and Toledo	684,000	7	1876	76
1st General Mortgage (S. F.)	3,030,000	7	1885	99½
2d General Mortgage	2,572,000	7	1877	82
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	93
1st Preferred stock	1,060,000	---	------	88½
2d Preferred stock	1,020,000	---	------	66
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oakaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,822	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	99
Preferred Stock	1,175,000	10	------	120
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	102
Funding (S. F.) Bonds	1,553,000	7	1876	107½
Stock Exchange (S. F.) Bonds	680,000	6	1883	102
Real Estate (S. F.) Bonds	166,000	6	1883	102
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	102
Convertible Bonds	970,000	7	1876	108½
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	102
New York and Erie:				
1st Mortgage	3,000,000	7	1867	107
2d Mortgage	4,000,000	7	1864	105½
3d Mortgage	6,000,000	7	1883	98½
4th Mortgage	4,900,000	7	1880	88½
5th Mortgage	1,792,500	7	1883	82
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	105½
2d Mortgage	1,000,000	7	1864	100½
3d Mortgage	862,300	7	1867	83
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----

Description.	Amount.	Interest.	Due.	Price.
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	85
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	70
2d Mortgage	3,077,000	7†	1861	4½
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	74½
Chattel Mortgage	360,000	10	1883	98
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,300	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	103
2d Mortgage	2,319,000	6	1875	100
2d Mortgage Sterling	1,957,440	6	1875	----
State Works Bonds	7,200,000	5	------	89
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,800	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859–'70–'75)	365,000	6	var.	----
3d Mortgage (1862–'70–'72)	378,000	6	var.	----
Special Mortgage (1865–'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	----
" 1836, "	192,000	5	1880	99
" 1849, "	3,103,600	6	1870	97
" 1861, "	436,000	6	1871	----
" 1842, "	1,548,300	6	1880	99
" 1844, (convertible)	863,000	6	1880	97
" 1848, "	124,000	6	1880	99
" 1849, "	83,000	6	1880	102
" 1857, "	3,586,500	6	1886	85
" 1856, "	1,475,000	7	1886	89½
Bonds and Mortg's—real estate	592,200	---	------	----
Preferred Stock	1,551,800	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	92
2d Mortgage	5,100,000	7	1911	77
3d Mortgage	2,000,000	7	1911	62½
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----

Description.	Amount.	Interest.	Due.	Price.
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	34
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'map't)	1,000,000	7	1877	95
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	103
2d Mortgage (convertible)	2,000,000	7†	'68–'70	81
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	91
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	91
2d M. (Toledo and Wabash)	1,000,000	7	1869	63½
2d M. (Wabash and Western)	1,500,000	7	1899	63½
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1887	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Balt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'63–'71	----
Dollar Bonds	802,000	6	1875	----
Albany City Bonds	1,000,000	6	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	85
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1875	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2d Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. (Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	-------	101,102	37,866	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,032	518,965	30.3	-------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	-------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	236,791	76,773	21,006	—	----
1 Apr. '61	—	—	----	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	-------	-------	600,431	-------	-------	-------	-------	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	-------	-------	-------	-------	-------	-------	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	-------	505,156	260,269	6	----
1 May, '61	—	—	----	209.5	—	—	—	*North East and South West*	-------	-------	—	-------	-------	-------	-------					—	----
								ARKANSAS.													
-- -- --		—	—	301.4	—	—	—	Cairo and Fulton	-------	-------	—	-------	-------	-------	-------					—	----
30 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	-------	-------	-------	-------	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	—	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	-------	230,251	104,594	----	----
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	-------	23.8	45,543	77,028	34,866	16	----
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,144	149,477	—	----
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	142
31 Dec. '60	74.0	—	----	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,088	—	----
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	----
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	—	—	----
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	----
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	----
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,850	808,060	301,979	----	----
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	-------	66.4	-------	288,512	108,626	—	43
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	136,970	41,466	—	----
31 Oct. '61	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	-------	22,308	7,915	6½	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	-------	-------	—	-------	-------	-------	-------					—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	195,000	75,894	619,112	32.0	-------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	-----	*Flo., Atlantic and Gulf Central*	-------	-------	—	-------	-------	-------	-------					—	----
-- -- '62	100.0	3.9	10.0	153.5	---	---	-----	*Pensacola and Georgia*	-------	-------	—	-------	-------	-------	-------	29.4	-------	-------	-------	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	-------	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	—	-------	-------	-------	-------	30.0	-------	-------	-------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	-------	53.0	-------	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-------	-------	-------	31.0	-------	-------	-------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	-------	-------	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	-------	1,159,186	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	-------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	-------	-------	-------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,918	228.8	-------	-------	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	-------	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '61	220.0	—	----	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	—	10,000,000	220.0	-------	1,098,465	452,693	4	----
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	-------	1,514,478	242,564	----	79½
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	245,282	155,284	----	----
1 Apr. '62	242.0	—	----	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	-------	849,719	414,828	----	----
31 Mar. '62	181.8	—	----	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	68⅝
10 Nov. '58	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	-------	580,000	-------	-------	84.0	-------	-------	-------	—	----
31 Dec. '61	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.3	1,123,454	1,720,396	811,185	5	70½
31 May, '61	175.0	—	----	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	-------	175.0	-------	485,943	181,529	----	----
31 Dec. '61	454.8	252.5	----	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,023	2,965,758	1,150,903	—	56¾
-- -- --	—	—	—	81.5	—	—	—	Illinois River	-------	-------	—	-------	-------	-------	-------					—	----
-- -- --	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	-------	-------	148.0	-------	-------	-------	—	----
-- -- --	46.6	—	----	—	---	---	-----	Peoria and Bureau Valley	-------	-------	—	-------	600,000	-------	-------	oper	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	-------	-------	—	-------	-------	-------	-------					—	----
-- -- '58	186.0	—	----	----	---	---	-----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	-------	-------	186.0	-------	-------	-------	—	----
31 Dec. '58	100.0	—	----	----	---	---	-----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	----
-- -- --	1.0	—	----	----	---	---	-----	Rock Island Bridge	-------	-------	—	-------	-------	-------	-------	oper	by Chic.	& R. Is.		—	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	-------	823,767	-------	—	----
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	-------	-------	108.0	-------	-------	-------	—	----
-- -- --	29.0	—	----	73.0	---	---	-----	Cincinnati, Peru and Chicago	-------	-------	—	-------	-------	-------	-------	29.0	-------	-------	-------	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	-------	249,867	119,342	—	----
31 Dec. '60	72.4	—	----	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	368,122	400,397	133,009	—	58
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	-------	448,858	230,834	9	20
31 Dec. '60	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,584	37,219	2,031,942	84.0	-------	277,952	119,745	—	----
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	----
-- -- '59	64.0	—	----	—	---	---	-----	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	-------	2,000,000	64.0	-------	-------	-------	—	----
1Dec. '60	86.0	49.0	----	—	23	---	-----	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	----
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	645,827	371,40.	—	----
-- -- '58	74.0	—	----	—	---	---	-----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	-------	-------	-------	—	----
30 Nov. '61	73.0	—	----	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,975,801	73 0	325,707	377,692	216,184	10	120
								IOWA.													
1 Jan. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	-------	-------	-------	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	-------	86 0	7 mo's.	85,239	46,771	—	----
31 Dec. '61	111.0	—	----	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	-------	287,143	2,870,015	111.0	107,646	200,160	81,779	—	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	-------	-------	—	245,000	755,000	-------	-------	-------	-------	-------	-------	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	-------	-------	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	---	---	-----	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	-------	-------	-------	—	----
-- -- '59	55.0	52.6	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	-------	-------	-------	-------	107.6	-------	-------	-------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	-------	426,408	227,534	—	85
30 Jun. '57	20.0	—	----	113.0	---	---	-----	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	-------	20.0	-------	-------	-------	—	----
-- -- '58	13.0	—	----	22.0	---	---	-----	Lexington and Danville	765,500	—	—	694,444	71,000	-------	-------	13.0	oper.by	Cov. &	Lex.	—	----
30 Jun. '61	29.0	—	----	—	13	10	230	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	-------	108,944	43,267	—	80
30 Jun. '61	65.1	—	----	—				Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	345,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,122	—	----
-- -- '59	18.8	—	----	70.2	—	—	—	Maysville and Lexington	-------	-------	—	-------	-------	-------	-------	18.8	oper.by	Cov. &	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	---	---	-----	Clinton and Port Hudson	750,666	*	—	-------	-------	-------	-------	22.0	-------	-------	-------	—	----
-- -- --	27.0	—	----	—	---	---	-----	Mexican Gulf	662,911	*	—	-------	-------	-------	-------	27.0	-------	-------	-------	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
1 Mar. '61	206.0	—	----	205.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	-------	2,665,000	1,150,717	-------	206.0	-------	1,232,624	555 434	—	----
31 Aug. '60	53.7	—	----	136.5	---	---	-----	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	245,969	108,424	1,710,819	53.7	-------	-------	-------	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—		180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	.....
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	104
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*		169,200	556,600	—	—	37.0	.....	55,403	28,404	—	.....
31 May, '61	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	236.8	.....	3,922,203	2,305,788	6	65
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	26
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*		1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,783	7	90
31 May, '61	74.3	8.8	49.7	—	32	54	606	Boston and Maine	4,300,849	*	465,758	4,076,974	—	86,655	.....	118.3	.....	776,065	315,071	6½	110
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	132,720	—	.....	61.8	.....	588,871	272,429	8	111½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	119
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	.....	52.3	.....	250,836	122,956	6	90
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	62
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	—	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	—	71.6	.....	543,158	217,054	6	101½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	.....	.....
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	110
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	—	21.6	.....	123,015	24,907	2	53
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	.....	.....
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	106½
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	.....
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	12½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	130½
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	55
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	365,038	144,270	—	.....
— — —	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — —	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	59
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	25
— — —	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
— — '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
— — '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
— — '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
— — '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
— — '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	25	22	336		*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	—	—	.....	*Hannibal and St. Joseph*	12,384,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
— — —	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	—	—	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,287	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,584,506	61.3	334,532	459,659	128,366	8	56½
30 Sep. '59	46.8	—	.....	—	—	—	.....	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	62½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	102½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	288,657	353,101	187,136	4	56
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	78.0	.....	274,204	162,841	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	—	—	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	—	12,171,200	124.2	.....	2,058,989	913,829	12	126
31 Dec. '60	60.2	—	.....	—	—	—	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	91½
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	—	—	—	New Jersey	3,609,089	400,378	1,249,621	4,397 820	688,000	—	5,628,931	33.8	—	992,767	579,981	10	132
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	164,157	—	—	—	—	—	—	—	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	90
31 Dec. '60	13 0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	55,582	.....	—	—	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated; incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	oper. by Rens. & Sarat.				—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	oper. by Western.				6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	593 845	187,704	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	130
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10.427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	oper. by Erie.			24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	oper. by Erie.			30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	—	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	43½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343.021	119,454	—	16½
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	—	7,309,042	2,601,063	6	92½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,306	495.0	3,019,000	5,180,321	1,827,406	—	34½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	14½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.			60,000	6	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	oper. by B., N. Y. & E.		2,22,047	—	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	oper. by Rens. & Sar.				5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500 000	378,000	3,876	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,257	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	oper. by Hud's River.				6.	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	oper. by other Co's.				—	—
1 Jan. '62	10½	—	¾	30.0	—	—	—	Warwick Valley	185,000	—	—	100,000	85,000	—	185,000	10½	oper. by Erie R. W. Co.			—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	—	6
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	—	314,091	102,765	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	699,716	230,551	—	—
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	—	646,205	329,714	7½	98
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19.180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	113
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369 848	238,003	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,353,000	—	—	96.6	—	1,120,370	662,948	14	114
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	21½
31 May '62	109.2	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,028,820	188.6	610,262	1,003,637	543,488	3	46½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,686	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	oper. w. Lit. Miami.			177,371	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	—	375.002	212.107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	—	36.6	—	62,025	3.565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	102,180	52,408	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	—	69,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3.532,266	500 524	412,002	2,981,267	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	8	106
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	—	434,290	99,554	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	898,518	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	153.9	62.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper. by C., C. & C.				—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	855,502	1,012,236	400,559	—	19
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94.342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	54
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	219,548	22,490	—	4
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	—	2,169,946	1,339,680	—	95
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	oper. r. b. Buf. & S. L.				10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	56.5	—	436,237	153,334	6	54½
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32.411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	3	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	52½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	oper. r. by C., W. & E.				—	19
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	—	753,318	670,227	6	49½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991.150	72.3	—	556,192	379,976	10	48
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	—	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364,225	292,124	—	9
31 Dec. '60	331.1	28.1	391.7	—	205	124	2,668	Pennsylvania	23,581.158	3,065.289	3,474.545	13,261,960	17,163,947	347,489	32,407,124	423.0	3,476,812	5,932,701	2,296,402	—	47
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374.800	104,720	1,742,333	24.0	—	288,657	157,194	—	49½
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	—	25,225,48	151.4	1,795,927	2,905,838	1,412,905	—	27½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by Cam. & Amboy			—	125½
1 Oct. '61	93.0	6.0	—	—	82	109	565	Phila., Wilmington and Balt.	7,021,713	744,425	142,840	5,600,000	2,475,500	140,993	8,742,000	200.5	439,760	1,516,985	675,482	6½	51

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803		1.756,436	1,500,000	85,312	3,426,836	22.0	11,406	70,228	21,217		
31 Dec. '61	467.5		68.7		104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 323	18,999 551	467.5	2,434,641	3,031,787	1,299,721		31
30 Sep. '59	31.0			11.0				Pittsburg and Steubenville	1,947,462	*		1,221,277	280,000								
30 Sep. '59	54.0		3.0		7	7	26	Schuylkill and Susquehanna	1,258,700	*		1,258,700	97,000		1,355,700	54.0					
30 Sep. '59	9.2	15.3	14.9					Schuylkill Valley	573,616	*		568,150			573,616	24.5		34,501	29,604	3½	
31 Mar. '61	28.0	1.2	2.0		4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227			96,227	54,582		
31 Dec. '59	148.0		20.0	140.0				Sunbury (Phila.) and Erie	6,393,712	107,252		4,506,920	4,369,070	861,271	10,1e9,869	148.0		114,126	61,848		16
30 Nov. '59	29.6	6.5	31.9		8	3	127	Tioga	703,349	85,932		97,550	396,000			29.6		83,072	47,007	6	
30 Sep. '59	26.4		2.1		4	11	9	Westchester and Philadelphia	1,410,638	74,677		682,170	944,169	52,434	1,679,301	26.4		125,597	4,502		
30 Sep. '60	78.0		6.0		16	8	126	Williamsport and Elmira	4,050,314	*		1,500,000	2,200,000	293,895		78.0	199,878	238,420	880,339		12½
								RHODE ISLAND.													
1 Jan. '60	50.0		2.0		12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	276,800			62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6		0.5			3	5	Providence, Warren & Bristol	448,666	*		4 37,917	8,500			13.6		26,454	6,914		
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5		182.4	2		26	Blue Ridge	2,126,539			1,916,515	217,577		2,134,092	13.2					
31 Dec. '58	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9					
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000			109.6		283,263	151,536	6	
— — '58	40.3							Cheraw and Darlington	600,000	*		400,000	200,000			49.3					
1 Jan. '59	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546	2,919,554	164.5		341,190	125,871		
31 Aug. '58	22.5							Kings Mountain	196,230	*		200,000			200,000	22.5				5	
31 July '58	32.0							Laurens	543,403	*		400,000	106,218		575,729	32.0		27,568	8,527		
28 Feb. '59	102.0							North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0		220,014	96,145		
31 Dec. '60	136.0	106.0			62	59	790	South Carolina					2,643,833					1,499,636	701,943	7	
31 July '58	25.1			41.9				Spartanburg and Union								25.1					
								TENNESSEE.													
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187		
1859				17.0	2		14	Edgefield and Kentucky	857,947	*		333,204	612,000	60,900		30.0	29,845	9,359	7,486		
1859	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000		140.0		318,718	187,466		
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407		130.3	150,142	297,806	3 149,167		
1860	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0		1,636,096	873,597		
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000							
1859	100.0		30.6	55.8				Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000								
1859	59.0			40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518		59.4	69,870	177,256	60,029		
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4	54,175	83,129	44,666		
1859	34.2		7.0		12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		34.2	30,065	23,808	13,892		
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000			159.0		734,118	337,384	6	
1859								Nashville and Northwestern													
1860	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,953	87,243		
1859	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248			
								TEXAS, (*all aided by State*).													
— — '58	32 0			158.0				Buffalo Bayou, Braz.& Col'r'do								32.0					
— — '58	56 0			184.0				Galvest., Houst. & Henderson								56.0					
— — '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275-000	240,000	171,560		50.0	31,300	32,670			
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000		70.0	102,200	282,846	196,568		
— — '59	25.0			110.0				San Antonio & Mexican Gulf								25.0					
— — '59	28.0			756.0				Southern Pacific								28.0					
								VERMONT.													
31 May, '61	90.7		8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422		1,280,400	800,000	60 589		90.7	118,219	183,750	92,683		80
31 Aug. '60	119.6		13.0		26	18	600	Rutland and Burlington	3,989,708	617,743		2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318		
31 Aug. '60	62.0		4.0		10	6	174	Rutland and Washington	1,771,683	*		950,000				62.0	142,839	150,318	30,288		
31 Aug. '60	119.0		20.0		42	28	885	Vermont Central	8,402,055	*		5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727		
31 Aug. '60	47.0		2.8					Vermont and Canada	1,350,695			1,350,000			1,380,695	ope	r. by Vt.	Central			123½
31 Aug. '60	23.7		0.7		3	4	43	Vermont Valley	1,212,274	89,612		516,164	793,200			23.7	47,950	45,930	8,522		
31 Aug. '60	54.0	10.5						Western Vermont	1,083,500	*		332,000	700,000		1,083,500	ope	r.b.Troy	& Boat.	56,858		
								VIRGINIA.													
31 Aug. '59	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194						
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		113.7	703,034	136,302	43,062		
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332		
30 Sep. '59	103.5				8			Northwestern Virginia	5,322,150	*		468,605	5,719,229			103.5	345,427	248,004	loss		
30 Sep. '60	88.3	68.4	10.0		16	16	175	Orange and Alexandria				2,083,655	2,517,500	590,056		167.7	270,846	450,427	222,214		
30 Sep. '59	123.3	10.1			19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,851,500	292,842	4,745,256	133.4		410,166	201,344		
30 Sep. '59	59 2	21.3			14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5		326,554	213,852	7½	
30 Sep. '60	140.5	2.7	12.0		28	30	418	Richmond and Danville	3,726,037	*		1,981,197	1,200,000	75 908	6,755,655	143.2	224,014	560,904	282,328		57
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828		78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1		10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,808	26,853		43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7		0.2	14.6	2		23	Richmond and York River	704,840	20,554		657,812	85,000			23.7	12,542				
31 Jan. '60	80.0				10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0		240,446	121,053	7	
30 Sep. '60	178.2		21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,939	4,832,929	195.0	280 988	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6		39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,439	347,957		
30 Sep. '59	32.0		2.5		5	4	49	Winchester and Potomac	516,830	59,000		300,000	120,000	24,736		32.0	30,000	49,971	14,469		
								WISCONSIN.													
1 Dec. '59	55.0		2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000		800,000	700,000	25,000		55.0					
31 Dec. '61	199.9		24.9					*Milwaukee and Minnesota*	7,400,000	*		4,940,000	2,480,000			199.9		756,476	329,580		
31 Dec. '58	40.0				5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182		
— — '57	42.0			27.8				Milwaukee and Horicon	919,757	*		1,101,200				42.0	10 mos.	60,066			
31 Dec. '61	191.9	42.5	28.3		45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*		4,826,800	2,467,000	58,549	8,036,604	234.4		1,108,354	436,039		31
— — '57	50.0			85.0				Milw., Watertown & Baraboo	514,238			345,861	132,000			50.0		121,401			
10 May, '61	104.0			38.8	8	7	321	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438		
— — '58	10.0			55.0				Wisconsin Central	600,000						operated	by	Fox Riv	er Vall.			
								CANADA.													
31 July '61	161.0				31	27	40	Buffalo and Lake Huron	7,056,450	*		6,819,800	188,080		7,150,000	16.10	400,075	1,771,780	363,670		
— — '59	81.0				16	17	214	Montreal and Champlain								81.0	166,245				11
— — '59	37.0	11.0		72.0	2	2	17	Brockville and Ottawa								48.0					12
30 Sep. '58	624.0	137.0		78.0	204	130	2,399	Grand Trunk	46,651,084	*		15,603,128	31,351,133		46,954,261	761.0	2,049,997	1,069,219	4,000	6	33
— — '59	229.0	128.0			87	126	1,689	Great Western	22,153,321	*		14,054,908	8,480,849			357.0	1,360,900			3	
— — '59	24.0				2	2	52	London and Port Stanley								24.0	37,081				
— — '59	95.0	1.6			17	20	337	Northern (O. S. & H.)								96.6	254,530				
— — '59	54.0				5	8	118	Ottawa and Prescott								54.0	89,222				
— — '59	25.0				4		57	Welland								25.0					
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0		14	18	235	European & North American	4,548,564	*		4,637,852			4,637,852	108.0		130,678	36,432		
1 July,'61	60.0							New Brunswick and Canada	1,402,748	102,388		1,380,000	13,100	136,000	1,709,232	60.0		132,555	36,670		
								NOVA SCOTIA.													
31 Dec. '61	61.5			60.1				Nova Scotia	4,268,717	*						61.5		120,918	26,803		
								NEW GRANADA.													
31 Dec. '60	48.7							Panama	8,000,000	*	620,304	5,000,000	2,400,000		9,603,530	48.7		1,539,859	1,110,652	12	128

New York Stock Exchange.

Actual Sale Prices for the week ending July 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23.
Federal Stocks:—						
U. S. 5s, 1871	----	----	----	86⅜	87	
U. S. 5s, 1874	86⅛	86	----	86¼	86⅜	86
U. S. 5s, 1865	----	----	----	90	----	
U. S. 6s, 1881, reg.	100¼	100	98	99	98	97
U. S. 6s, 1881, cou.	99⅞	99⅞	97⅞	98⅛	98	98
U. S. 6s, 1862	----	----	----	----	----	
U. S. 6s, 1867	----	----	----	----	97⅛	----
U. S. 6s, 1868	----	----	----	----	97⅛	97⅛
Treasury 7 3-10 Notes	102¼	102¼	101⅛	102⅜	102⅛	102⅛
State Stocks:—						
California 7s	96	96	95½	----	95	95
Georgia 6s	75	----	----	----	----	----
Illinois Coupon bonds	----	----	----	----	----	----
" Canal bonds	94	----	----	----	----	----
Illinois War Loan	95	95	96	96¼	97	96½
Indiana 5s	----	----	----	----	----	----
Indiana War Loan	92½	----	----	----	----	----
Kentucky 6s	94⅛	94	----	----	95¾	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	46¼	46⅜	46½	47⅛	46⅜	47
Do. iss. to H.&St.J.R.	60	60	----	----	----	59
New York 6s, 1873	----	----	117	----	----	----
North Carolina 6s	68	----	65	64½	----	----
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	103	----	104	----	----	----
Tennessee 6s, 1890	50	50⅜	50½	50⅛	50	49¾
Virginia 6s	54⅛	54	----	----	----	52
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. and Q.	75⅛	----	76	78	78⅛	79⅛
Chicago and Rock Isl.	62⅛	62⅛	62⅛	64⅛	63¼	63⅜
Clev., Col. and Cin.	----	113¾	----	113⅛	114	----
Clev. and Pittsburg	22	----	22	22⅛	21⅝	----
Clev. and Toledo	----	46⅛	46⅛	47⅛	46⅞	46⅛
Del., Lack. and West	----	----	94	----	70	93
Galena and Chicago	67⅛	69	69	70⅜	70	70⅝
Hudson River	43⅜	43⅛	43⅛	43⅛	----	43⅛
Illinois Central (scrip)	56⅛	56⅛	56⅛	57	56⅞	56⅞
Michigan Central	58⅛	58⅜	58⅛	60⅛	59⅛	59
M. S. and N. I. guar'd,	53⅛	54⅛	54⅛	56	55⅛	55⅛
M. S. and N. I.	24⅛	24⅛	24⅜	25	24⅛	25
Mil. and P. du Chien	31⅛	31⅛	32	----	32	----
M. and P. du C. 1st pref.	----	----	----	----	----	88⅛
M. and P. du C. 2d pref.	----	68	----	----	----	66
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	89⅜	91	91⅛	93⅛	92⅛	92⅛
Erie	33⅛	34⅛	34	34⅛	34⅛	33⅜
Erie pref.	61⅛	62⅛	----	62⅛	62⅛	61⅛
N. York and Harlem	14⅜	15	14⅜	14⅜	15	14⅛
N. Y. and H. "pref."	----	35	35⅛	35	35	----
Panama	129	130⅛	----	131⅛	----	130⅛
Phila. and Reading	55	----	----	54⅛	55⅛	55⅛
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	40	----	----	----	40	----
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N. W. 1st M.	----	----	----	----	----	----
" " 2d M.	28	28	----	28	----	27
" " S. F.	----	----	----	----	----	92¼
Cl. & Tol. S. F. 7 p.c.	----	----	90¼	----	90	----
Chi., Bur. and Q. 8 p.c.	108	----	----	107	----	----
Chi. and R. I. 1st M. '70	----	----	----	----	----	103
D. L. & W. 1 M. 8 p.c. '71-5	----	----	108	----	----	----
" 2 M. 8 p.c. '81	----	----	----	104	----	----
Gal. & Ch. 1 M. 7 p.c. '63-104⅛	----	----	104⅛	105¼	----	----
" 2 M. 7 p.c. '75	----	102	102	----	----	----
Hann. & St. J. bonds	48	----	----	47	----	----
Hudson R. 1 M. 7 p.c. '69	----	----	----	112	112	----
" 2 M. 7 p.c. '60	----	103⅛	----	----	----	----
" 3 M. 7 p.c. '75	93	----	----	92	----	----
" sink. fund	----	----	----	----	----	----
Illinois Central bonds	----	----	----	93¼	93	93
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. and P. du C. 1st M.	----	91	----	----	92¼	93
Mich. Cen. S. F. 8 p.c. '82	----	102	----	----	----	104
" conv. 8 p.c. '69	----	----	----	106⅛	106⅛	106⅛
M. S. & N. I. 1 M. S. F.	100⅛	100⅛	100	100	----	99⅛
" " 2 M.	82⅛	82⅛	----	82⅛	----	82
N. J. Central 1st M.	----	----	108	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83	102	----	101¼	----	102	----
" 1 M. 7 p.c. '64	----	----	----	----	----	----
" bonds 1876	----	----	----	----	108⅛	----
N. Y. & E. 1 M. 7 p.c. '67	107	----	----	----	----	----
" 2 M. 7 p.c. '64	105⅛	----	----	----	----	----
" 3 M. 7 p.c. '88	97⅛	----	97⅛	98⅛	98	98⅛
" 4 M. 7 p.c. '80	----	89	89	89⅛	88⅛	88⅛
" 5 M. 7 p.c. '83	----	----	----	----	82	----
N. Y. & H. 1 M. 7 p.c. '73	105⅛	----	----	----	----	105⅛
" 2 M. 7 p.c. '64	103	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	83
Pitts., Ft. W. & Chi. 1 M.	89	88⅛	----	91	91⅛	92
" " " 2d M.	----	----	----	76	77	77
" " " 3d M.	----	----	----	----	----	----
Terre H. & Alton, 1 M.	----	----	----	----	103	103
" " 2 M.	----	----	----	----	----	----
Toledo & Wab. 1 M.	90	90	----	91	----	----
" " 2 M.	62	62	63	63	63	63½
Miscellaneous:—						
American Gold	118⅛	119⅛	118⅛	120⅛	120⅜	119⅜
Del. and Hud. Canal	----	----	----	95	94⅛	----
Penn'a Coal Co.	----	95	95⅛	----	95⅛	----
Pacific Mail S. S. Co.	106	107	107⅛	107⅛	107⅛	107⅛

The following are the closing prices in the London Market on the 4th July:

United States 5s, 1874	x. c.	75 to	77
Maryland 5s		76 "	78
Virginia 6s		45 "	47
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	x. c.	61 "	63
Erie shares, ex assessment scrip		29 "	30
Erie shares, 7 per cent. preference		52 "	53
Erie shares, assessment scrip		1¾ "	2¼
Illinois Central 6s, 1875		71 "	73
Illinois Central 7s, 1875	x. c.	77 "	78
Illinois Central $100 shares, $90 paid, dis.		48½ "	47½
Illinois Central, all paid		48 "	49
Michigan Central 8s, Convertible, 1869		84 "	86
Michigan Central Sinking Fund 8s, 1882		86 "	88
Michigan South. and North. Indiana 7s, 1885		78 "	80
Do. do. do. $100 shares.		19 "	21
New York Central 6s, 1883		82 "	84
New York Central 7s, 1864	x. c.	83 "	85
New York Central 7s, 1876		88 "	90
New York Central 7s, 1876		88 "	90
New York Central $100 shares		75 "	77
New York and Erie 7s, 1867		89 "	91
New York and Erie, 2d mort., 1859		88 "	90
New York and Erie, 3d mort., '83, assented		78½ "	79½
New York and Erie, 4th mort.		72 "	74
New York and Erie, 5th mort.		70 "	72
New York and Erie Bonds, 1862, '71, '75		-- "	--
New York and Erie shares, assented		-- "	--
Panama, 1st mortgage 7s, 1865		100 "	102
Panama, 2d mortgage 7s, 1872		99 "	101
Pennsylvania Central 6s	x.c.	83½ "	84½
Pennsylvania Central 2d mortgage		83½ "	84½
Pennsylvania Central $50 shares		38 "	40
Philadelphia and Reading $50 shares		20 "	25

American Railroad Journal.

Saturday, July 26, 1862.

Railroads in Southern Austria and Italy.

Some interesting statements respecting what may be termed the Austrian system of railroads were made at the recent meeting of stockholders in Paris. These works were originally undertaken by the government; but transferred to a company of capitalists about seven years ago, in consequence of the financial condition of the country. They comprise six groups, known as those of Trieste, Hungary, the Tyrol, Venetia, Lombardy and Central Italy. It will be seen that they extend to some of the provinces in the new Kingdom of Italy as well as the States of Austria.

The whole roads will be, when completed, 1,907 miles in length; of these, 1,327 miles are already finished. Beginning at Vienna, one line stretches south-westward through Upper Austria, Styria, Carinthia and Carniola, to the port of Trieste on the Adriatic; this has been in operation for several years. A second connects the cities of Trieste and Venice by an exceedingly curved line. A third traverses the great plain of Northern Italy about midway between the Alps and the river Po, terminating at Milan. Another extends from Milan southward to the Po opposite Piacenza, crossing the river by a temporary structure, while a more permanent one is in course of construction. From Piacenza this is continued to Bologna, nearly parallel with the old Æmilian way, which though built over 2,000 years ago, is still in tolerable condition. We believe the Italian Government is extending this great avenue to the Adriatic, if it has not already reached it at Ravenna. Ultimately it will traverse the peninsula in the direction of its entire length.

A second avenue between Vienna and Northern Italy is to be built, the work of surveying it having begun some time ago. It will cross the Tyrolese Alps, at the head of the Adige river, where the pass is between 5,000 and 6,000 feet high. Passing down that valley, which is famous in the wars of the first Napoleon, it will strike the great Venetian line at or near the fortress of Peschiera, and pass down the river to Mantua.

The principal Hungarian line, when completed, will pass from Vienna down the Danube, by way of Presburg and Buda-Pesth, and thence proceed across the central plain to two or three points on the Theiss. A portion of this was opened last year. A number of subordinate lines are also provided for in connection with the great trunks mentioned above.

The report of last year's operations is highly satisfactory in a financial point of view. On the 1,327 miles in operation the gross receipts amounted to 63,516,556 francs, equal to $12,500,000 in round numbers; while the working expenses were only 24,598,351 francs, or less than 39 per cent. Compared with the previous year these figures show a very large gain in receipts, with an actual decline of expenses. The dividends declared were ten per cent. leaving still a handsome sum as surplus.

The prosperity of this great work, of course, is owing to the fact that, traversing very popular and rich districts of country, it has practically no rivals. Concentrate the whole travel and traffic of any great country upon a single line, and it will be badly managed indeed if it does not enrich its stockholders.

Penobscot and Kennebec Railroad.

The annual meeting of this company was held at Bangor, Me., on the 9th inst., at which the report of the directors for the fiscal year ending May 31, 1862, was presented. During the past year, and since December 1, 1856, this road has been operated under lease by the Androscoggin and Kennebec Railroad Company. The net earnings of both roads after paying all expenses incident to their operation, are divided in the proportion of three-sevenths to the former and four-sevenths to the latter company. The earnings of the whole line during the past year have been:

From 90,441 passengers	$130,316 32
" 53,061.23 tons freight	106,040 30
" express, mail, etc.	17,885 64
	$254,242 26

And the expenses were:

Repairs of track	$45,295 19	
" equipment	13,923 30	
" buildings, etc.	5,327 80	
Train expenses	13,453 03	
Station expenses	13,768 44	
Fuel	17,001 52	
Oil and waste	2,318 69	
All other expenses	11,469 65	
		124,557 62

Net earnings for the year:

Androscoggin and Kennebec Railroad Company, 4-7ths	$74,105 51	
Penobscot and Kennebec R. R. Co., 3-7ths	55,579 13	
		129,684 64

Compared with the previous year the gross earnings show a decrease of $64,263 14
With a decrease in expenses of 29,293 92

Making the decrease in net earnings $34,969 22 —the amount received by this company is therefore $14,986 81 less than that of the previous year. The report says:

In consequence of the great falling off in the earnings of the road from the commencement of the year to March last, and the uncertainty of any immediate increase, your Directors were compelled (they having no other means to meet the claims of the company) to give notice to the City of Bangor that they were unable to provide for the pay-

ment of the bonds and coupons outstanding, over due and unpaid, and for those becoming due in April then following, and which were issued in aid of the construction of your road. The whole amount over due and unpaid at that date, and those falling due in April, was $66,580.

Since notice to the city, the earnings received from the Androscoggin and Kennebec Railroad Company have been paid into the city treasury, and amount to $13,281, leaving a balance of bonds and coupons outstanding and unprovided for by the company, of $53,299.

In consideration of the payment weekly of the earnings into the City treasury as stated, and by the request of your Directors, the City council have deferred any action in the premises, for the purpose of giving all parties interested, time and opportunity to make arrangements to relieve the city from its liability for the over due and unpaid bonds and coupons.

You are aware that an act was obtained from the Legislature in 1856, authorizing the consolidation of the Penobscot and Kennebec and the Androscoggin and Kennebec Railroad Companies. There was inserted in that act, against your wishes and consent, a provision, which in case of consolidation under it would have operated adversely to the interests of the new corporation, and has heretofore prevented the uniting the two corporations.

The last Legislature repealed the objectionable provision, so that, as far as relates to the act, there is no obstacle in the way of consolidation.

To consummate that purpose, the Directors of the two companies respectively, in accordance with the provisions of the act, have agreed upon the terms and conditions of consolidation, the mode of carrying the same into effect, the name of the new corporation, and other things to be done as specified therein.

The contract we believe to be satisfactory to all parties interested, as they have, most of them, acceded to the proposition, by signing written agreements to abide by its provisions.

To carry the agrement into effect, and consolidate the two companies permanently and effectually, it will be necessary to raise the sum of $75,000 to pay the outstanding and over due bonds and coupons of the City of Bangor which now remain unpaid, and to pay the notes given by the Penobscot and Kennebec Company for the property purchased of the owners of the Pier Corporation, a large amount of which falls due the first day of January next, which will have to be provided for, or the company will lose their rights to a large and valuable real estate, which is indispensable for the use of the company.

In case the agreement is not carried out and consolidation not effected, your road and all the property connected therewith will pass out of the possession of the stockholders, and the title by foreclosure will become vested in the mortgagees.

The foreclosure of the mortgage to secure the third bonds, so called, expires on the 12th of the current month.

A large number of the third bondholders, however, have agreed to comply with the terms of consolidation, provided it is perfected before the first day of August next, and have signed an agreement to that effect.

The foreclosure of the second mortgage expires on the 12th day of February, 1863.

The company has of second mortgage bonds which are pledged as collaterals for $13,033 75; of bills payable, $23,000; of third mortgage bonds unsold $143,000; and 1,140 shares of stock, received mostly from sale of third mortgage bonds.

The coupons outstanding amount to $109,233; and the unsettled land damages, etc., to $5,800; to which add interest scrip, bills payable, etc., as below, $89,244 98—making the floating liabilities of the company $204,277 98.

The assets consist of bonds of city of Bangor, $1,000. Bills receivable and accounts, $3,933 08; city of Bangor, $13,281; cash, 1,251 22—total $19,465 30.

The funded debt consists of the three classes of bonds enumerated below, amounting in the aggregate to $1,213,600.

General Account.

Capital stock	$557,829 45
1st mort. for city of Bangor bonds	780,000 00
2d mortgage bonds sold	277,000 00
3d mortgage bonds sold	156,600 00
Interest scrip due to stockholders	15,333 24
Bills payable and accounts	73,911 74
	$1,860,674 43
Construction	$1,613,473 58
Equipment	104,019 21
Stock in Pen. & Ken. R. R. Co.	78,014 20
City of Bangor bonds unsold	1,000 00
Bills receivable and accounts	3,933 08
City of Bangor	13,381 00
Cash	1,251 22
Profit and loss—balance	45,702 14
	$1,860,674 43

The office of the company is at Bangor, Me. The officers are:

President—Hollis Bowman, Bangor, Me.
Treasurer—Elias Merrill, " "
Superintendent—Edwin Noyes, Waterville, Me.

Interest and Dividends.

The New York Central Railroad Company have declared a semi-annual dividend of three per cent (free of the U. S. Income Tax, which will also be paid by the company) payable on the 20th of August next in New York, at the Banking House of Messrs. Duncan, Sherman & Co.; in Boston, at the office of J. E. Thayer & Brother; in Albany, at the Albany City Bank; and on the 20th September, in London, at the Union Bank of London. The transfer books will be closed on the 31st inst., and re-opened on the 23d of August.

The New Jersey Railroad and Transportation Company have declared a semi-annual dividend of five per cent., payable on the 31st inst. The transfer books will be closed from to-day until the 2d of August.

The interest on the first mortgage bonds of the Hudson River Railroad Company, due August 1, will be then paid at the Treasurer's office.

The Delaware and Raritan Canal and Camden and Amboy Railroad and Transportation Companies have declared a dividend of 5 per cent.

The directors of the Cleveland, Columbus and Cincinnati Railroad Company have declared a dividend of five per cent. out of the net earnings of the six months ending 30th June, and a stock dividend of five per cent. out of the accumulated surplus, both payable on and after July 28th. Stockholders registered in New York will be paid at the office of the United States Trust Company of New York. The dividend certificates to be issued for fractional shares, will not be entitled to future dividends, until converted into full shares.

The Central Railroad Company of New Jersey, have declared a quarterly dividend of two and a half per cent., payable on the 16th inst.

The interest warrants or coupons of the Cleveland and Toledo Railroad Company, due 1st August, will be paid at the Corn Exchange Bank, on the 25th inst.

The Farmers' Bank of Kentucky has declared a dividend of three per cent.; the Bank of Kentucky one of two and a half per cent.—payable at the Bank of America. The New Orleans Canal and Banking Company advertise to pay its Northern stockholders their last two dividends at Messrs. M. Morgan & Son's, No. 37 William street.

The Brooklyn City Railroad Company has declared a dividend of four per cent., payable on the 31st inst.

The Connecticut River Railroad Company has declared a dividend of $3.09 per share, payable August 1, the odd nine cents to be paid to the United States for the tax on dividends.

A dividend of three per cent. has been declared by the Galena and Chicago Railroad Company payable on and after the 30th inst., in exchange on New York at par. The Income Tax of three per cent will be reserved from all dividends paid on and after the 1st of August next.

Postage Stamp Currency Bill.

Annexed is a copy of the act to authorize payments in postage stamps, and to prohibit the circulation of notes of less denomination than one dollar:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be and is hereby directed to furnish to the Assistant Treasurers and such designated depositories of the United States as may be by him selected, in such sums as he may deem expedient, the postage and *other stamps* of the United States, to be exchanged by them, on application for United States notes; and *from and after the first day of August next*, such stamps shall be receivable in payment of all dues to the United States less than five dollars, and shall be received in exchange for United States notes when presented to any Assistant Treasurer or any designated depository selected as aforesaid, in sums not less than five dollars.

Sec. 2. *And be it further enacted*, That from and after the first day of August, eighteen hundred and sixty-two, no private corporation, banking association, firm or individual shall make, issue, circulate or pay any note, check, memorandum, token, or other obligation, for a less sum than one dollar, intended to circulate as money, or to be received or used in lieu of lawful money of the United States; and every person so offering shall, on conviction thereof in any district or circuit court of the United States, *be punished by fine not exceeding five hundred dollars, or by imprisonment not exceeding six months, or by both, at the option of the court.*

Approved July 17, 1862.

By the above it will be seen that postage stamps are not made a legal tender, excepting for dues to the Government, but as they are to be at all times redeemable by the Government in sums of five dollars, and even smaller amounts, when the new small notes are issued, they will circulate as freely as if they had been made a legal tender.

Chicago Manufactories.

In Chicago, an extensive iron-working establishment is now being erected by Messrs. Chas. Kellogg & Co., of Detroit. Its site is on the east side of the river, near the locality of Ward's Chicago Iron Rolling Mills. These new iron works of Messrs. Kellogg & Co. are to be devoted to manufacturing iron and railroad bridges, engines and machinery, and other work, and they expect to have the establishment in full blast in less than a year from the present time. The firm have enterprise, skill, experience and capital to carry on a large business successfully. They have just completed for Ward's Iron Rolling Mills, in Chicago, two immense Nasmyth steam hammers, each striking blows of 70 tons, or less, as may be required.

In order to keep pace with the rapidity increasing demand for railroad iron, Capt. E. B. Ward has determined to erect, in Chicago, another Rolling Mill, of still greater capacity than his present one in that city. For this purpose he purchased

on 10th ult. a tract of land above the site of the present works, and will at once contract for the building and machinery.

The Pacific Railroad.

An Act to amend an act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri river to the Pacific ocean, and to secure to the Government the use of the same for postal, military, and other purposes," approved July 2, 1862.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the first meeting of the commissioners named in the act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri river to the Pacific ocean, and to secure to the government the use of the same for postal, military, and other purposes," approved July second, eighteen hundred and sixty-two, and of the five commissioners directed by said act to be appointed by the Secretary of the Interior, shall be held at Bryan Hall, in the city of Chicago, in the State of Illinois, on the first Tuesday of September next at twelve o'clock at noon. A notice of said meeting, to be signed by at least ten of the commissioners named in said act, shall be published at least once a week during the six successive weeks commencing on the twentieth of July, one thousand eight hundred and sixty-two, in one daily newspaper in each of the cities of Boston, New York, Philadelphia, Cincinnati, Chicago, and St. Louis, and no other notice of said meeting shall be requisite.

Approved, July 12, 1862.

Railroad Bridge in Portugal.

Railway works are marching on in Portugal. A fine bridge, which crosses the Tagus, on the Lisbon and Badajoz Line, has just been terminated. The bridge, which has been constructed in 18 months, is formed entirely of iron, and it has 16 openings, each of 100 feet span. The piles on which the structure is placed are composed of two cylindrical iron tubes, 5 ft. 4 in. in diameter, and they have been sunk at a distance of about 6 ft. 8 in. from each other. For the purpose of securing greater solidity and strength they are strongly bound together with ironwork. In two months locomotives will thus be enabled to cross the Tagus at a height of more than 50 feet above the ordinary level of the river, and with the same security as on any other part of the line. The Lisbon and Badajoz line forms part of the Royal Portugese system now in course of rapid construction, under the direction of of French engineers. The system must not be confounded with the South-Eastern of Portugal, which exhibits a locomotive in the machinery annexe of the International Exhibition. From Badajoz the line will be carried by another company to Cindad Real, across the South of Spain, while in another direction it will be connected with Madrid. The railway navvy is now hard to work throughout the Spanish peninsula, and although personally he is rather a tough diamond, he cannot but be regarded as the agent of modern civilization.

The British Revenue.

The total revenue of the United Kingdom for the year ending June 30th, 1862, amounted to £69,685,789, derived from the following sources:

Customs	£23,644,000
Excise	18,047,000
Stamps	8,657,945
Taxes	3,154,000
Property tax	10,549,000
Post Office	3,535,000
Crown lands	296,000
Miscellaneous	1,802,844
	£69,635,789

Compared with the preceeding year the revenue shows a net decrease of £2,177,305, the falling off having taken place in the excise duty on paper, which has been abolished, and in property tax, which has been reduced during the year. The items of customs, stamps, post office, and miscellaneous show a fair increase over those of 1861. The last quarter differs but slightly from the corresponding one of last year.

The National Tax Bill.

INTERNAL TAXES OF THE UNITED STATES.

The following is a complete list of the new internal taxes which will come into operation on the first of August. It has been carefully prepared from an official copy of the act, and is arranged in a manner most suitable for ready reference.

LICENSES.

[Any number of persons may carry on business in copartnership under one license; but, with the exception of auctioneers and peddlers, a license is available for one place of business only, storage alone being permitted elsewhere.]

Amusements.—Theatres	$100 00
" Circuses	50 00
" Jugglers	20 00
" Other public exhibitions	10 00

No license procured in one State is held to authorize exhibitions in another State, but a separate license is required for each State.

Apothecaries, except where annual gross receipts do not exceed $1,000, or where a wholesale or retail dealer's license has been taken out	10 00
Auctioneers	20 00

Not allowed to sell at private sale under this license. No license required for auction sales made by judicial or executive officers, or public sales by executors or administrators.

Bankers not incorporated or legally authorized to issue notes as circulation	100 00
Billiard Rooms and Bowling Alleys open to the public, for each table or alley	5 00
Brewers	50 00
" of less than 500 bbls. per year	25 00
Brokers in Stocks, Shares, Money and Exchange	50 00
Brokers, Commercial, Shipping, Real Estate, etc.	50 00
Exempt—Parties having taken out Wholesale Dealer's, or Banker's License.	
Brokers in Land Warrants	25 00
Cattle Brokers	10 00
Claim and Patent Agents	10 00
Coal-Oil Distilleries	50 00
Confectioners, Retail, except where the annual gross receipts do not exceed $1,000, or where a wholesale or retail dealer's license has been taken out	10 00
Dealers, Retail, except where the annual gross receipts do not exceed $1,000.	10 00
" Wholesale, who may also sell at retail	50 00
Distilleries of Spirituous Liquors	50 00
" ditto, if of less than 300 bbls. per year	25 00
" of Apples and Peaches, manufacturing less than 150 bbls. per year	12 50
" ditto, if greater quantity, same rate as Distillers of Spirits.	
" Pharmaceutical and Chemical.	*free.*
Eating Houses, except where the annual gross receipts do not exceed $1,000	10 00
Confectionery may be sold without an extra license.	
Hotels, Inns, and Taverns, if rental or annual value of premises is $10,000 and over	200 00
——$5,000 and less than $10,000	100 00
—— 2,500 " " " 5,000	75 00
—— 1,000 " " " 2,500	50 00
—— 500 " " " 1,000	25 00
—— 300 " " " 500	15 00
—— 100 " " " 300	10 00
—— less than 100	5 00
Lawyers	10 00
Livery Stable Keepers and Horse Dealers	10 00
Manufacturers of goods, wares or merchandise, exceeding annually $1,000 in value	10 00
Pawnbrokers	50 00
Peddlers traveling with more than 2 horses	20 00
" " " 2 horses	15 00
" " " 1 horse	10 00
" " on foot	5 00
Peddlers of Dry-goods, who sell or offer one or more original packages or pieces at one time to same person	50 00
Peddlers of Jewelry	25 00
Photographers when receipts do not exceed $500	10 00
Over $500 and under $1,000	15 00
Over $1,000	25 00
Physicians, Surgeons and Dentists	10 00
Rectifiers, who do not exceed 500 barrels or casks of 40 gallons each	25 00
For each additional 500 such bbls., or fractional part thereof	25 00
Spirits, Fermented Liquors, and Wines, wholesale dealers in	100 00
Retail ditto, not to be drank on the premises	20 00
Steamers or Vessels upon waters of the United States, on board of which passengers or travelers are provided with food or lodging	25 00
Tallow Chandlers and Soap Makers	10 00
Tobacconists, except where the annual gross receipts do not exceed $1,000, or where a license has been taken out as wholesale or retail dealer, or keeper of Hotal, Inn, or Tavern	10 00

Penalty for carrying on a business requiring a license, without the same, three times the amount of license.

Penalty for any fraud in return of actual rental of hotel, etc., to the assessor, double the amount of license.

Exemptions.—No license is required for the sale of goods, wares and merchandise, made or produced and sold by the manufacturer or producer at the manufactory or place where the same is made or produced; nor for the sale by vintners of wine of their own growth at the place where it is made; nor by apothecaries as to wines or spirituous liquors used exclusively for medicinal purposes. Physicians who keep on hand medicines for the sole purpose of making up their own prescriptions do not require an apothecary's license in addition to their own.

SPIRITS, ALE, BEER, AND PORTER.

Spirituous Liquors, proof and under, per gallon	$00 20
Above proof duty increased in proportion.	
Beer, Lager Beer, Ale, Porter, and other fermented liquors at the rate of per barrel of 31 gallons	1 00

Ten per cent. added to the amount of duty upon spirituous and fermented liquors if not paid when due.

Penalty for Distillers making false statements as to number and capacity of stills upon application for license, $100.

Penalty for altering inspector's mark of quantity and strength, or for using a cask or barrel bearing inspector's mark of proof for selling spirits of different strength, $500.

Penalty for neglect or refusal to make true and exact entries and reports, $500 and forfeiture of all stock on hand, and utensils of trade; for refusal or neglect to furnish abstracts of accounts to assessor, $500.

MANUFACTURER'S PRODUCTS, ETC.

I. *Specific Duties.*

	m.
Chocolate and Cocoa, prepared, per lb.	$0 01
Cigars, valued at not over $5 per 1,000, per 1,000	1 50
At over $5 and not over $10 per 1,000, do.	2 00
At over $10 and not over $20 per 1,000, do.	2 50
At over $20 per 1,000, do.	3 50
Clock movements, made to run one day, each	0 05

More than one day, each 0 10
Coal, except Pea and Dust, per ton 0 03 5
Cotton, raw, (from Oct. 1, 1862,) per lb. . 0 00 5
Penalty for removal from place of production, without sanction, before the tax is paid, double duty.
Gas, when product not above 500,000 cubic feet per month, per 1,000 cubic ft. 0 05
Above 5,000, and not above 5,000,000, ditto 0 10
Above 5,000,000, ditto 0 15
Private Gas Works are subject to duty. Coal Tar produced in the manufacture of Gas and the products of its re-distillation, free from duty.
Glue and Gelatione, of all descriptions, in solid state, per lb. 0 00 5
Glue and Cement, made wholly or in part of glue, to be sold in liquid state, per gallon 0 25
Ground Coffee, and all preparations of which coffee forms a part, or which is prepared for sale as a substitute therefor, per lb. 0 00 3
Ground Pepper, Ground Mustard, Ground Pimento, Ground Cloves, Ground Cassia, Ground Ginger, and all imitations thereof, per lb. 0 01
Gunpowder, and all explosive substances used for mining, blasting, artillery or sporting purposes, when valued at 18 cents per pound or less, per lb. 0 00 5
Above 18 and not exceeding 30 cts. per lb., ditto 0 01
Above 30 cents per lb., ditto 0 06
Iron—Railroad and all other Iron advanced beyond slabs, blooms or loops, and not advanced beyond bars or rods, and band, hoop and sheet iron, not thinner than No. 18 wire gauge, and plate iron not less than one-eighth of an inch in thickness per ton 1 50
Railroad, rerolled, ditto 0 75
Band, hoop and sheet, thinner than No. 18 wire gauge, plate iron less one-eighth of an inch in thickness, and cut nails and spikes, ditto 2 00
Bars, rods, bands, hoops, sheets, plates, rails and spikes manufactured from iron upon which the duty of $1 50 has been paid, *additional* per ton 0 50
Stoves and hollow ware, per ton, of 2,000 lbs. 1 50
Cast Iron used for bridges, buildings or other permanent structures, per ton 1 00
Leather, Patent or Enameled, per square foot 0 00 5
Patent Japanned Split, used for dash leather ditto 0 00 4
Patent or Enameled Skirting, ditto 0 01 5
All Sole and rough, or Harness Leather made from hides, imported East of the Cape of Good Hope, and all damaged Leather, per lb. 0 00 5
All other Sole or rough, hemlock tanned, and Harness Leather, per lb. 0 00 7
All Sole or rough, tanned in whole or in part with oak, per lb. 0 01
All finished or curried Upper, made from leather tanned in the interest of parties finishing or currying such leather, not previously taxed in the rough, except calf skins, per lb. 0 01
Bend and Butt, per lb. 0 01
Offal, per lb. 0 00 5
Oil-dressed and Deer Skins dressed or smoked, per lb. 0 02
Tanned Calf Skins, each 0 06
Oil, Lard, Mustard-seed, Linseed, and all animal or vegetable, not exempted nor provided for elsewhere, whether pure or adulterated, per gallon 0 02
Exempt—Red Oil or Oleic Acid, produced in the manufacture of candles, and used as a material in the manufacture of soap, paraffine, whale and fish oil,
Oil, Coal-Illuminating, Refined, produced by the distillation of coal, asphaltum, shale, peat, petroleum, or rock oil, and other bitumious substances, per gallon. 0 10
If refined and produced by the distillation of coal exclusively, per gallon .. 0 08
Oxide of Zinc, per 100 lbs. 0 25
Passports, whether issued at home or by Ministers or Consuls abroad, each 3 00
Saleratus and Bi-carbonate of Soda, per lb. 0 00 5
Salt, per 100 lbs. 0 00 4
Screws, commonly called wood screws, per lb. 0 01 5
Slaughtered Meat:—Horned Cattle, exceeding eighteen months old, slaughtered for sale, per head 0 30
Calves and Cattle under eighteen months old, per head 0 05
Hogs exceeding 6 month old, when the number exceeds 20 in any one year, per head 0 10
Sheep, per head 0 05
Penalty for butchers making fraudulent returns, $10 per head on all omitted.
Snuff, manufactured of tobacco, ground, dry, or damp, of all descriptions, per lb. 0 20
Soap, Castile, Palm Oil, Erasive, and all other descriptions, white or colored, except Soft Soap, and Soap otherwise provided for, valued not above 3½ cents per pound, per lb. 0 00 1
Do. above 3½ cents per pound, per lb.. 0 00 5
Fancy, Scented, Honey, Cream, Transparent, and all descriptions of Toilet and Shaving Soaps, per lb. 0 02
Starch made of potatoes, per lb. 0 00 1
Made of corn or wheat, per lb. 0 00½
Made of rice or other material, per lb.. 0 00 4
Steel, in ingots, bars, sheets, or wire, not less than one-fourth of an inch in thickness, valued at 7 cents per pound, or less per ton 4 00
Do. above 7, not above 11 cents per pound, per ton 8 00
Do. above 11 cents per pound, per ton. 10 00
Sugar, Refined, whether Loaf, Lump, Granulated or Pulverized, per lb. 0 00 2
Refined, or made from molasses, syrup of molasses, melado, or concentrated melado, per lb. 0 00 2
Brown, Muscavado, or clarified, produced directly from the sugar cane, and not from Sorghum or imphee other than those produced by the refiner, per lb. 0 01
Sugar Candy, and all confectionery made wholly or in part of sugar, per lb. 0 01
Sulphate of Barytes, per 100 lbs. 0 10
Tobacco, Cavendish, Plug, Twist, Fine-cut, and manufactured, of all descriptions, not including snuff, cigars, and smoking tobacco, prepared with all the stems in, or made exclusively of stems, valued at more than 30 cents per pound, per lb. 0 15
Do. valued, at 30 cents or less per pound, per lb. 0 10
Smoking, prepared with all the stems in, per lb. 0 05
Do., made exclusively of stems, per lb.. 0 02
White Lead, per 100 lbs. 0 25
Wine made of grape, per gallon 0 05

II. *Ad Valorem Duties.*

Advertisements in newspapers, magazines, reviews, etc., on the gross receipts over $1,000 ..... 3 per ct.
Exempt—Advertisements in newspapers circulating not more than 2,000 copies.
Penalty for non-payment of duty when due, 5 per cent. on amount thereof; for fraudulent returns, $500.
Auction Sales of real estate, goods, wares, merchandise, articles and things, including stocks, bonds and other securities, on the gross amount .....1-10 of 1 "
Exempt—Sales made by Judicial or Executive officers,
Penalty, for auctioneers' not making proper returns, and public sale by Executors and Administrators, etc., $500.
Candles 3
Cloth and all textile or felted fabrics of cotton, wool or other material, before same has been dyed, printed, bleached, or prepared in any other manner ..... 3 "
Diamonds, Emeralds and other Jewelry .. 3 "
Furs of all descriptions, when made up or manufactured ..... 3 "
Insurance Companies, Inland and Marine, and individuals and associations engaged in the business of insurance, on gross receipts ..... 1 "
Penalty for default in delivery of returns or payment of duties, $5,000.
Leather—Morocco, Kid or Sheep Skins curried, manufactured or finished ..... 4 "
Horse and Hog Skins, tanned and dressed ..... 4 "
American Patent Calf Skins ..... 5 "
Conducting Hose of all kinds ..... 3 "
Manufactures not otherwise specified, of Cotton, Wool, Silk, Worsted, Flax, Hemp, Jute, India Rubber, Gutta Percha, Wood, Willow, Glass, Pottery ware, Leather, Paper, Iron, Steel, Lead, Tin, Copper, Zinc, Brass, Gold, Silver, Horn, Ivory, Bone, Bristles, wholly or in part, or of other materials ..... 3 "
*** For Exemptions see below.
Paints and Painters' Colors, dry or ground in oil, or in paste with water, not otherwise provided for ..... 5 "
Paper of all descriptions, including pasteboard and binders' board ..... 3 "
Passengers—On gross receipts on passengers by railroads using steam power, or by vessels propelled by steam ..... 3 "
Ditto by railroads using other power than steam, or by ferry boats propelled by steam or horse power ..... 1½ "
Passenger Tolls, and Tolls of every description received for transit over any bridge, on gross receipts ..... 3 "
Penalty for non-payment, when due, of passenger and toll duty, 5 per cent. on amount of duty; and for attempt to evade payment, $1,000.
Pickles and Preserved Fruits, and all preserved meats, fish and shell-fish, in cases or air-tight packages ..... 5 "
Pins, solid head or other ..... 5 "
Umbrellas and Parasols ..... 5 "
Varnish, made wholly or in part of gum-copal, or other gums of substance .... 5 "

*** On all Cloths, dyed, printed, bleached, manufactured into other fabrics, or otherwise prepared, on which a duty or tax shall have been paid before the same were so dyed, printed, bleached, manufactured or prepared; and on Oil-dressed Leather, and Deer Skins dressed or smoked, manufactured into gloves, mittens or other articles, on which a duty or tax shall have been paid before the same were so manufactured, the manufacturing duty or tax of 3 per cent. shall be assessed only on the increased value thereof.

Exemptions.—The following are not regarded as manufactures—Printed Books, Magazines, Pamphlets, Newspapers, Reviews, and other similar printed Publications; Boards, Shingles, and other Lumber and Timber; Staves, Hoops, Headings, and Timber only partially wrought and unfinished for Chairs, Tubs, Pails, Snathes, Lasts, Shovel and Fork Handles; Umbrella Stretchers; Pig Iron, and Iron not advanced beyond Slabs, Blooms or Loops; Maps and Charts; Charcoal; Alcohol, made or manufactured of Spirits or materials upon which the duties imposed by this act, shall have been paid; Plaster or Gypsum; Malt; Burning Fluid; Printers' Ink; Flax prepared for textile or felting purposes, until actually woven or fitted into fabrics for consumption; all Flour or Meal made from Grain; Bread and Breadstuffs; Pearl Barley and Split Peas; Butter; Cheese;

Concentrated Milk; Bullion, in the manufacture of Silver ware; Brick; Lime; Roman Cement; Draining Tiles; Marble; Slate; Building Stone; Copper in ingots or pigs; and Lead in pigs or bars.

Exemptions.—Where the product of the manufacture, (except in the case of spirituous and malt liquors and tobacco) does not amount to $600; and in all cases where manufactured for private use.

Penalty for any violation of or refusal to comply with the provisions of the act requiring notice to be given to assessor of any manufacture liable to be assessed, and monthly returns to be made of products, sales, etc., $500; for neglect to pay duties, forfeiture of goods.

CARRIAGES, YACHTS, ETC.

Carriages of every description, the bodies of which rest upon springs, kept for use and not exclusively employed in husbandry or for transportation of merchandise, valued with harness used therewith, at $75 or over, and drawn by one horse.	$1 00
Ditto, and any carriage let for hire, or for passengers, not used exclusively as above stated, valued at $75 and not exceeding $200, drawn by two horses or more	2 00
Ditto, above $200 and not exceeding $600	5 00
Ditto, above $600	10 00
Pleasure or Racing Vessels, known as Yachts, whether by sail or steam, under value of $600	5 00
Above $600 and not exceeding $1,000	10 00
For each additional $1,000 in value	10 00
Billiard Tables kept for use	10 00
Plate of Gold kept for use, per ounce Troy	0 50
Plate of Silver, exceeding 40 ounces, per ounce Troy	0 03

INCOMES, DIVIDENDS, ETC.

Dividends paid by all Banks, Trust Companies and Savings Institutions, and by all Fire, Marine, Life, Inland, Stock and Mutual Insurance Companies, and all sums added to the surplus or Contingent Funds	3 per ct.
From Railroads and Interest on Railroad Bonds	3 "
Penalty for default of Banks, Railroads, etc., in making returns, $500.	
Salaries of Government Employees, Civil, Military, or Naval, including Senators and Members of Congress, when exceeding $600 per annum, on the excess thereof	3 "
Income, Gains and Profits of every person residing in the United States derived from any kind of property, rents, interest, dividends, salaries, or from any profession, trade, employment or vocation carried on in the United States or elsewhere, or from any other source whatever, if such annual income is above $600 and does not exceed $10,000, on the amount of over $600	3 "
Exceeding $10,000, on amount over $600	5 "
Income, Gains, Profits, Rents and Dividends, accruing upon any property, securities and stocks owned in the United States by any citizen thereof, residing abroad, and not in employment of Government	5 "
Income derived from interest upon notes, bonds or other securities of the United States, included in the above Incomes (whether subject to 3 per cent. or 5 per cent.) shall only pay a duty of	1½ "

Exemptions.—Salaries of Government employees, etc., above $600, and Income derived from interest or dividends on stock, capital, or deposits in any bank, trust company or savings institution, insurance, gas, bridge, express, telegraph, steamboat, ferryboat or railroad company, or corporation, or on any bonds or other evidences of indebtedness of any railroad company or other corporation, which shall have been assessed or paid by said banks, trust companies, savings institutions, insurance, gas, bridge, telegraph, steamboat, ferryboat, express or railroad companies, as aforesaid, or derived from advertisements, or any articles manufactured upon which specific stamp or *ad valorem* duties shall have been directly assessed and paid.

*** First payment of Income Tax June 30, 1863. This Tax to terminate in 1866.

Penalty for non-payment when due, 5 per cent. on amount of duty.

STAMP DUTIES.

I. *Commercial and Legal.*

Agreement or Contract other than specified, and Appraisement, for every sheet	$0 05
Bank Check, Draft, or Order for payment of any sum exceeding $20 at sight or on demand	0 02
Bill or Exchange (Inland,) Draft, or Order for the payment of money, otherwise than at sight or on demand, or any Promissory Notes, except Bank Notes issued for circulation, for a sum—	
Exceeding $10, and not exceeding $100.	0 05
" 100 " " 200.	0 10
" 200 " " 350.	0 15
" 350 " " 500.	0 20
" 500 " " 750.	0 30
" 750 " " 1,000.	0 40
" 1,000 " " 1,500.	0 60
" 1,500 " " 2,500.	1 00
" 2,500 " " 5,000.	1 50
For every 2,500 or fractional part thereof, additional	1 00
Bills of Exchange or Orders for Payment drawn or purporting to be drawn in any foreign country, but payable in the United States, must have placed thereon an adhesive Stamp of proper value, such as is required for Inland Bills of Exchange. Penalty for paying or negotiating the same without such Stamp, $100.	
Bills of Exchange (Foreign,) or Letters of Credit drawn in, but payable out of the United States, if drawn singly or otherwise than in a set of three or more, are subject to the same rates as Inland Bills of Exchange.	
Bills of Exchange (Foreign,) drawn in sets of three or more, for every bill of each set, when the sum made payable shall not exceed $150, or equivalent thereof in any foreign currency	0 03
Exceeding $150 and not exceeding $250.	0 05
" 250 " " 500.	0 10
" 500 " " 1,000.	0 15
" 1,000 " " 1,500.	0 20
" 1,500 " " 2,250.	0 30
" 2,250 " " 3,500.	0 50
" 3,500 " " 5,000.	0 70
" 5,000 " " 7,500.	1 00
For every 2,500 or fractional part thereof, additional	0 30
Bill of Lading, or receipt for goods, etc., to be exported from a port or place in the United States, to any foreign port or place	0 10
Bond for indemnifying any person who shall have become bound or engaged as surety	0 50
Bond of any description, other than such as are required in legal proceedings, and such as are not otherwise charged	0 25
Certificate of stock in an incorporated company	0 25
Certificate of Profits, or memorandum of interest in any incorporated company for not less than $10, nor over $50	0 10
Ditto for over $50	0 25
Certificate of Damage, and all documents issued by Port Wardens, Marine Surveyors, etc.	0 25
Certificate of Deposit, for not exceeding $100	0 02
Exceeding $100	0 05
Certificate of any other subscription	0 10
Charter Party, when the registered tonnage does not exceed 300 tons	3 00
Exceeding 300, and not exceeding $600.	5 00
Exceeding 600 tons	10 00
Contract Notes	0 10
Conveyance, when the consideration or value is over $100, and not above $500	0 50
" 500 " " 1,000	1 00
" 1,000 " " 2,500	2 00
" 2,500 " " 5,000	5 00
" 5,000 " " 10,000	10 00
"10,000 " " 20,000	20 00
For every additional $10,000, or fractional part	20 00
Customs Entry, for goods not exceeding $100 in value	0 25
Exceeding $100, and not exceeding $500	0 50
Exceeding $500	1 00
Entry for Withdrawal from Bonded warehouse	0 50
Express and Carriers' Receipts, when am't not over 25c.	0 01
Exceeding 25c., and not over $1	0 02
For one or more packages, when the amount is over $1	0 05
Insurance Policy, (Marine, Inland or Fire,) (Life,) when not exceeding $1,000	0 25
Do., exceeding $1,000 and not exceeding $5,000	0 50
Do., exceeding $5,000	1 60
Lease, agreement, memorandum, or contract, for the hire, use, or rent of any land, tenement, etc., for not exceeding 3 years	0 50
Exceeding 3 years	1 00
Manifest for Customs Entry, or Clearance of a vessel to a foreign port, if under 300 tons	1 00
Exceeding 300 and not exceeding 600 tons	3 00
Exceeding 600 tons	5 00
Mortgage of lands, estate or property, real or personal, heritable or movable, whatsoever; also conveyance of ditto in trust, as security, and redeemable before sale or disposal; or any personal bond given as security for payment of money exceeding $100 and not exceeding $500.	0 50
" 500 " " 1,000.	1 00
" 1,000 " " 2,500.	2 00
" 2,500 " " 5,000.	5 00
" 5,000 " " 10,000.	10 00
" 10,000 " " 20,000.	15 00
For every additional 10,000 or fractional part	10 00
Passage Ticket, by any vessel from a port in the U. S. to a foreign port, if less than $30	0 50
If exceeding $30	1 00
Power of Attorney for sale or transfer of stock, bonds, or scrip, or for collection of dividends or interest thereon	0 25
Or Proxy for Voting at election for officers of any incorporated company or society, except religious, charitable or literary societies, or public cemeteries	0 10
To receive or collect rents	0 25
To sell and convey real estate, or to rent or lease the same, and to perform any acts not hereintofore specified	1 00
Probate of Will or Letters of Administration, when the estate or effects do not exceed $2,500	0 50
Exceed'g $2,500 and not exceed'g $5 000	1 00
" 5,000 " " 20,000	2 00
" 20 000 " " 50,000	5 00
" 50,000 " " 100,000	10 00
" 100,000 " " 150,000	20 00
Every additional $50,000 or fractional part	10 00
Protest of Note, Bill of Exchange, Acceptance, Check, or Draft, or any Marine Protest, by Notary Public or other authorized officer	0 25
Telegraphic Dispatch or Message, the charge for which, for the first ten words, does not exceed 20 cents	0 01
Ditto, when the charge exceeds 20 cents for ditto	0 03

Warehouse Receipt for any goods, merchandise, or Property held on storage, in any public or private warehouse or yard 0 25

Writ or other Power by which any suit is commenced in any Court of Record, either Law or Equity, except issued by a Justice of the Peace, or in any criminal suits commenced by the United States or any State..... 0 50

Exemptions.—Manifests, Bills of Lading and Passage Tickets for steamboats or other vessels plying between ports of the United States and British North America.

Penalty for making, signing or issuing any document requiring a stamp, without having a proper stamp impressed thereon or affixed thereto, $50 and invalidity of the document; for omitting to cancel adhesive stamps, when first used, by writing the initials thereon or otherwise defacing the same, $50; for making, signing, issuing, accepting or paying any bill of exchange, draft, etc., without the same being properly stamped, $200; for Telegraph Companies receiving or transmitting any message or dispatch without the same being stamped, $10; for Express Companies receiving goods without delivering a stamped receipt, $10; for Forging or Counterfeiting stamps, and for uttering the same, fine not exceeding $1,000 and imprisonment with hard labor not exceeding five years.

*** No Stamp denoting the duty charged on any particular instrument and bearing the name thereof shall be used for any other purpose, and if so used, the same shall be of no avail.

Duties, from which will be deducted a commission of five per cent. and the cost of any vellum, parchment or paper on which stamps may be impressed, no allowance on sums of less amount than $50.

II. *Miscellaneous.*

Patent or Proprietary Medicines and Preparations, upon every packet, box, bottle pot, etc., where the retail price does not exceed 25c..... $0 01
Exceeding 25c. and not exceeding 50c.. 0 02
" 50c. " " 75c.. 0 03
" 75c. " " $1... 0 04
Each additional 50c. or fractional part.. 0 02

Perfumery and Cosmetics, prepared and sold, or removed for consumption and sale in the United States, the same duty as Medicines.

Playing Cards, when price per pack is not above 18c. 0 01
Over 18c. and not exceeding 25c..... 0 02
" 25c. " " 30c..... 0 03
" 30c. " " 36c..... 0 04
" 36c. 0 05

Penalty for not defacing or fixing stamp so that it shall be destroyed in opening the bottle, box or package, $50; for making, preparing or selling any of the above without a proper stamp affixed thereto, $100; for removing stamps from one package to another with intent to evade duty, $50; for manufacturers neglecting to make a declaration, monthly, that no articles have been sent out unstamped, $100; for making false or untrue declaration, $500.

Allowance on Quantities.—Any proprietor of a medicine, etc., furnishing his own die or design for stamps will be allowed a discount on amounts purchased at one time of not less than $50 nor more than $500, of five per cent.; on amounts over $500, of ten per cent.

LEGACY DUTIES.

Legacies and distributive shares, arising from Personal Property, when the same shall exceed $1,000, pay duty according to the following propinquity to the deceased:

1. To lineal issue or lineal ancestor, brother or sister, for every $100 .....$0 75
2. To a descendant of a brother or sister, ditto 1 50
3. To a brother or sister of father or mother, or a descendant of a brother or sister of father or mother, ditto 3 00
4. To a brother or sister of grandfather or grandmother, or a descendant of brother or sister of grandfather or grandmother, do. 4 00
5. To any other degree of collateral consanguinity, or to a stranger in blood, or to a body politic or corporate. ditto 5 00

Exempt—Property passing to husband or wife.

Penalty for any person having in charge any record containing information as to the property of the deceased, withholding same from the proper officials, $500. When Executors or Administrators refuse or neglect to deliver a proper statement of personal property, or to pay the duty when due, the highest rate of duty will be enforced.

DRAWBACK.

An Allowance or Drawback will be made on all articles on which any internal duty or tax shall have been paid, *except raw or unmanufactured cotton*, equal in amount to the duty or tax paid thereon, when exported, upon evidence being furnished that such duty or tax has been paid.

*** No drawback will be allowed on any amount claimed less than $20.

Additional Drawback.—In computing the allowance or drawback upon articles manufactured exclusively of cotton, when exported, there shall be allowed, in addition to the 3 per cent. duty which shall have been paid on such articles, a drawback of 5 mills per pound upon such articles, in all cases where the duty imposed by this act upon the cotton used in the manufacture thereof has been previously paid; the amount of said allowance to be ascertained in such manner as may be prescribed.

Penalty for fradulently claiming drawback upon goods upon which no duty have been paid, or a greater allowance than shall have been actually paid, $500, or triple the amount wrongfully claimed, at the election of the Secretary of the Treasury.

GENERAL PENALTIES.

Penalty for delivering or disclosing false or fraudulent Lists or Statements of taxable articles to the assessors, not to exceed $500, in addition to the duties on omitted articles.

Penalty for neglect or refusal to give a proper List or Statement of taxable articles within the time required (except in case of sickness) $100, with 50 per cent. additional duty. The assessor is empowered to enter the premises of negligent or recusant parties for the purpose of making his assessment.

Penalty for the non-payment of annual taxes at the time and place appointed by the collector for the receipt thereof, an addition of 10 per cent. to the amount.

Penalty for refusing officers admission to places where taxable articles are manufactured, or for in any way obstructing them in the performance of their duty, $500.

Penalty for any attempt at fraud in the evasion of duty, seizure and condemnation of the articles; for the possession of any such articles for the purpose of selling the same with the design of avoiding payment of duties, $100.

STATE TAXES AND RIGHTS.

No license provided for by the act, if granted, shall be construed to authorize the commencement or continuation of any trade or business, occupation or employment within any State or Territory of the United States in which it is or shall be specially prohibited by the laws thereof.

Nothing in the act shall be held or construed so as to prevent the several States, within the limits thereof, from placing a duty, tax or license for State purposes, or any business, matter or thing, on which a duty, tax or license is required to be paid by the act to provide Internal Revenue.

Burdon, Hubbard & Co.,
MACHINISTS,
MANUFACTURERS of Steam Engines, Sugar Mills, Saw and Grist Mills, Boilers, Hydraulic Presses, Pumps and Gearing for working mines, etc., etc. No. 102 Front st., BROOKLYN, N. Y.

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, July 19, 1862.

EIGHTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend of Three per cent. on the Capital Stock thereof,—free of the United States Income Tax, which will also be paid by the Company—payable on the 20th day of August next, upon stock registered at New York, Boston and Albany, and on the 20th day of September next upon stock registered at London.

Stockholders whose stock is registered at New York, will receive their Dividends at the office of DUNCAN, SHERMAN & CO.; those whose stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose stock is registered at Albany, at the ALBANY CITY BANK; those whose stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s. 1d. to the dollar.

The Transfer Books will be closed at the close of business on Thursday, the 31st day of July inst., and will be re-opened at New York, Albany and Boston on the morning of Saturday, the 23d day of August next.

8t30 JOHN V. L. PRUYN, Treasurer.

SWITCH LOCKS,
CAR PADLOCKS,
BAGGAGE CHECKS.
(In ordering Locks, send key by mail to have Locks to match.)
WILLIAMS & PAGE,
RAILROAD SUPPLIES,
67 WATER ST., BOSTON.

CUMBERLAND COAL.

THE BORDEN MINING COMPANY
ARE now prepared to fill orders and to make contracts for the season of 1862, for **CUMBERLAND COAL,** DELIVERABLE ON BOARD VESSEL AT **Baltimore, Md., Alexandria, Va., or Georgetown, D. C.** Purchasers may rely upon the Coal proving equal in quality to that heretofore furnished.

The Company also have the pleasure of announcing that they have completed, after two years' labor, their shaft and machinery upon their new property in the VALLEY OF GEORGE'S CREEK, and are lifting from the very heart of the Coal Basin a superior and perfect article of **BITUMINOUS COAL,** remarkably free from impurities of every description, and possessing qualities peculiarly adapting it to Locomotive use, and to generating steam under all circumstances. This Coal will be known in market as **"BORDEN'S PIT COAL."**

Our Railroad friends, and others requiring a superior Coal, will find it to their interest to give this a trial before contracting elsewhere.

For prices and other information apply to
WILLIAM BORDEN.
3m21 **Nos. 70 and 71 West st., New York.**

RENSSELAER
POLYTECHNIC INSTITUTE,
TROY, N. Y.

THE thirty-ninth Annual Session of this Institution for instruction in the MATHEMATICAL, PHYSICAL, and NATURAL SCIENCES, will commence on Wednesday, Sept. 17th, 1862. Appropriate quarters, and a full supply of apparatus, will be provided, so that all the Courses of Instruction can be given precisely as heretofore. The new buildings for the Institute will be placed on a more commanding site, and be constructed as soon as possible.

The ANNUAL REGISTER, containing full information, can be obtained from
3m27 Prof. CHARLES DROWNE, Director.

NOTICE TO HOLDERS OF
Construction Bonds of Dubuque & Pacific R. R. Co.

IN accordance with the order of the District Court of Dubuque County, Iowa, you are hereby required to present your bonds, on or before the 8th day of October, 1862, at the office of the Dubuque and Sioux City R. R. Co., in Dubuque, for conversion into preferred stock of last said company; otherwise the company will be under no obligation to convert the same.

JAMES M. McKINLAY,
July 12, 1862. 4t29 Secretary, D. & S. C. R. R.

CAR DUCK.

HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS, 11 to 144 inches. PLUSHES. BURLAPS. CAR HEAD LININGS. and all kinds of RAILROAD SUPPLIES.
For sale by
WILLIAMS & PAGE,
67 Water st., Boston.

NEW YORK

EMERY WHEEL COMP'Y,

MANUFACTURERS OF

PATENT SOLID

EMERY WHEELS,

BLOCKS, HONES, ETC.,

For **Cutting, Grinding** and **Sharpening** Purposes.

—ALSO—

Vanderbilt's PATENT EMERY BELTING

FOR POLISHING METALS, ETC.

For circular pamphlet containing description, price list and testimonials, address

NEW YORK EMERY WHEEL COMP'Y,

No. 116 Nassau st., New York.

MERRITT & EMERSON,

No. 64 COURTLANDT ST.,

NEW YORK,

DEALERS IN

RAILROAD SUPPLIES

AND

ENGINEERS' STORES.

MANUFACTURERS OF

BOLTS, NUTS AND WASHERS,

LAG SCREWS, TURNBUCKLES, ETC., ETC.

TELEGRAPH MATERIALS.

PLAIN AND GALVANIZED WIRE INSULATORS.

INSTRUMENTS, BATTERIES, ETC., ETC.

☞ A complete stock of **Railroad** and **Telegraph Supplies** and **Engineers' Tools** constantly on hand.

PROSSER'S PATENT

LAP-WELDED

IRON BOILER TUBES.

EVERY article necessary to DRILL the TUBE-PLATES and to SET the TUBES.

Tube CLEANERS, Steel Wire and Whalebone BRUSHES.

ARTESIAN OIL AND SALT WELL TUBING.

LAP-WELDED STEEL BOILER TUBES.

GLASS ENAMELED IRON WATER PIPE.

WROUGHT IRON GAS AND STEAM PIPE.

WROUGHT IRON HOT WATER APPARATUS, for Warming Horticultural Buildings.

VENTILATING do. for Dwelling Houses, etc.

HOT WATER GAS STOVES, for Plant Windows Piazza Greenhouses, Offices, etc.

—o—

KRUPP'S

CAST STEEL

RAILWAY AXLES & TIRES.

Steel for Rolls, Dies, Tools, Cannon, etc., etc.

THOMAS PROSSER & SON,

28 Platt st., N. Y.

QUARTZ MILLS

OF THE MOST APPROVED KIND,

MANUFACTURED BY **BURDON, HUBBARD & CO., 102** Front st., BROOKLYN, N. Y. Also Agents and manufacturers of the RUSS PATENT PREMIUM AMALGAMATORS, the best and simplest in use for saving both **fine** and **coarse** gold.

SUPERIOR

OAK-TANNED, STRETCHED AND RIVETED

LEATHER BELTING,

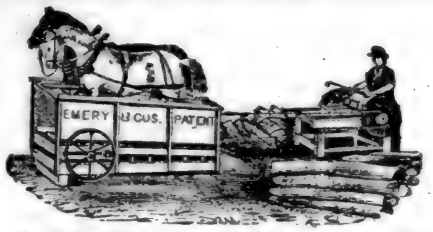
MANUFACTURED BY

PHILIP F. PASQUAY, { 25 Spruce st., N. Y.

DOUBLE BELTS TWICE THE PRICE OF SINGLE

Best Lace Leather and Steel Hooks for round Belts always on hand.

☞ In comparing my List of Prices with others, it will be necessary to compare also the quality of Belting. 3m28



IMPORTANT

TO

RAILROAD COMPANIES.

—o—

THE ATTENTION OF

RAILROAD MANAGERS

Is called especially to the Machines manufactured especially for the use of Railroad Companies by the proprietors of the

ALBANY AGRICULTURAL WORKS,

CONSISTING OF

EMERY'S PATENT

Railway Horse Power,

Made changeable for both right and left hand work, also with changeable degrees of forces and motions of the driving Pullies without changing the Speed and Labor of the Horses, thereby adapting them to the different uses required, as Sawing Wood, Pumping Water, Driving Elevators and Machine Shops, Foundries, etc. The Power is also adjustable to any degree of wear or use, so as to always insure its working with its greatest efficiency. All the running chains in these Powers are made of the best MALLEABLE IRON which gives to them triple the strength and durability of Grey Iron which last is universally used by all other Railway Horse Power Manufacturers—thereby at the same time lessening the weight of these several hundred pounds, making them less cumbrous for handling and transportation.

WOOD SAWING MILLS.

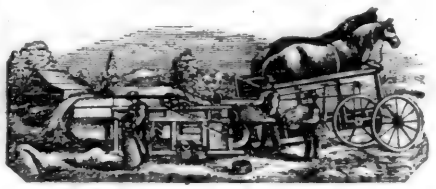
These Sawing Mills are made upon the most approved and convenient plans in use. Having a heavy plate fly wheel fixed to the Mandrill with a Ratchet or catch pulley for the driving band on the outside of the fly-wheel—the journal bearings are fitted with Babbet Metal—the wood carriage traverses on iron ways and gibbs—a 24 or 26 inch Saw is fitted, filed and set in working order and the plates warranted. When desired, a 14 inch saw is fitted, also a table for the purpose of slitting boards, etc., for fencing and carpenter work.

The whole together forming one of the most complete and desirable sets of machines for their purposes. They are already in very general use on nearly all the principal Railroads in this country.

PRICE,	ONE HORSE POWER	$90.00
"	TWO " "	120.00
"	SAW MILL, 24 in. Saw	37.00
	SETT BANDS and EXTRAS	5.00

PUMPING ENGINES

Of different kinds for Raising Water for Railroad tanks and other purposes, can be furnished on demand with Reciprocating or Rotary Pumps—fitted to be operated by these Horse Power and the best adapted for Railroad and Mining purposes. One of the SEVENTY-FIVE DOLLAR PUMPING ENGINES when driven by the TWO HORSE POWER has a capacity equal to any Four or Five Horse Power Steam Engine and Pumping Machine for the same purposes.



THRESHING MACHINES

Of the most approved kinds, for one and two horses and with simply Separators, or with Complete Cleaners which fit the grain for market in one and the same operations, and of the most approved construction.

They are very extensively introduced into all the grain-growing sections of this country and the world. They are especially adapted to the force of the above Horse Powers and can be driven by Steam or Water power with equal advantage. They will be furnished on the most liberal terms and warrants.

Liberal discounts made to RAILROAD COMPANIES from the above prices, and agents solicited for the sale of their manufactures.

For further particulars see the new Illustrated and Price Catalogue of the ALBANY AGRICULTURAL WORKS, furnished gratis on application to the proprietors.

EMERY BROTHERS,

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COTTON WASTE

OF DIFFERENT QUALITIES,

FOR MACHINERY AND

RAILROAD USE

CONSTANTLY ON HAND.

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Patent Steam-Boilers

SAVE over 20 per cent. of the fuel required for fine or plain cylinder boilers, while they have all the advantages of strength, cheapness and simplicity of construction, convenience and safety in use, claimed for either. Send for a circular.

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Rolled or Hammered Car Axles, Bar Iron and Forgings.

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FURNISH

CHILLED WHEELS,

FOR CARS, TRUCKS, and TENDERS.

CHILLED

Driving Wheels and Tires

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ROLLED AND HAMMERED AXLES.

WHEELS and AXLES,

FITTED COMPLETE.

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CHILLED WHEELS

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TIRES,

FOR RAILROAD CARS

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Locomotive Engines,

ARE PREPARED TO EXECUTE PROMPTLY

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CELEBRATED WHEELS,

EITHER SINGLE OR DOUBLE PLATE,

WITH OR WITHOUT AXLES.

WHEELS FITTED

To HAMMERED or ROLLED AXLES,

IN THE BEST MANNER, AT THE SHORTEST NOTICE,

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Locomotive & Machine
WORKS,
SUCCESSORS TO
ROGERS, KETCHUM & GROSVENOR,
PATERSON, N. J.,

HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either
COAL OR WOOD BURNING
LOCOMOTIVE ENGINES
AND OTHER VARIETIES OF
RAILROAD MACHINERY.

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THE
TAUNTON LOCOMOTIVE
MANUFACTURING COMPANY,
TAUNTON, MASS.,

HAVING large facilities, and having had a long experience in the business, are prepared to furnish
LOCOMOTIVES,
EITHER FOR BURNING WOOD OR COAL,
OF THE MOST APPROVED CONSTRUCTION.
ALSO ALL KINDS OF
RAILROAD MACHINERY,
STATIONARY ENGINES AND BOILERS,
SUGAR MILLS, SHAFTING, ETC.
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Agent and Treasurer.
P. I. PERIN, Sup't.

Locomotive Engines.
DANFORTH, COOK & CO.,
PATERSON, N. J.

HAVING erected an extensive Shop, with the most approved Machinery and Tools, are prepared to execute orders for the various classes of Freight and Passenger Locomotive Engines and Tenders, in the best manner and on the most favorable terms.
Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops.
The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention.

RICHARD NORRIS. HENRY LATIMER NORRIS.
RICHARD NORRIS & SON,
LOCOMOTIVE STEAM ENGINE
BUILDERS,
SEVENTEENTH STREET, ABOVE CALLOWHILL,
PHILADELPHIA,
ENGAGED EXCLUSIVELY IN THE MANUFACTURE OF
LOCOMOTIVES,
RAILWAY TOOLS AND
MACHINERY.

MANUFACTURE to order, Locomotives of any Arrangement, Weight or Capacity. In Design, Material and Workmanship, the Locomotives produced at these Works, are equal to and cannot be excelled by any.

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NEW YORK,
BROADWAY AND TWELFTH STREET,
ENTRANCE, 45 TWELFTH STREET.

THIS House is now open for the accommodation of FAMILIES and TRANSIENT GUESTS, and will be conducted upon the EUROPEAN PLAN.

PROPRIETORS:
GEO. W. HUNT,
Late of the Brevoort House, Fifth Avenue.
CHAS. W. NASH,
Formerly of the Great Republic.



LEMUEL W. SERRELL,
SOLICITOR OF
AMERICAN & FOREIGN PATENTS,
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VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for Buildings, Vessels, RAILROAD CARS, etc., by which spontaneous ventilation can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.
Address HENRY RUTTAN,
Coburg, Canada.

THE GREAT FIRE IN TROY.

Unparalleled Triumph
OF
LILLIE'S SAFES!

The following certificates explain themselves:

TROY CITY BANK, May 21, 1862.

LEWIS LILLIE, Esq.—Dear Sir: I am sure it will give you as much pleasure to know as it does me to say, that in the recent fire of the 10th inst., which desolated our city and destroyed our Banking-house, the contents of our Bank vault, though the building itself was a heap of ruins, remained entirely unharmed. This result we attribute entirely to the fact that our old Wrought Iron Doors were, about two years since, exchanged for a set of your celebrated Chilled and Wrought Iron Doors and Frames. With the old doors, not a book or paper in the Vault could have been saved; as it is, nothing in it was even damaged, though exposed to the most intense heat.
Yours, respectfully, S. K. STOW, Cashier.

TROY, N. Y., May 14, 1862.

The undersigned, using **Lillie's Chilled and Wrought Iron Fire and Burglar Proof Safes,** at the time of the late disastrous fire in this city, would state that our safes were subjected to a severe test by fire, the heat varying in intensity, according to the locality and surroundings. The time they were exposed to the fiery ordeal, unprotected by water, varied from 24 to 72 hours. We would say that our money, papers, books, etc. were well preserved, and the Safes are suitable for further use. By comparison with Safes of other manufacture, equally exposed, we have no hesitancy in recommending Safes of Lillie's manufacture to the public on their demonstrated merit as entitled to unparalleled confidence as fire-proofs.

James Kenyon,	S. Bachelder,
S. O. Gleason,	Gates H. Barnard,
Percy & King,	W. D. Haight,
McCoy & Beadle,	Denio & Freiot,
Coon & Van Valkenburgh,	Walsh, Petit & Anthony,
S. S. McClure,	D. H. Snyder,
Ross & Smith, }	Jonathan Seaman.
Robert Green, }	

Not dug out—nothing in them.

TROY, May 19, 1862.

The undersigned had one of **Lillie's Wrought and Chilled Iron Safes,** which went through the fire of the 10th of May. The Safe was exposed to a severe fire for over 24 hours. In falling it turned on its face, and when turned up to open the doors was red-hot. The back of the lower part of the Safe (behind the books) was filled with pennies, which, in falling over, pressed against the books, and brought them directly in contact with the doors. The wrappers on the pennies were mostly good. The books were unfit for further use, but the writing on them was partially legible and could be copied.
DUSENBURY & ANTHONY.

TROY, May 19, 1862.

This is to certify that we had in our store, in this city, when it burned, one of **Lillie's Small Safes,** which was in the fire, without water on the building or Safe. Most of the valuables were removed before the fire, and therefore we were not in haste to get the Safe out of the burning ruins. Some of the papers left in the Safe were legible when taken out, but most of them were charred.
I. M. SINGER & CO.,
Per G. W. BABCOCK, Agent.

This is to certify that the undersigned had one of LILLIE'S Patent Chilled Iron Safes in their store, which was burned during the late severe fire in this city, and we are happy to state, the Safe preserved all its contents in first-rate condition. All the papers were legible, and the books will do for further use, without even rebinding.
GRANT, NUTTING & CO.

The foregoing comprises all the Safes of my manufacture that were in the fire, and below will be found certificates from all the owners of Safes manufactured several years since, by World's Safe Company, who used my Patent Chilled Iron Shell, but not my Fire-Proof Cement.

WORLD'S SAFE COMPANY'S SAFES.

TROY, May 19, 1862.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire of the 10th inst., in this city, would state that our Safes were exposed to a severe heat, being confined in the burning ruins, unprotected by water, from one to three days. On opening the Safes the contents were mostly legible, and to a far greater extent than could be reasonably expected of any Safe. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectors against fire, and by this test we are prepared to recommend them as such to public patronage.

Lyman Bennett,	Silliman, Matthews & Co.,
Flood & Dunham,	E. L. Mallory,
John Hutchinson,	E. H. Virgil,
Sup't National Express Co.	

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire in this city, would state, that on opening our Safes the contents were mostly legible. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectives against fire, and we are happy to recommend them to public patronage.
W. & L. E. GURLEY,
R. L. & G. DRAKE,
LEONARD SMITH,
H. E. & W. ALENDORPH, Absent.

TROY, May 19, 1862.

To whom it may concern: We would certify that when the recent fire broke out in this city, we took out from our Safe (which was made by World's Safe Company) all our books, papers, etc., and then left it to the flames without shutting the door, and the Safe will do for further use by being repaired, although the book case was destroyed by the door being left open through the fire.
ACKLEY & CO.

TROY, May 19, 1862.

The undersigned, using Safes manufactured by the World's Safe Company, at the time of the late disastrous fire on the 10th instant, in this city, would state that our Safes were filled with fire-brick for the fire-proof, and while several of this class preserved their contents, ours were considerably charred, and only a part legible. In justice to Mr. LEWIS LILLIE, we are pleased to state that Safes of his manufacture proved to be powerful protectors against fire, and have preserved their contents, after having been exposed to the fiery ordeal, unprotected by water, from one to three days.

Stephen Holton,	Luther Greenman,
Bennett, Strickland & Fellows,	E. W. Johnson,
Corloss & House,	J. H. Goodsell.

TROY, N. Y., May 17, 1862.

LEWIS LILLIE—Dear Sir: We were using at the time of the late severe fire of 10th inst., a Safe purchased in 1852 of the late World's Safe Company. The contents were considerably charred, but our Ledger is mostly legible, and we are able to copy it.
The Safe was subjected to a severe heat for over eighteen hours, and we are satisfied that if water had been thrown on the ruins, as is ordinarily the case, the contents would have come out uninjured. You will please repair our Safe, placing in it the improvements embraced in Safes of your manufacture, and oblige
SHELDON & GREENE.

N.B.—The above Safe is believed to have damaged the contents more than any of those named in this circular.
There were only seven Sheet Iron Safes, made by Herring and others, outside of the railroad depot, that were exposed to the fire, four of which were entirely burnt out; the fifth was saved by being early cooled off by water; the remaining two were not severely tested.
LEWIS LILLIE.
H. R. HUBBELL, Agent,
No. 198 Broadway, New York.

T. G. SELLEW,
MANUFACTURER OF
Desks and Office Furniture,
WAREROOM { No. 107 FULTON ST., Near Nassau, N. Y.
LIBRARY FURNITURE made to order.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

EDITED BY

HENRY V. POOR AND JOHN H. SCHULTZ.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

[SECOND QUARTO SERIES, VOL. XVIII., No. 31.] SATURDAY, AUGUST 2, 1862. [WHOLE No. 1,372, VOL. XXXV.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, August 2, 1862.

Large Iron Railway Bridge for India.

There is in course of construction in Manchester, England, an iron railway and carriage-way bridge combined, of whose character and dimensions probably very few of the inhabitants have any conception. Messrs. Ormerod, Grierson & Co., of the St. George's Ironworks, Hulme, have just completed the first of a series of 12 spans, which are to constitute an iron lattice bridge over the river Jumna, near Delhi. The bridge is for the East India Railway Company, and is from designs by Mr. A. M. Rendel, C. E. London. It is so constructed as to answer the double purpose of a railway and an ordinary road, the railway being along the top and the roadway beneath it. Each girder is 216 ft. long, and this gives a clear span of 205 ft. between the piers, of which there will be 11. The 12 spans will, therefore, form a structure having a total length of over half a mile. The first span has been completely riveted up in the works, and loaded with nearly 450 tons of pig-iron. The deflections were carefully noted, but the details would not be of general interest, and it may be sufficient to state that the result of the test was even more favorable than was anticipated. The iron has been supplied by the Shelton Bar Iron Company, near Stoke, and was required to bear a tensile strain of 21 tons to the inch of section. The breaking strain is estimated at from 2,500 to 3,000 tons, equally distributed, which leaves ample margin beyond any weight to which it will be subjected. The bridge, notwithstanding its great length, has a light and airy appearance.

Eaton and Hamilton Railroad.

We are indebted to E. W. McGUIRE, Esq., Treasurer, for the following statement of the revenue and current expenses of the Eaton & Hamilton railroad for the years ending December 31, 1859, 1860 and 1861:

	1859.	1860.	1861.
Received from tonnage	$80,016 35	$90,688 28	$71,108 49
" passenger, mail, etc.	58,333 46	61,640 44	57,001 80
	$138,349 81	$152,328 72	$128,170 29
CURRENT EXPENDITURES:—			
Equipment repairs	$19,500 43	$20,504 43	$18,058 16
Track "	28,128 65	25,522 68	27,853 85
Bridge "	6,977 64	698 95	2,584 27
Equipment rents	5,302 79	2,923 92	411 85
Truck rent	10,000 00	10,000 00	10,000 00
Office and water rent and expenses	1,762 51	1,586 70	1,213 87
Fuel	10,497 18	11,142 40	6,963 73
Oil, tallow and waste	3,026 60	2,710 80	2,094 12
Train expenses	10,437 81	11,789 69	9,376 64
Depot expenses	2,010 52	2,582 44	3,086 25
Agents' salaries	7,244 48	5,984 18	4,963 78
Officers salaries	6,914 94	6,622 92	4,687 47
Taxes	3,819 69	2,520 92	1,950 14
Sundries	5,342 61	3,923 15	1,465 75
NET EARNINGS	$17,383 96	$108,463 00	$94,758 38
	$120,965 85	$43,865 72	$33,411 91

The Eaton and Hamilton Railroad Company was chartered in Ohio on the 8th of February, 1847, to construct a railroad from Hamilton, Ohio, to the State line of Indiana; and the Richmond and Miami railroad company was chartered in Indiana about the same time, to construct a railroad from Richmond, Ind., to connect therewith. These roads were built by the companies separately—that portion between Hamilton Junction and Eaton having been completed and opened for business on the 1st of July, 1852, and the remainder to the State line and Richmond on the 1st of May, 1853. On the 1st of December following the two companies were consolidated. The company has an agreement with the Cincinnati, Hamilton and Dayton railroad company for the use of its road between the Junction and Hamilton, for which it pays $10,000 a year. Its cars are also drawn over that road between Cincinnati and Hamilton by the engines of the same company.

No regular annual reports of the operations of this road have been issued since December 31, 1858, hence we are unable to give the "Abstract of Balance Sheet" to a later date than January 1, 1859. It is not probable however that any material change has since taken place in its financial condition. The capital stock authorized was $600,000; of which $469,763 had been paid in. Funded debt, $683,731—classified as follows:

Sterling 7 per cent. bonds, $130,734—issued in 1851 and payable principal in 20 years and interest semi-annually in London. Amount issued $157,464.

1st Mortgage (E. & H. R. R. Co.) 6 per cent. bonds, $150,000—issued to the city of Cincinnati in exchange for a like amount of city bonds, 1st January, 1851, and payable principal in 30 years and interest semi-annually 1st January and 1st July in Cincinnati.

1st Mortgage (R. & M. R. R. Co.) 7 per cent. bonds, $60,000—issued 1st November, 1852, and payable principal in 10 years and interest semi-annually 1st May and 1st November in Cincinnati.

2d Mortgage (E. & H. R. R. Co.) 7 per cent. bonds, $300,000—issued 1st January, 1852, and payable, principal in 10 years and interest semi-annually 1st January and 1st July in Cincinnati.

3d Mortgage (R. & M. R. R. Co.) 7 per cent. bonds, $3,000—issued 1st January, 1854, and payable, principal in 10 years and interest semi-annually 1st January and 1st July in Cincinnati. Amount provided $40,000.

3d Mortgage real estate (E. & H. R. R. Co.) 8 per cent. bonds, $40,000—issued 1st December, 1853, and payable, principal in 20 years and interest semi-annually 1st June and 1st December in Cincinnati. Amount provided $150,000.

The road is 42.50 miles in length, extending from Richmond to Hamilton Junction. Cost of road and appurtenances, $1,217,859.

ABSTRACT OF BALANCE SHEET, 1st JANUARY, 1854-1859.

	1854.	1855.	1856.	1857.	1858.	1859.
Construction	$875,128	$1,073,559	$1,070,544	$1,081,000	$1,101,745	$1,101,745
Equipment	.....	.....	97,822	99,823	74,423	79,023
Real estate	151,424	151,424	187,018	185,518	185,166	37,091
Railroad Companies	72,056	35,826	51,102	46,642	62,631	62,631
Interest account	25,273	61,910	56,343	42,889	.....	.....
Expense account	7,284	58,682	71,732	92,170	.....	.....
Cash and cash items	60,049	41,641	4,164	43,089	3,748	78,378
	$1,191,814	$1,423,040	$1,538,725	$1,551,230	$1,427,713	$1,398,868
Share capital	$389,216	$448,411	$454,690	$468,051	$469,763	$469,763
Funded debt	655,734	691,734	729,734	757,734	757,734	717,734
Domestic bonds	.....	84,210	66,910	37,170	37,170	11,119
Bills payable	50,519	46,958	100,236	87,152	52,774	14,248
Orders	16,436	7,517	2,649	.....	753	43
Pay rolls	.....	.....	.....	.....	3,840	4,765
Transportation account	44,867	135,329	158,885	157,640	.....	.....
Sundry balances	4,961	8,851	30,121	43,483	1,743	2,750
Suspended interest	.....	.....	.....	.....	103,836	138,446
	$1,191,814	$1,423,040	$1,538,725	$1,551,230	$1,427,713	$1,398,868

EARNINGS, EXPENSES, ETC., YEARLY.

Year.	Gross Earnings.	Operating Expenses.	Net Earnings.	Dividend.	p. ct. Ded
1853.	$85,172	$38,672	$46.500	$23,802	10
1854.	125.152	60,602	64.550	.....	..
1855.	171,929	92,381	79,748	15,544	3
1856.	174,654	112,996	61,658	.....	..
1857.	141,089	90,928	50,161	.....	..
1858.	151,866	107,251	44,615	.....	..
1859.	138,350	120,966	17,384	.....	..
1860.	152,329	108,463	43,866	.....	..
1861.	128,170	94,758	33,412	.....	..
9 y.	1,268,711	$827,017	$441,694	$39,346	13
Aver.	140,968	91,891	49,077	4,372	1.4

Railroads of South America and the West Indies.

In Mexico a short line is open from the City of Mexico towards Vera Cruz.

WEST INDIES.—In Cuba upwards of 500 miles of railway are open and in use, the average cost of which may be taken at £10,000 per mile, equal to, in all, £5,500,000.

NEW GRANADA.—The Panama Railway across the Isthmus of Panama (Darien) is 49½ miles long, and cost £1,600,000, or say, £32,000 per mile. The net receipts have averaged about £400,000 or 25 per cent. on the cost.

VENEZUELA.—Two or three lines have been commenced—one from Puerto Cabello to San Felipe, a distance of 53 miles, and another running from Laguayra toward Caraccas.

BRAZIL.—In Brazil 27 miles of the Bahia line are open, and up to the 30th June last, £1,236,405 had been expended on the whole line, open and in progress.

There are also open 36½ miles of the Pernambuco line, the cost of which thus far has been £1,409,000.

The Don Pedro II Railway is open for 38 miles from Rio de Janeiro to Belem, and 220 miles are in course of constrnction.

On 88 miles of the San Pablo line £314,000 had been expended up to the date of the last report.

CHILE.—In Chile, the Copiapo Railway extends from Caldera on the Pacific coast 74 miles inland, via Copiapo to Pabellon, whence the Copiapo Extension Railway, 26 miles long, extends to the Chanarcillo silver mines. This road has an altitude of 4,500 above the sea level, and a grade of 268 feet to the mile for several miles; some of the curves have a radius of 500 feet. A branch of 53½ miles is in course of construction by the Copiapo Extension Railway Company. A line from Coquimbo was recently opened as far as Serenas, and is in course of extension about thirty miles interior to the copper mines.

From Valparaiso a line of railway has been opened for nearly one half the distance of 110 miles to Santiago, the capital of the Republic. Another line is in progress from Santiago southward to Talca, a distance of 162 miles, upwards of 60 miles being open.

PERU.—Three lines are open in Peru—the Arica and Tacna, 28½ miles long, one of 8¾ miles from Callao to Lima, and one from Chorillas to Lima.—*Panama Star.*

Racine and Mississippi Railroad.

The third year of the operations of this road by the trustees for the first mortgage bondholders expired May 10th, 1862. We have been favored with a copy of the report of the General Manager, Superintendent and Secretary, giving a detailed account of the operations of the road during that year. The earnings and expenses of the road during the past, in comparison with those of the preceding year, have been as follows:

Earnings:	1861.	1862.
From freight	$165,738 26	$187,910 31
" passengers	49,087 53	51,477 37
" mails, etc.	6,024 25	6,426 11
	$220,850 04	$245,813 79
Expenses:		
Repairs of road	$21,429 02	$25,029 62
" equipment	11,166 88	17,325 49
" cars	12,403 70	16,591 21
" bridges, etc.	2,805 78	7,318 36
Fuel	18,343 16	25 197 25
Oil and waste	3,261 11	3,359 39
Damages to persons	12,889 62	684 93
Station service	20,474 83	20,467 86
Train bands	24,665 68	25,818 92
Taxes	4,144 22	5,273 09
All other expenses	20,127 48	30,107 67
	$152,411 48	$177,173 79
Net receipts	$68,438 56	$68,640 00

The Northern Illinois railroad was opened to Lanark, 20 miles west of Freeport, Oct. 1, 1861, and has been operated since that date, by the trustees of the Racine and Mississippi railroad. In comparing the results of the past year's business with that of the previous year, the net earnings of the N. I. R. R., amounting to $10,490 31, must be passed to the credit side of operating account. The debit side of the account shows the total expenses of operating both roads, with the exception of the track repairs of the N. I R. R., which are paid by the latter company. The statement of earnings will then stand thus:

Gross earnings as above		$245,813 79
Northern Illinois railroad net receipts		10,490 31
		$256,304 10
Operating expenses	$177,173 79	
N. I. R. R. track repairs.	3,331 06	
		180,504 85
Total net receipts		$75,799 25

The following will show the result of the three years' management by the trustees, treating the N. I. R. R. as part of the R. & M. R. R., since Oct. 1, 1861:

	1860.	1861.	1862.
Receipts	$166,916 03	$220,850 04	$256,304 10
Expenses	131,790 14	152,411 48	180,504 85
	$35,125 89	$68,438 56	$75,799 25
Operating to gross rec'pts.	78.9 per ct.	69.0 per ct.	70.4 per ct.

The business to and from stations on the Northern Illinois railroad for the 7 months and 10 days of the fiscal year, amounted to $34,312 95. The per centage of business originated by the N. I. R. R. amounted to $24,156 31, which leaves a surplus of $10,156 64. The amount allowed the N. I. R. R. was $10,490 31. The amount paid by that company for road repairs was $3,331 06, leaving net to the N. I. R. R., $7,159 25, which deducted from the surplus of business derived from the N. I. R. R., leaves a balance in favor of the R. & M. R. R., of $2,997 39. The report says:

The business of the past year shows an increase over the previous year, although it was greatly reduced by the unremitting competition and opposition of the Illinois Central and Galena & Chi. Railroads. Fortunately the competition is now at an end, and satisfactory relations are established with the Illinois Central Railroad Co. by which your road is allowed the same privileges for the interchange of business as are allowed to the Galena Co. An arrangement has also been made with the Galena Company for the maintainance of a tariff on fair and remunerative rates. Since these arrangements took effect, on the 15th May, the business has been working very satisfactorily for your road. A large amount of produce from the Mississippi, at Dunleith, the terminus of the Illinois Central Railroad, has been carried over your road to Chicago, Racine and Milwaukee. With this business there has been a greater demand for rolling stock than could be supplied by the trustees; but the business has been materially assisted by the Illinois Central and Chicago and North Western Companies having, by agreement, provided their proportion of cars for the extent of mileage in which they are respectively interested.

The local business of the road in the winter was light; but the business derived from the 20 miles of the Northern Illinois Railroad, which was opened on the 1st of October, more than made up for what might have been expected from the Illinois Central, had the running arrangements of the previous year been in operation. The Northern Illinois Railroad will be completed to the river so as to be opened to the public on 1st September. The grading is nearly completed; the material for the track is on hand, and is now being laid down; in the course of ten days the track will be laid to Mount Carroll, and from there it will be continued to Savanna ten miles further, at the rate of three-quarters of a mile a day, so that engines may run through to the river by the first week in August. The month of August will be taken for finishing up and completing grading necessary to be done in the town of Savanna, which could not well be accomplished if interrupted by business.

On the opening of the Northern Illinois Railroad on 1st October, a working arrangement was entered into for one year, by which the entire control of the road was secured, so that it could be operated as freely as if it was in fact an extension of your road. Fifty per cent. of the gross earnings were allowed to the company, calculating the whole receipts from Lanark (the western terminus of the road) to Racine, and allowing the company its proportion of 20 miles, the company undertaking to maintain its own road bed in good running order. It will be necessary to enter into a new arrangement with the company on completion of its road to the river.

With the opening of the Northern Illinois to Savanna, your road will be placed in the position of having two friendly connections with the Mississippi River, by the Illinois Central at Dunleith, and the Northern Illinois at Savanna. The advantages of the other connections of your road will be fully demonstrated in the coming year when a greater field to draw business from will be opened to it. The fact that you can offer at two ports on the Mississippi the shortest route to the three Lake ports, Chicago, Racine and Milwaukee, and the shippers may choose ther market and send their business as they may think most advantageous, cannot fail to draw to your road a large amount of the business of the Mississippi River, from North and South as well as from the country on the west side of the river, which is one of the richest and most cultivated counties of Iowa. It appears to your Manager, that the prospect of business is only limited by the powers at command for operating it. The rolling stock will not be sufficient at first, but it has been increased and will be added to gradually to keep up with the demand, as far as may appear prudent. It is hardly known yet, but will soon be appreciated after the road is in operation to Savanna, that the distance to the Mississippi River by your road from Milwaukee is 27 miles shorter than the Milwaukee and Prairie du Chien road, and 35 miles shorter than by the La Crosse road. The distance from lake to river at Racine is 23 miles less, making a route 50 miles shorter than the Prairie du Chien, and 58 miles shorter than the La Crosse.

Another favorable result has already been attained by the extension of the Northern Illinois Railroad; at the letting of the mail contracts for the next four years, from July 1st, the contract has been granted for the through route from Racine to Savanna and the classification of your road as a mail route has been raised.

The number of cars added to the road was essential, and still their is a deficiency. Two new freight locomotives have been ordered, to be delivered in the month of October. The order has been given to the Rogers Locomotive Works, upon a carefully made up specification for two coal burners. At the relative prices of coal and wood, the former is undoubtedly the most economical fuel for use on your road; and the difference in its favor will increase from year to year, as there is little likelihood of coal increasing much in price without wood advancing in greater proportion.

The increase of work in repairs of locomotives has recently become difficult to accomplish, from the imperfect accommodations for the purpose, which have been the cause of increased cost upon all work done, and it became necessary to provide better arrangements. The most feasible plan of providing what was needed, appeared to be to complete the original design of a workshop of brick upon a stone foundation, which had been put in by the company and left unfinished. The building is now erected, making a workshop of ample dimensions for all the work the road can require for two years to come, most conveniently placed, connecting the Engine House with the blacksmith shop, and having an independent track for engines to enter it. The cost of the building is $2,500, and that amount will be more than saved in repairs in one year from the conveniencies provided.

The risk of fire has been the subject of anxious consideration with reference particularly to the engine house, workshops, and material and rolling stock accumulated about the buildings. Your Manager considered the risk too great to run at one point, and opened a policy for the sum of $20,000 as a partial insurance on the property, and as a further protection purchased a fire engine to be worked by the operatives of the road. In regard to the scattered risks on the line of road, your Manager deems it the most economical arrangement to let them be held uninsured, as the premium of insurance on all would be more than sufficient to replace such property as it is probable might be destroyed by fire from time to time. There has as yet been no destruction by fire upon the road, beyond a small amount of fencing burnt up during the dry season in summer, when the grass is frequently on fire, and an occasional slight damage to the bridge. The bridges are all carefully watched and are provided with water to be at hand in case of sparks igniting.

The currency difficulties alluded to in last year's report, are now at an end, but continued for some time during the last year. Exchange on New York was for months as high as 10 per cent., causing the item of Exchange to amount to $2,188 60 on the debit side, as against $362 85 on the credit side in the previous year. The bank issues of Wisconsin and Illinois are now of very limited amount and pass current at par with Eastern Bank bills and Treasury notes, and exchange is at par. The Treasury notes, if kept within limits of what is required for the business of the country, will be a great boon to the west, by affording a safe circulating medium, current all over the country. This money will not only be serviceable as affording safety in the daily transaction of business, but by the facilities it provides for business, will tend to develope the resources of the country, and add largely to the volume of business.

The north-west has undoubtedly been affected by the lamentable war now raging in the country, but in a manner which no casual observer would detect. It cannot be but that prices have been lower than they would have been had the condition of the country been one of peaceful industry, and the arts of peace, which cannot be carried on without contributing to the profits of railroads, must have been greatly discouraged. In passenger business, there is a very marked falling off, attributable in a degree to the number of men who have joined the army and gone out of the State, and to some extent to the limited amount of trading as compared with ordinary times, when agents in all branches of business industriously seek custom in every town and settlement, even of the most humble pretensions. Many of the roads have had some compensation for the deficiencies alluded to, in carrying troops and munitions of war for the government, but your road is not situated so as to participate in such source of revenue beyond a very limited amount. Your road is eminently intended to work to greatest advantage in aid of the labors of peace and good will, the end devoutly prayed for by all good citizens, and which we may loyally anticipate as the greatest gain to be achieved at the present time.

The anticipations expressed in my last report of the advantages to be derived from the extension of the Northern Illinois Railroad have been fully realized from the first 20 miles, and I have now to congratulate you upon the speedy completion of the line to the Mississippi, which cannot fail to raise the character of your property so that its immediate prospects will afford assurances of its ranking with the most prosperous of the roads connecting the Mississippi and the lakes. I have already dwelt upon the advantages of having two points on the Mississippi, and three points on the lakes, connected by shorter lines than any other route can offer, but the situation is so important, I would impress it upon all interested in the property as a subject for profitable anticipations.

Your property has passed through trying times, and now enters upon a phase in its history affording well grounded and brighter prospects than at any previous time, and I close my report in the anticipation of the coming year enabling your manager to submit to you results of the most satisfactory character.

The company have 9 passenger, 5 baggage, 3 mail, 56 platform and 296 house freight cars. The number of locomotives is not stated. The number of miles run by engines with passenger trains was 77,658; with freight trains, 165,656; with other trains, 10,910—total 254,224; an increase over the previous year of 25,597 miles. Number of passengers carried, 73,618. Tons of freight, 122,354.

TRUSTEES' ACCOUNT.

	1861.	1862.
Advances on net income	$281,071 69	$248,754 85
Supplies	29,044 15	28,367 99
Do. of fuel	14,735 69	21,578 44
Do. of oil and waste	325 00	422 71
Telegraph supplies	.....	189 20
Suspense	1 765 99	1,288 27
Open acc'nts receivable	8,849 42	15,640 89
Cash	3,567 83	1,118 73
	$339,359 77	$317,361 08
Farmers' Loan & Trust Co.	$314,022 58	$296,602 95
Open accounts payable	25,337 19	20,758 13
	$339,359 77	$317,361 08

ADVANCES ON NET INCOME.

	1861.	1862.
Balance from last year	$262,916 72	$281,071 69
Construction account	35,779 54	22,378 12
Mortgages and liens on property	45,334 57	4,433 55
General services	1,933 88	2,000 01
Legal expenses	3,941 27	3,326 34
Expense account	224 18	158 77
Interest and discount	.....	1,357 77
Exchange	.....	2,188 60
	$350,130 16	$317,394 85
Operating account	$68,438 56	$68,640 00
Exchange	362 85	.....
Interest and discount	257 06	.....
Balance	281,071 69	248,754 85
	$350,130 16	$317,394 85

The office is at Racine, Wisconsin. The officers are:—

General Manager—G. A. Thomson.
Superintendent—Matt. Taylor.
Secretary—James C. Hill.

Coquimbo Railway.

This railway, which bids fair to eventually become one of the most profitable and useful in the Republic of Chile, South America, was formally inaugurated upon the 21st of April, 1862, with all the ceremonies usually observed in Catholic countries. Its length, including two branches, is about thirty and a half English miles, and the object of its construction is not only to connect the city of Serena, the capital of the province, with its spacious and well sheltered Port Coquimbo, eight miles distance but to facilitate the conveyance of the mineral riches from the districts lying to the south of the latter.

The line forms a letter V, and commencing upon the coast of the Pacific at the port of Coquimbo, it thence runs for a few miles in a north-easterly direction to the city of Serena, beyond which place it is continued for two and a quarter miles, as far as the large copper smelting works of the Compania Lambert, where it terminates for the present, on this side of Coquimbo, the intention, however, being to extend it ultimately up the rich and fertile valley of Elgin to the town of Vienna, about forty miles further.

From Coquimbo, southwards, the railway runs for twenty-eight and a half miles, passing first in its course the extensive smelting works of Don Jose Tomas Urmenata, at Guayacan, where twenty-four reverberating furnaces are constantly at work, and to these works a branch has been formed nearly two miles in length. Beyond this, after traversing a distance of eighteen miles from Coquimbo, the great mineral districts of Andacollo and Tambillos are reached, and thence to the present termination of the railway at the foot of the Cardas range of mountains. The entire country is rich in copper and other minerals.

This line is intended to be continued hereafter thirty miles further to Ovalle, the chief town of a department containing immense resources, both mineral and agricultural. Within this province is situated the wonderful copper mines of Tamaya,

which probably are the most productive in the world, the chief of which belongs to the proprietor of the large smelting works at Guayacan already mentioned. To the foot of the mountain of Tamaya the railway has already been surveyed, and although the line will be somewhat difficult, yet there exists no serious obstacle to its execution, and arrangements are being already made to raise the additional capital required.

The Coquimbo Railway is the first line in Chile yet made exclusively with capital raised in the country; it has cost, including rolling stock, stations, land, and every other expense, £5,680 per mile, or £230,000 for the entire length of forty and a half miles, and the estimated expense of continuing it to Ovalle at £250,000.

The works upon the line are of a simple though durable character; a kind of calcareous limestone found in the district has been employed in the construction of the various bridge abutments and in the culverts; and cast iron piles, with wrought iron girders, have been generally adopted for the principal bridges, one of which, over the Coquimbo river, is 500 ft. in length.

The gauge adopted is that of the remainder of the lines of Central Chile, viz., 5 ft. 6 in., the rails being 61 lb per lineal yard.

The curves of the main lines in no case exceed 1,000 ft. radius, and the steepest gradient is 1 in 70.

The Coquimbo Railway is the cheapest yet made in Chile. It has been carried out for an amount considerably below the estimate, and the execution of the works has occupied only sixteen months.—*Railway Times.*

Androscoggin and Kennebec Railroad.

The annual meeting of this company was held at Waterville, Me., on the 25th of June, at which the report of the directors for the fiscal year ending May 31, 1862, was presented. From this we learn that the gross earnings of the whole line—including those of the Penobscot and Kennebec Railroad, which is operated under lease to this company—were:

From 90,441 passengers	$130,316 32
" 53,061.23 tons freight	106,040 30
" express, mail, etc	17,885 64
	$254,242 26

And the expenses were:

Repairs of track	$45,295 19	
" equipment	13,923 30	
" buildings, etc	5,327 80	
Train expenses	13,453 03	
Station expenses	13,768 44	
Fuel	17,001 52	
Oil and waste	2,318 69	
All other expenses	11,469 65	
		124,557 62

Net earnings for the year:

Androscoggin and Kennebec Railroad Company, 4-7ths	$74,105 51	
Penobscot and Kennebec R. R. Co., 3-7ths	55,579 13	
		129,684 64
Compared with the previous year the gross earnings show a decrease of		$64,263 14
With a decrease in expenses of		29,293 92
Making the decrease in net earnings		$34,969 22

—the amount received by this company is therefore $19,982 41 less than that of the previous year. The report says:

It will be seen from this exhibit that the net earnings have fallen far below the sum necessary to pay the interest on the indebtedness of the Company. Nevertheless your Directors have paid all the interest obligations, as they have matured, from their private means or credit, trusting in the good faith of the company to protect them in so doing.

The bonds, payable in the stock of this company, remain in amount the same as at our last report. A large portion of those, it will be recollected, mature in July, 1863, and the remainder principally in the year following.

Of the loan of 1860, ($1,100,000,) the bonds of which run thirty years, $804,600 have been disposed of during the year now closed and during the year previous at their par value, and for the following purposes:

In exchange for bonds of million dollar loan	$792,900
For interest bonds of the company	7,700
For bonds of the $350,000 loan	3,000
For furniture bonds	500
For interest due from the company	500
	$804,600

And there remain of the bonds of the loan of 1860, to be disposed of, $295,400. A portion of these bonds thus remaining undisposed of, are pledged for the debts of the company.

Of the bonds issued prior to the million dollar loan, there remain outstanding $26,557 00; of the million dollar loan, $192,100 remain outstanding; of the interest bonds, $600 remain. The bonds secured by a mortgage of the furniture of the road have all been taken up during the past year, and the mortgage discharged. The remaining bonds of the million dollar loan, and those of an earlier issue, as well as those known as Interest bonds, your directors believe may all be exchanged during the next year. Some difficulty is found in ascertaining where the bonds are held, and delays from this cause have occurred.

The relation of your company with other companies with which they are directly or indirectly connected in business, are among the most difficult subjects to deal with.

With the Grand Trunk Company they are and have been harmonious and satisfactory. With the Androscoggin Railroad Company, difficulties exist, which now must be reconciled by the Courts of law. In September last, having been informed that it was the intention of that company to sever the connection of their road with yours, which had been formed under their respective charters, in 1852, and to change the gauge of their road, your Directors caused a bill in equity to be filed in the Supreme Judicial Court, to restrain that company from so doing. On a hearing for a temporary injunction, the Court granted the injunction, restraining them from changing the gauge. But notwithstanding the injunction so granted, that Company, in disregard of the order of the Court, and on Sunday, when process could not be served, changed the gauge of their road, and so practically have broken up all present connection of the roads. This bill in equity is still pending, and has not yet come before the Court for a final hearing. Your board have good reason to believe that your rights of connection in that road will be sustained, and that that company will be compelled to restore the gauge and connection as it was before.

It will be recollected by most of you, that in 1856 a law was passed by the Legislature of this State authorizing the consolidation of your Company with that of the Penobscot and Kennebec Railroad Company; and that into this act a section was inserted against the consent of the parties asking the Legislation, and particularly to secure rights to rival corporations, which this Company and the Penobscot Company were unwilling to concede. Efforts have been made at each succeeding session of the Legislature for the repeal of the obnoxious section, but without avail until the last winter, when those interested in this line of road succeeded in obtaining the desired amendment of the act of consolidation. The act is now as it was originally desired; and it now remains with the stockholders and others interested in the two roads, to determine whether they will avail themselves of the act. Your Directors cannot too earnestly urge the importance, to every party interested in the road, of uniting the two companies permanently, The value of the stock is in the future growth of the State, and future increase of population and business upon the line of the road; but without a permanent union of the two roads, the stock will not be likely to be of any value, present or future. The holders of the Bonds of this Company are interested in accomplishing the union referred to, inasmuch as it will greatly enhance the value of their security.

The miles run by engines for all purposes during the year were 171,593, viz: with passenger trains, 75,965; with freight trains, 71,694; with other trains, 23,934.

The number of passengers transported over the whole road during the year has been 90,441; tons of merchandise, 53,061. Computing the miles these passengers and tons of merchandise have been transported, and it appears that it is equal in all to the transportation of 3,227,976 passengers one mile: of these, 1,457,566 were transported one mile on the P. & K. R. R., and 1,770,410 on the A. & K. R. R.

The superintendent recommends the erection of a new passenger and merchandise depot at Auburn, and a new turntable and engine house at Danville Junction; and trusts that some way may be devised by which both of these improvements may speedily be made.

The balance to credit of income account at the commencement of the year was $83,725 57; at close it was $134,543 31.

General Account.

Capital stock	$457,900 02
Million Loan bonds	192,100 00
Interest bonds	600 00
Bonds of $350,000 loan	26,557 00
Bonds of $1,100,000 loan	804,600 00
Stock bonds, convertible into stock in from 1½ to 3⅓ years	710,000 00
Stock coupons, payable in stock	6,740 00
Sundry accounts, payable in stock	1,820 00
Bills payable and accounts	184,812 37
	$2,385,129 89
Construction account	$2,210,947 28
Pen. & Ken. R. R. Co. stock	21,924 79
Real estate	500 00
Bills receivable and accounts	7,966 04
Balance of income account	134,543 31
Cash	9,247 97
	$2,385,129 39

President—John Ware.
Treasurer—J. Nye.
Superintendent—Edwin Noyes.

Steam Engine and Boiler.

Mr. Giffard, of Paris, has just specified, as a communication to Mr. Henry, patent agent, Fleet street, London, an improved boiler and engine. The boiler is characterized by the employment of a reservoir of hot water and steam, consisting of a strong chamber, or water space, into which lead a number of sloping tubes, placed above the fire-bars of the furnace, and plugged at their outer ends. The engine consists of a pair of tubes, or narrow cylinders, in which work plungers connected at their outer ends by side rods. The tubes are supplied with steam through a block, which closes their inner ends, and on the face of which works a slide-valve, balanced by a rod and spring. A supplementary link-motion is combined with the ordinary link-motion, so that the valve-rod is worked through the intervention of this extra link and its gear, which constitute what is termed by Mr. Giffard a "correcting apparatus." The combined engine, boiler and valve gear constitute a machine for producing and employing steam at very high pressures.

Companies Ownership in Lands taken for Railroad Purposes.

RESPECTIVE RIGHTS OF COMPANIES AND THE FORMER LAND OWNERS. RAILWAY FARM CROSSINGS —COMPANIES MAY MAINTAIN TRESPASS.

The Supreme Court of the State of Vermont, have recently decided in the case of the Connecticut and Passumpsic Rivers Railroad Company *vs.* Buckley Holton, that one whose land has been taken, for railroad purposes, has no right to enter upon or use such land for any purpose which in the least degree endangers or embarrasses its use, by the company, for any of the objects which the railway is intended to accomplish; and also, that under sec. 43 chap. 26, Comp. Stat., in regard to "railway farm crossings," neither the railway company nor the adjacent land owners have the right to determine separately, and without the consent of the other party, the number, character and location of the "farm crossings."

At the time the plaintiffs' railroad was constructed, a portion of their road bed and the land adjoining on each side was taken by them from the defendant, and the damages for such taking were duly appraised and paid according to the provisions of the plaintiffs' charter. After this land so taken and paid for, had been enclosed by the plaintiffs, and while it was in their possession, the defendant at different times, entered thereon with his servants, oxen and carts, through the fences enclosing it, and cut and carried away the turf from a portion of it lying between the railroad track and the fence. This portion was about two rods wide and fifty rods long. This entry and removal of the turf was committed under a claim of right by the defendant, who owned the land adjoining the enclosure, but it was against the will and protest of the plaintiffs.

The referee proved that such entries by the defendant on this land enhanced the danger of accident to the passengers and employees on the plaintiffs' road, on account of the liability of the oxen from fright or otherwise to run upon the railroad track; and he also found that the removal of the turf increased the dust about the cars and engines when in motion, thereby annoying the passengers and to some extent injuring the machinery of the locomotives; but that if the defendant had the right to enter the enclosure with his team and remove the turf, he had done so in a safe and prudent manner.

The referee also reported that the defendant, without the consent and against the wishes of the plaintiffs, had taken down one length of the plaintiffs' fence on each side of the railroad track on his farm, and made a "crossing" about twenty rods south of the crossing made by the plaintiffs for the accommodation of the defendant. The defendant did this for his own convenience, to enable him to draw manure and produce across the track, which could be done more conveniently at the new than at the old "crossing." In making this crossing the defendant filled the ditch on the side of the track, which had a tendency to dam up the water and saturate the embankment on which the track was laid. He also laid *loose* planks between the rails, which rendered the passage of the engine and cars less safe than if the planks were fastened; and this also enhanced the danger of accident on the railroad.

The county court held the acts of the defendant were trespasses, and rendered judgment in favor of the plaintiffs, from which the defendant appealed. The following is the opinion delivered at the decision of the case by the Supreme Court.

ALDIS, J.—Although the right which a railroad acquires to land taken under their charter is said to be merely an easement, yet the nature of their business, their obligations to the community and the public safety, require that their possession of the land so taken should be absolute and exclusive against the adjacent land owner, so made as to secure fully every purpose for which the railroad is made and used.

The possession of the railroad company cannot be limited to any point of occupation less absolute and exclusive than this; that the corporation may do any act upon the land conducive to those public uses for which their charter was granted, and may exclude the land owner from taking any possession or doing any act upon the land which may in the least degree tend to jeopardize the safe transportation of passengers and freight upon the road, or which may in any way interfere with or embarrass their use of the road and land for any of the purposes which the railway is intended to accomplish. This possession in Massachusetts has been said to be "practically exclusive." 2 Gray, 574. * * * * Without stopping to inquire whether a possible case may not exist where the land owner might enter to obtain mines or minerals, or to take herbage or other vegetable growth, it is obvious that the possession of the railroad company must ordinarily and practically be absolute and exclusive. Hence any entry by the land owner or any act done by him upon the land which tends in the least to impair the structure of the road, to endanger the running of trains, to lessen the safety or comfort of passengers, or generally to embarrass the use of the road for the purposes for which it was built, or the power of the railroad company to keep it in repair, must be deemed wrongful.

The removal of turf from the sides of the road and the adjacent strips of land is clearly an unlawful act on the part of the land owner. Where the road bed and adjacent soil are bare, dust is increased by the motion of the engine and cars as they pass along. This becomes a great annoyance to passengers at certain seasons of the year and especially in the dry, hot weather of summer. To prevent or remedy this evil the railroad companies are sometimes obliged to incur expense. To some extent doubtless, the dust is injurious to the machinery of the engines. The railroad companies have the right to preserve and promote, as far as practicable, a growth of turf along their road bed and its sides, and upon the adjacent strips of land; and an entry by the adjoining land owner to cut and carry away the turf must be held to be a trespass.

The compiled statute provides that if the parties cannot agree upon the plan, manner or number of farm crossings, the same shall be determined by commissioners. This, by implication, clearly precludes both the railroad companies and the land owners from determining separately and without the consent of each other, where and what and how many the farm crossings shall be. They must agree or submit the question to the decision of commissioners. From the operation of this general law the defendant claims to be exempt by virtue of the language employed in the plaintiffs' charter, which it is claimed secures to him a right independent of all subsequent legislation, to build and use farm crossings as in his own judgment he may think his convenience requires. The right as expressed in the charter, to cross the railroad with teams or otherwise, is to be used "in such a manner as shall be calculated not to injure the same." We think the right is to be used not merely so that the track or road bed should not be injured, but that a larger meaning, a more liberal construction, should be put upon this language, viz, that the right to cross the railroad should be used so as not to injure the proper and reasonable enjoyment of the road by the corporation. It is obvious that the manner in which such a right should be exercised must be settled by agreement of both parties, or else be regulated by law. Hence the subject necessarily becomes a fit subject for legislation, and neither party can claim any vested rights in the matter beyond the control of legislation. The general law on this subject was required, both to settle the conflicting claims between land owners and railroad companies, and to secure more fully the safety of the public in traveling upon railroads. If every land owner could build and use farm crossings wherever he pleased and as many as he pleased, the dangers of railroad travel would be alarmingly increased. The question of convenience or inconvenience to the land owner in using his farm crossings, sinks into insignificance when compared with the question of safety or danger to all who travel on railroads. The land owner has no right to build a farm crossing at any other point than the one fixed by commissioners, or agreed upon with the company. He has no right to cross the track at any other point than the established crossing.

We consider all these acts which the defendant has done under a claim of right to be wrongful. They endanger the safety of all who travel; and in deciding upon the questions here involved, the public safety is the paramount consideration.

For these injuries to the plaintiffs' rights and possession, trespass is the proper remedy. The judgment of the County Court is affirmed.

Wheat Crops of Ohio.

The wheat crop has just been gathered in the Miami country, and for the most part throughout the State. It is the best and largest crop of wheat produced in Ohio since 1850. The crop that year was the largest ever grown in the State, and the largest average per acre. The crop of 1850 was 31,500,000 bushels. That of this year may safely be put down at 30,000,000. After 1850 the wheat crop of Ohio declined till it reached only 11,000,000 bushels in 1854, which was but a little more than one-third the maximum. The maximum and minimum crops have been as follows:

In 1850	31,500,000 bushels.
In 1854	11,889,110 "
In 1857	25,397,614 "
In 1860	23,640,356 "
In 1861	20,000,000 "
In 1862	30,000,000 "

The consumption of the State for both food and seed does not exceed 13,000,000. We have, then, the following *surpluses* of wheat:

For 1860	10,640,356 bushels.
For 1861	7,000,000 "
For 1862	17,000,000 "

Railroad Earnings--Weekly.

The traffic of the Great Western Railway of Canada for the week ending July 18, 1862, was as follows:

Passenger	$18,021 06
Freight and live stock	20,785 04
Mails and sundries	1,518 71
Total	$40,324 81
Corresponding week of last year	28,094 36
Increase	$12,230 45

The earnings by the Chicago, Burlington and Quincy Railroad for the 2d week in July, 1862, were $47,879 38
Do., 1861 30,986 89
Increase $16,892 49

The earnings of the Galena and Chicago Railroad the 3d week in July, 1862, were $36,980 46
Do., 1861 36,670 83
Increase $309 63

The earnings of the Chicago and Northwestern Railroad the 3d week in July were $20,930 81
Corresponding week, 1861 17,420 83
Increase $3,509 98

The earnings of the Toledo and Wabash Railroad for 3d week of July, 1862, were $22,896 49
Do., 1861 18,793 20
Increase $4,103 29

The earnings of the Cleveland and Toledo Railroad for the 3d week in July, 1862, were $15,619
Do., 1861 12,849
Increase $2,770

The Chicago and Rock Island Railroad earned the 3d week of July, 1862 $29,861
Do., 1861 24,795
Increase $5,066

The earnings of the St. Louis, Alton and Chicago Railroad for the 3d week in July, were:

1862	$21,964 16
1861	20,412 08
Increase	$1,552 08

The Michigan Central earned in the 3d week in July, 1862 $35,024 00
Do., 1861 24,829 00
Increase $10,195 00

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 3nd week of July, 1862, were $22,030 60
Corresponding week, 1861 25,140 30
Increase $3,109 70

The receipts of the Grand Trunk Railway of Canada for the week ending July 19th, 1862, were:

16,763 Passengers	$25,072 58
Mails and sundries	2,933 68
Freight and live stock, 12,378 tons	40,577 24
Total	$68,588 50
Corresponding week, 1861	62,798 07
Increase	$5,785 43

New Passenger Tariff on Board European Steamers.

By general agreement the price of passage on board these steamers has been raised nearly 15 per cent. The Cunard line has raised its rates from $130 to $150 first class, and $70 to $90 second class, by the steamers leaving New York, and from $110 to $125 first class, and $60 to $75 second class, by the steamers sailing from Boston—this arrangement to take effect August 1st. Other lines advance in a similar proportion.—*Boston Traveller.*

Financial Strength and Resources of the Loyal States.

The prospect of a bountiful harvest throughout the loyal States is a matter of first rate importance, considering the political condition of the country, and must tend, greatly, to inspire confidence, and relieve apprehension as to the future. The greater portion of the *wheat* crop is already gathered, and will probably prove a larger yield than any previous one. Coming immediately upon two good harvests, the surplus for export will largely exceed that of any former year. The other important crops look equally well, but being hardier, and far less liable to accident and to injury from vicissitudes of weather, they seldom fail to be abundant, taking the whole country together.

The great interest of the nation, agriculture, the products of which form the basis of our foreign as well as domestic commerce, has been singularly prosperous for three consecutive years. Other interests must share in its good fortune. This is shown by the fact that the whole population of the country is actively employed. With constant employment at good wages; with cheap and abundant supplies of food, the material condition of a people can hardly be improved.

We call attention to this phenomenon of parties who affect to credit nothing of the kind. The fact, however, cannot be controverted. Our people bear the burdens of the war without inconvenience, because they have an abundance of everything that supports war—men, money, food, clothing and munitions of all kinds. All these can be had in the greatest profusion upon such terms as the government offer. A similar strength, stability and confidence displays itself in all the operations of society. Prices of property of all kinds are well maintained. There is no check to the progress of all useful enterprises that bid fair to be remunerative. Society everywhere wears a cheerful aspect, and the hum of industry has not ceased to be heard in any part of the land.

The grand secret of our national strength has been the ample provision made for just such an event as the rebellion, which closed one-half of the ports of the country, and cut off one-third of our population from all intercourse with the other two-thirds. Such a state of things did not, fortunately, seriously interfere with the prosperity of the people loyal to the Union. By singular coincidence the enlargement of the Erie Canal was completed the same year in which the rebellion broke out. At the same moment, almost, the great lines of railroad which serve as outlets from the interior, had put themselves in a condition to meet the enormous demands now made upon them. With the closing of the Mississippi, consequently, no inconvenience was really caused, as the artificial outlets from the interior were entirely adequate to the transportation of all its products, by much more expeditious, convenient, and what must in time prove, cheaper routes. The enterprise of our people had, when the South, imagining it held the natural channels of communication into the interior, sought to break up the Union, provided others so well adapted to the wants of commerce and trade, as to render it certain that they will hereafter take the preference, should the free navigation of all our rivers be fully restored. The Mississippi has lost its former value, and the importance and advantage it secured to the South will, hereafter and forever, be transferred to the North.

The actual exhibition of our strength has been fully in keeping with what we have assumed in reference to its basis. One great feature of it is the independence of our people of all other nations. We need be indebted to but few for any of the necessaries of life. We have imported such to very great extent, because we could not do everything at once, not because we had not the means and elements of producing then at home. High prices will instantly direct attention to the domestic manufacture of nearly everything appropriate to our soil and climate that we have been accustomed to import—such as iron, and the textile fabrics of all kinds except silks, and which must in the outset, be greatly raised in prices, and finally excluded by the joint operation of a high tariff, and manufactures stimulated by the low price of money at home. We are thus every day becoming less and less dependant upon others, without releasing them in any considerable degree from their dependence upon us. The first cry of the Western European nations is for cheap *food*. They are not likely to increase the cost of an indispensable article by impost duties, especially by differential duties against the United States. We have now the advantage over any other food producing nation, and this advantage is steadily becoming the more decided from the extension and improvement of our public works. No other grain producing country is rivalling, or hardly imitating us in this respect. The Great Eastern could regularly, and at all times of the year, obtain a full cargo at no other port in the world but New York. Here a full load is always in readiness for her, on board canal boats in the summer, and in our warehouses in the winter, which are kept constantly filled by the great lines of railroad terminations upon our harbor. Everything consequently tends to reduce the cost of transportation between the producer in this country and the consumer abroad, while such cost from other districts of production must remain, for a long time to come, very nearly stationary.

Of all this, the position, since the war broke out, of the commerce between the United States and other nations, is full proof. We have been able to keep foreign exchange largely in our favor, except when another element has been thrown in—the return of enormous amounts of securities formerly held abroad. The forced realization of these has compelled us to part with some specie; otherwise we should have constantly imported it. It is now the opinion of the best informed merchants in this city that the current must change, and specie flow to us from abroad before the close of the year. It certainly must, but for the disturbing cause stated. This cause will before long expend itself, and when such is the case, we cannot see how other nations can be in any other relation to us than debtors. We are daily becoming more and more self supporting, and they daily less so from the rapid increase of population upon a circumscribed area. Our strength is a natural one, but still no less calculated to excite surprise and admiration; and those who are most disposed to abuse and carp at us, could much better spend their time in inquiring into the real secret of our power, which every day is becoming more and more consolidated and formidable, because it rests upon natural advantages which are steadily becoming more decided in our favor.—*Hallett's Financial Circular.*

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. " var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec :				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	533,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western :				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence :				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	96⅝
" "	700,000	6	1880	99
" "	1,128,500	6	1875	100
" "	1,000,000	6	1867	97
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60) :				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie :				
1st Mortgage coupon	2,000,000	7	1877	83½
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	106
Income ⅓ in '59, ⅔ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	100
Mort. (chgd from Sterl'g)	888,000	5	1864	100
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (ass'd $337,000)	2,500,000	6	1887	----
***Catawissa :**				
1st Mortgage	1,500,000	7	1865	82
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Central of Georgia :				
Mortgage	86,067	7	1863	----
Central of New Jersey :				
1st Mortgage	1,400,000	7	'65-'70	106
2d Mortgage	600,000	7	1875	100
Central Ohio :				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	64
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	108
Consolidated 2d Mort. (S. F.)	813,000	8	1890	108
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	------	†	------	----
2d Mortgage	------	†	------	----
3d Mortgage	------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	103
Chicago and Northwestern :				
1st Mortgage (preferred)	1,250,000	7	------	94
1st Mortgage (general)	3,600,000	7	------	62
Bonds issued for coupons of do.	756,000	7	------	----
2d Mortgage	2,000,000	6	------	27
Appleton Extension Bonds	184,000	7	------	----
Flagg Trust Bonds	245,000	8	------	----
Cincinn., Hamilton and Dayton :				
1st Mortgage	394,000	7	1867	100
2d Mortgage	950,000	7	1880	100
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning :				
1st Mortgage	850,000	7	------	90
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	100
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	91
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	79
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	68½
Clev., Columbus and Cin. :				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	299,000	7	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	1872	65
Junction 2d Mortgage	221,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	1863	75
Junction Income	27,500	7	1862	----
C. and T. Income Mortgage	104,400	7	1863	75
C. and T. Income (convertible)	174,000	7	1864	----
C. and T. Income (convertible)	256,000	7	1864	----
C. and T. Dividend (convert.)	151,495	7	1865	75
C. and T. Income (convertible)	39,000	7	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	1885	91½
Columbus and Xenia :				
Dividend (due 1860, '61, '62, '65)	115,900	---	var.	93½
Connecticut River :				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60) :				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	40
Delaware :				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	108
1st Mortgage (E. Extension)	1,499,000	---	1875	108
2d Mortgage	2,516,500	---	1881	105
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000		------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	275,000	6	var.	100¼
2d Mortgage (convertible)	710,000	5	62-'72	98
3d Mortgage (convertible)	450,000	6	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	------	7	1891	----
Free Land, 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	360,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Galena and Chicago Union :				
1st Mortgage Coupon	1,971,000	7	'62-'63	106
1st Mortgage (Extended)	22,000	7	1882	106
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	104
***Great Western, Ill :**				
1st Mortgage Eastern Division	1,000,000	10	------	----
" Western "	1,350,000	7	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	47
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster :				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven :				
1st Mortgage	927,000	6	1873	99
Housatonic :				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69-'70	112
2d Mortgage	2,000,000	7	1860	103½
3d Mortgage	1,840,000	7	1875	90½
Convertible	1,002,000	7	1867	89
Illinois Central :				
Optional Right bonds	38,000	7	1868	----
Construction	10,798,500	7	1875	95
Construction	4,115,000	6	1875	95
Eight per cent. bonds	326,000	8	1865	----
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	283,500	10	------	----
Income	281,500	10	---	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60) :				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville :				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	1870	103
La Crosse and Milwaukee :				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	----
2d Land Grant (Western Div.)	353,000	†	------	21
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort :				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami :				
Mortgage (Coupon)	1,300,000	6	1883	89
Long Island :				
1st Mortgage	500,000	6	1870	92
Extension Bonds	175,000	7	1890	82½
Long Dock Co. :				
Mortgage Bonds	500,000	7	1882	----
Mortgages on Land	473,809	7	------	----
Louisville and Frankfort :				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville :				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester :				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis :				
Mortgage	600,000	7	1861	83
Marietta and Cincinnati :				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston :				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv. :				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98⅛
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	1869	107½
1st Mortgage (S. F.), convertible	4,434,000	8	1882	104
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	904,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	85½
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	101
Detroit and Toledo	684,000	7	1876	76
1st General Mortgage (S. F.)	3,030,000	7	1885	99
2d General Mortgage	2,572,000	7	1877	81½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	94
1st Preferred stock	1,060,000	---	------	88½
2d Preferred stock	1,020,000	---	------	66
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oakaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	var.	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	99
Preferred Stock	1,175,000	10	------	120
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	102
Funding (S. F.) Bonds	1,553,000	7	1876	107½
Stock Exchange (S. F.) Bonds	680,000	6	1883	102
Real Estate (S. F.) Bonds	166,000	6	1883	102
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	103
Convertible Bonds	970,000	7	1876	109
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	102
New York and Erie:				
1st Mortgage	3,000,000	7	1867	107
2d Mortgage	4,000,000	7	1864	105
3d Mortgage	6,000,000	7	1883	98½
4th Mortgage	4,900,000	7	1880	90
5th Mortgage	1,792,500	7	1883	82
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	105
2d Mortgage	1,000,000	7	1864	100½
3d Mortgage	862,300	7	1867	83
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	85
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	70
2d Mortgage	3,077,000	7†	1861	3
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	71
Chattel Mortgage	360,000	10	1883	98
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,186	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage	4,990,000	6	1880	103
2d Mortgage	2,421,000	6	1875	100
2d Mortgage Sterling	2,126,400	6	1875	----
State Works Bonds	7,100,000	5	------	85⅛
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	----
" 1836, "	192,000	5	1880	99
" 1849, "	3,103,600	6	1870	97
" 1861, "	436,000	6	1871	----
" 1843, "	1,548,300	6	1880	99
" 1844, (convertible)	863,000	6	1880	100⅛
" 1848, "	124,000	6	1880	99
" 1849, "	83,000	6	1880	102
" 1857, "	3,586,500	6	1886	85
" 1856, "	1,475,000	7	1886	89⅛
Bonds and Mortg's—real estate	592,200	---	------	----
Preferred Stock	1,551,800	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99⅛
Improvement	119,000	6	1868	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	908,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	91½
2d Mortgage	5,100,000	7	1911	76½
3d Mortgage	2,000,000	7	1911	62½
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	33
2d Mortgage	937,500	7	1863	----
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1866	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	95
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	106
2d Mortgage (convertible)	2,000,000	7†	'68–'70	80
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	90½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	90½
2d M. (Toledo and Wabash)	1,000,000	7	1869	62
2d M. (Wabash and Western)	1,500,000	7	1899	62
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Balt Works Br. Mort. due '58–'61	205,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Dollar Bonds	802,000	6	1875	----
Albany City Bonds	1,000,000	6	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	85
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	180,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55.791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	—	—	—	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
								ARKANSAS.													
— —	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	—	—	—	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	—	—	—	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,456	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,147	149,477	....	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	142
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,088	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	—	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	....
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	439,350	808 060	301,979	....	....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	105,626	—	43
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	.....	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41 466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6¼	....
								FLORIDA.													
— — '62	154.2	—	....	150	....	....	....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	....	....	....	....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
— — '62	100.0	3.9	10.0	153.6	....	....	....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	....	....	....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	28.7	....	....	....	Brunswick and Florida	755,000	*	—	151,887	.....	—	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,690,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123 543	232.0	.....	1,159.188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,340	454,541	—	....
								ILLINOIS.													
31 Dec. '61	220.0	—	—	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	—	5,500,000	4,500,000	.....	10 000,000	220.0	.....	1,098,465	452,693	4	....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	.....	1,514,478	242,564	—	78½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	....	....
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,67c	11,817,527	213.0	.....	849.719	414,828	—	....
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	63¼
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	.....	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.3	1,123,454	1,720,396	811,185	5	68
31 May, '61	175.0	—	....	—	....	....	....	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,023	2,965,758	1,150,903	—	58
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
— — —	148.0	—	....	—	....	....	....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	....	....	....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
— — '58	186.0	—	....	—	....	....	....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	....	....	....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100 0	oper. by	Bur. &	Quincy	—	....
— —	1.0	—	....	—	....	....	....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	165.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
— — —	108.0	—	....	—	....	....	....	Cincinnati and Chicago	2,090,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	....	....	....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	....	Evansville and Crawfordsville	2,233,413	*	2,750	986.061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	368,122	400,397	133,009	—	58
31 Dec. '58	89.8	20.2	....	—	28	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,659	3,458,108	110.0	.....	448,858	230,834	9	20
31 Dec. '60	84.0	—	....	—	....	....	....	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37.219	2,031.942	84.0	.....	277,952	119,745	—	....
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
— — '59	64.0	—	....	—	....	....	....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
1Dec. '60	86.0	49.0	....	—	28	....	....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
— — '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	....
— — '58	74.0	—	....	—	....	....	....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '61	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,975,801	73 0	325,707	377,692	216,184	10	120
								IOWA.													
31 Jun. '58	75.5	—	....	201.5	....	....	....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	.....	287,143	2,870,015	111.0	107,646	200,160	81,779	—	....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,856	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
— — '59	55.0	52.6	....	312.0	....	....	....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
— — '58	18.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13 0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	— }	13	10	230	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	....	— }				Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,651	65.1	244,773	245.911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,580,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,12	—	....
— — '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	....
— — —	27.0	—	....	—	....	....	....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
1 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	206.0	46	37	513	*N. O. Jackson and Gr. Northern*	5,579,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug. '60	53.7	—	....	125.3	....	....	....	*Vicksburg, Shreveport & Texas*	1,062,691	*	—	1,283,015	248,969	108.424	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	158,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	—
31 May,'61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	104
31 May,'59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	—
31 May,'61	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	65½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	26
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	—	57.7	.....	449,051	128,733	7	93½
31 May,'61	74.3	8.8	49.7	—	32	54	606	Boston and Maine	4,300,849	*	465,758	4,076,974	—	86,655	—	118.3	.....	776,065	315,071	6½	111
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	132,720	—	—	61.8	.....	588,871	272,429	8	115½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	—	83.6	.....	928,932	408,594	8	120½
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	—	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	—	52.3	.....	250,836	122,956	6	91
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,882	120.7	432,100	565,939	246,402	4	64½
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	—	56,080	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	—	71.6	.....	543,158	217,054	6	103
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	—	ope	r. by N.	H.&N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,655	383,158	ope	r. by B.	and L'll	.....	6	—
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	110
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	—	21.6	.....	123,015	24,907	2	53
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	—	—	—	—	—	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	—	—	—	18,291	—	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	—	87.3	.....	505,320	219,608	6	107
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	—	—	—	36,538	19,060	6	—
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,900	1,600,000	147,000	—	—	44.4	.....	308 228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	—	ope	r. by B.	and L'll	.....	—	—
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	—	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	—	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	—	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	—	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	—	77.0	.....	200,648	95,739	—	13
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb.&W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	131½
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	—	45.7	.....	195,669	83,188	5.3	55
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Ohio, Detroit & Can.G.T.June.	built and	equipped by G.	T'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,860	188.0	.....	365,038	144,270	—	.....
-- --	--	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	--	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May,'62	284.8	—	28.4	—	98	55	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	60½
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	25½
-- --	--	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236,0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	.....	.....	.....	*Cairo and Fulton*	.....	.....	—	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	—
-- --	--	—	—	.....	.....	.....	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	875	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	—	—	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.6	253,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	53.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	—
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	56½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	16,000	—	104½
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mass.	.....	—	62½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	104
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	56½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,616	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76 0	.....	274,204	162,841	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	126½
31 Dec. '60	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	132
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	—
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,236	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	—	—	.....	New Jersey	3,609,080	400,378	1,249,621	4,397 820	688,000	—	5,628,931	33.8	—	992,767	579,981	10	132
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	ope	r. by N.	Y. & R.	53,400	8	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & R.	24,440	—	25
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & R.	.....	—	—
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,718	24.0	.....	220,827	105,997	6½	90
31 Dec. '60	13 0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	—	—	15,344	8,268	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	oper. by Rens. & Sarat.		—	—	—	—
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	oper. by Western.		—	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24.7	2,904,887	520,855	110,896	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176.0	483,412	593,845	187,704	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	130
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	oper. by Erie.		—	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	oper. by Erie.		—	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	44¾
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	16½
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	—	7,309,042	2,601,063	6	93¼
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	34
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	14½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	26,346	—	—
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.		—	60,000	6	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,755	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,353	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	oper. by B., N. Y. & E.		22,047	—	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sackett's Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	oper. by Rens. & Sar.		—	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,237	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	oper. b. Hud. a. River.		—	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	oper. by other Co's.		—	—	—	—
1 Jan. '62	10½	—	¾	30.0	—	—	—	Warwick Valley	185,000	—	—	100,000	85,000	—	185,000	10½	oper. by Erie R. W. Co.			—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	—	6
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	—	314,091	102,765	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	699,716	230,551	—	—
31 Mar. '62	60.3	—	—	—	22	28	422	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	—	646,205	329,714	7½	98
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	119
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,353,000	—	—	98.6	—	1,120,370	662,945	14	114
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	322,693	4	21½
31 May '62	109.2	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	47½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	oper. w. Lit. Miami.		177,371	212,107	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	—	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	102,180	52,408	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	—	69,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	412,002	2,981,267	1,400,000	—	4,900,780	138.0	814,908	1,336,991	632,114	8	106
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	—	434,290	99,554	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	898,518	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper. by C., C. & C.		—	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	895,502	1,012,236	400,559	—	19
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	54
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	219,548	22,490	—	4
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	26.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	—	2,169,946	1,339,680	—	94
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	oper. r. b. Buf. & S. L		—	—	10	—
31 Aug. '60	36.9	13.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,543	55.5	—	436,237	153,334	6	54½
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	52½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	oper. r. by C., W. & E.		—	—	—	19
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	—	753,318	670,227	6	49½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,160	72.3	—	556.192	379.976	10	48
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	—	3,147,130	2,860,000	22,820	6,205,067	66.7	247 062	364.225	292,124	—	9
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541,156	3,447 522	1,421,980	13,264,100	16 6 7,400	1,322,915	34,234,559	423.0	4,413,036	7,300 001	3,546,938	6	47
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,655	—	1,208,500	874,800	104,720	1,742,333	24.0	—	288,657	157.194	—	49½
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	—	25,225,48	151.4	1,795,927	2,905,886	1,412,905	—	28
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by Cam. & Amboy			—	125½
1 Oct. '61	98.0	6.0	—	—	82	109	565	Phila., Wilmington and Balt.	7,021 713	744,425	142,840	5,600.000	2,475,500	140,993	8,742,000	200.5	439,760	1,516,966	675,484	6½	51½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,823,895	90,803		1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217		
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 323	18,999 551	467.5	2,434,641	3,031,787	1,299,721	—	31
30 Sep. '59	31.0	—	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*		1,221,277	280,000	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*		1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	.....
30 Sep. '59	9.2	15.3	14.9	—	....	....	....	Schuylkill Valley	573,616	*		568,150	.....	.....	573,616	24.5	.....	84,501	29,604	3½	.....
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Potteville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	.....	.....	96,227	54,582	—	.....
31 Dec. '59	148.0	—	20.0	140.0	....	....	....	Sunbury (Phila.) and Erie	6,393,712	107,252		4,506,920	4,369,070	861,271	10,1o9,869	148.0	.....	114,126	61,848	—	16
30 Nov.'59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932		97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677		682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*		1,500,000	2,200,000	293,895	.....	78.0	199,878	238,420	860,339	—	12½
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	276,800	.....	.....	62.0	240,449	331,522	106,782	5	55
30 Nov.'61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*		4.7,917	8,500	.....	.....	13.6	.....	26,454	6,914	—	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	.....		1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	....	—	....	....	....	Cheraw and Darlington	600,000	*		400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	....	—	....	....	....	Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	245,546	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	....	—	....	....	....	Kings Mountain	196,230	*		200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	....	—	....	....	....	Laurens	543,403	*		400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	....	—	....	....	....	North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,333	.....	.....	....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	....	41.9	....	....	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	....	....	....	Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859.....	.....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*		333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500		298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov.'60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859.....	.....	—	....	—	....	....	....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859.....	30.0	—	0.6	8.0	....	....	....	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	....	158.0	....	....	....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	....	756.0	....	....	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422		1,280,400	800,000	60 589	.....	90.7	118,219	163,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743		2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	.....
31 Aug. '60	62.0	....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*		950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	.....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*		5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	.....
31 Aug. '60	47.0	—	2 8	—	—	—	—	Vermont and Canada	1,350,695	.....	.....	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	123½
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612		516,164	793,200	.....	.....	23.7	47,950	45,930	8,522	—	.....
31 Aug. '60	54.0	10.5	....	—	—	—	....	Western Vermont	1,083,500	*		332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*		468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,062,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	.....	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,728,037	*		1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,808	26,853	.....	43.5	1,054,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554		657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	196.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	.....	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	.....	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	.....	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	.....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	21,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
— — '57	42.0	—	....	27.8	—	—	—	Milwaukee and Horicon	919,757	*	.....	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milwkee and Prairie du Chien*	7,500,000	*	.....	4,826,800	2,467,000	53,549	8,036,604	234.4	.....	1,108,354	436,039	—	31
— — '57	50.0	—	....	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
10 May, '61	104.0	—	....	38 8	8	7	321	Racine and Mississippi	3,802,016	*	.....	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	.....
— — '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								CANADA.													
31 July '61	161.0	—	....	—	31	27	40	Buffalo and Lake Huron	7,056,450	*		6,819,800	188,060	.....	7,150,000	16.10	400,075	1,771,780	363,670	—	.....
— — '59	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	11
— — '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*		15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	33
— — '59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*		14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— — '59	96.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
— — '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '59	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12 0	—	14	18	236	European & North American	4,543,564	*		4,637,852	.....	.....	4,637,852	108.0	.....	130,678	36,432	—	—
1 July,'61	60.0	—	....	....	....	....	....	New Brunswick and Canada	1,402,748	102,388	.....	1,380,000	13,100	136,000	1,709,232	60.0	.....	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	....	60.1	....	....	....	Nova Scotia	4,268,717	*	.....	.....	.....	.....	.....	61.5	.....	120,918	26,803	—	—
								NEW GRANADA.													
31 Dec. '60	48.7	—	....	—	—	—	....	Panama	8,000,000	*	620,804	5,000,000	2,400,000	.....	9,608,580	48.7	.....	1,589,859	1,110,652	12	134

New York Stock Exchange.

Actual Sale Prices for the week ending July 30.

	Th.24	F.25.	Sat.26.	M.28.	Tu.29.	W.30.
Federal Stocks:—						
U. S. 5s, 1871	....	....	86¼	....	....	....
U. S. 5s, 1874	86¼	87¼	87	87¼	86¾	....
U. S. 5s, 1865	....	....	....	....	....	92
U. S. 6s, 1881, reg.	98¾	98½	99	98¾	98½	99⅝
U. S. 6s, 1881, cou.	98¼	99¼	99¼	99⅝	98¼	99⅝
U. S. 6s, 1862	....	....	....	....	....	....
U. S. 6s, 1867	....	....	96	....	96	....
U. S. 6s, 1868	98	97½	97	....	....	97
U. S. Treasury 7 3-10 Notes	102⅜	102⅜	103	103	102⅜	102⅜
State Stocks:—						
California 7s	94½	95	95½	....	95½	....
Georgia 6s	....	....	....	....	....	....
Illinois Coupon bonds	....	....	....	....	....	....
" Canal bonds	....	....	....	....	....	....
Illinois War Loan	97	96	....	....	....	....
Indiana 5s	....	....	....	....	....	....
Indiana War Loan	....	93½	....	....	....	....
Kentucky 6s	....	....	93	....	95	94
Louisiana 6s	....	....	....	....	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	....	....	....
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	46¼	47	47	46½	46	46½
Do. iss. to H. & St. J. R.	60	....	60	....	....	....
New York 6s, 1873	....	....	....	....	....	....
North Carolina 6s	....	....	....	64½	....	....
South Carolina 6s	....	....	....	....	....	....
Ohio 6s	....	....	....	....	....	....
Tennessee 6s, 1890	49⅜	50½	50½	50⅜	50½	50⅜
Virginia 6s	....	....	....	....	....	54
Railroad Shares:—						
Buffalo & State Line	....	....	....	....	....	....
Chicago, Burl. and Q.	78	78½	....	....	....	....
Chicago and Rock Isl.	64	64	63½	63⅝	62⅝	63½
Clev., Col. and Cin.	....	....	....	....	118½	119
Clev. and Pittsburg	....	21½	21½	21⅝	....	21⅝
Clev. and Toledo	47½	47⅝	47½	47½	....	47⅝
Del., Lack. and West	93	....	....	94	....	....
Galena and Chicago	68½x	68⅝	68½	68½	67⅝	68
Hudson River	43⅝	....	44½	....	45	44½
Illinois Central (scrip)	57⅛	57	56½	56⅝	56	58
Michigan Central	60	60⅛	59½	59⅜	59⅜	60½
M. S. and N. I. guar'd,	55⅞	56⅜	55½	55½	54⅛	56
M. S. and N. I.	25⅜	25½	25	....	....	25⅛
Mil. and P. du Chien	....	32½	31½	....	....	31
M. and P. du C. 1st pref.	....	90	....	....	....	90
M. and P. du C. 2d pref.	....	....	....	....	....	....
New Jersey	....	....	....	....	....	....
New Jersey Central	....	....	132	....	....	....
New York Central	....	93¾	92⅞	93	92	93½
Erie	....	33⅞	34	34½	33⅜	34
Erie pref.	....	62½	62⅜	62⅝	62½	62⅝
N. York and Harlem	....	14⅜	14⅛	14½	14⅛	14⅛
N. Y. and H. "pref."	....	35½	36	35½	....	....
Panama	132	132	....	....	....	134
Phila. and Reading	....	56	....	....	....	....
Toledo & Wabash	....	....	....	....	....	....
" Pref.	40	....	....	....	....	....
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	85½	....	....	....	....	....
Chic. and N. W. 1st M.	60	....	....	....	62	....
" " 2d M.	28	28½	....	....	....	27
" " S. F.	93	94	....	....	94	....
Cl. & Tol. S. F. 7 p.c.	90	....	91	91	91	91½
Chi., Bur. and Q. 8 p.c.	....	....	107	108	108	....
Chi. and R. I. 1st M. '70	....	....	....	....	....	103
D. L. & W. 1 M. 8 p.c. '71-5	....	....	....	....	....	....
" 2 M. 8 p.c. '81	....	....	105	....	....	....
Gal. & Ch. 1 M. 7 p.c. '63-105	105	....	....	105	....	106
" 2 M. 7 p.c. '75	....	....	....	....	....	104
Hann. & St. J. bonds	....	....	....	....	....	45
Hudson R. 1 M. 7 p.c. '69	....	....	....	....	....	....
" 2 M. 7 p.c. '60	....	....	....	....	....	....
" 3 M. 7 p.c. '75	....	....	....	....	....	90½
" sink. fund	....	....	....	....	....	....
Illinois Central bonds	....	....	92½	....	93	95
La Crosse & Mil. L. G.	....	....	....	....	....	....
Mil. and P. du C. 1st M.	92½	92	....	....	93	94
Mich. Cen. S. F. 8 p.c. '82	....	....	....	....	104	....
" conv. 8 p.c. '69	107	107½	....	....	....	....
M. S. & N. I. 1 M. S. F.	....	....	....	....	99	....
" " 2 M.	....	82	82	....	....	81½
N. J. Central 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
N. Y. C. 6 p.c. certif. '83	....	....	....	....	....	....
" 1 M. 7 p.c. '64	....	....	....	103	....	....
" bonds 1876	....	....	....	....	....	109
N. Y. & E. 1 M. 7 p.c. '67	....	....	....	....	....	....
" 2 M. 7 p.c. '64	105	....	....	....	....	....
" 3 M. 7 p.c. '83	....	98½	97½	98½	....	98½
" 4 M. 7 p.c. '80	....	88½	88½	....	90	90
" 5 M. 7 p.c. '83	....	....	....	82½	82	....
N. Y. & H. 1 M. 7 p.c. '73	....	....	....	105½	....	....
" 2 M. 7 p.c. '64	....	....	....	....	....	....
" 3 M. 7 p.c. '67	....	....	....	....	....	....
Pitts., Ft. W. & Chi., 1 M.	93	92½	92½	92½	92	92½
" " " 2d M.	....	....	....	77½	77	76½
" " " 3d M.	....	....	....	....	....	....
Terre H. & Alton, 1 M.	103	....	....	....	105	106
" " 2 M.	80	81	....	....	80	....
Toledo & Wab. 1 M.	....	....	93	92	91½	90½
" " 2 M.	63	63½	63	63	....	62
Miscellaneous:—						
American Gold	118½	115½	117⅛	117⅜	116½	115½
Del. and Hud. Canal	....	95	....	....	95½	....
Penn's Coal Co.	....	....	95	....	96	....
Pacific Mail S. S. Co.	107½	109½	110½	112	111	111½

The following are the closing prices in the London Market on the 19th July:

United States 5s, 1874	x. c.	73	to	76
Maryland 5s		70	"	74
Virginia 6s		44	"	46
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	x. c.	61	"	63
Erie shares, ex assessment scrip		28	"	29
Erie shares, 7 per cent. preference		50	"	52
Erie shares, assessment scrip		1¾	"	2
Illinois Central 6s, 1875		70	"	75
Illinois Central 7s, 1875	x. c.	76½	"	77½
Illinois Central $100 shares, $90 paid, dis.		49	"	48
Illinois Central, all paid		47	"	49
Michigan Central 8s, Convertible, 1869		80	"	82
Michigan Central Sinking Fund 8s, 1882		83	"	85
Michigan South. and North. Indiana 7s, 1885		76	"	78
Do. do. do. $100 shares		19	"	21
New York Central 6s, 1883		78	"	80
New York Central 7s, 1864	x. c.	80	"	82
New York Central 7s, 1876		85	"	87
New York Central 7s, 1876		85	"	87
New York Central $100 shares		73	"	75
New York and Erie 7s, 1867		88	"	90
New York and Erie, 2d mort., 1859		87	"	89
New York and Erie, 3d mort., '83, assented		75	"	77
New York and Erie, 4th mort.		69	"	71
New York and Erie, 5th mort.		69	"	71
New York and Erie Bonds, 1862, '71, '75		--	"	--
New York and Erie shares, assented		--	"	--
Panama, 1st mortgage 7s, 1865		102	"	104
Panama, 2d mortgage 7s, 1872		101	"	103
Pennsylvania Central 6s	x. c.	80	"	82
Pennsylvania Central 2d mortgage		83	"	85
Pennsylvania Central $50 shares		38	"	40
Philadelphia and Reading $50 shares		20	"	25

American Railroad Journal.

Saturday, August 2, 1862.

Our City Passenger Railroads.

We give below a statement of the length, cost, indebtedness, earnings, etc., of the passenger railroads of this city and Brooklyn, compiled from the reports of the several companies made to the Legislature for the fiscal year ending September 30, 1861.

The city lines in operation are seven in number, comprising the Brooklyn City, the Broadway of Brooklyn, and the Second, Third, Sixth, Eighth and Ninth Avenue roads in this city. The statistics of these works furnish some interesting and instructive matter.

The whole length of these roads is 76.7 miles; but including double track and sidings, it is 140.5 miles. The number of cars is not given on the 2nd Avenue road; on the other lines they number 529, of both kinds. Those on the 2nd Avenue will probably bring this up to 625.

The total cost of these roads is returned at $5,838,489, exclusive of horses and cars, or $6,642,833 with these, giving an average cost of $47,280 per mile of single track. The weight of rail used varies from 56 to 95 pounds per yard, and will probably average 80 pounds.

The entire obligations of the seven companies amount to $6,498,440, of which $5,365,360 consists of stock subscriptions actually paid in. The debts, therefore, as compared with capital, average only about twenty-one per cent. This presents a very marked difference from the relative magnitudes of the two classes of obligations on most of our railroads.

The number of miles traveled on six of these horse roads was 9,950,088, to which should be added probably 1,000,000, the estimated mileage on the 2nd Avenue. This would make an aggregate of nearly eleven millions in all. The total number of passengers carried amounted to 44,167,460, showing that each car carried about four persons on the average, or that the gross earnings were about 20 cents per mile traveled. The 3rd Avenue passengers per mile averaged 5.91; the 8th, 3.86; the 6th, 3.75; the 9th, 2.13; the Broadway of Brooklyn, 2.31, and the Brooklyn City, 3.67 per mile traveled.

The gross earnings of these roads amounted to $2,202,110, or $28,710 per mile. Of the gross receipts three-fourths were disbursed for working expenses, which included the purchase of horses and mules to replace those that had been used up in the service. The net earnings were $547,484, or $7,138 per mile.

The 3d, 6th and 8th Avenue roads declared dividends of 12 per cent. each, the 2nd Avenue 6; the Brooklyn City, 8, and the Broadway of Brooklyn, 3½ per cent. during the year. The 9th Avenue has not yet commenced the distribution of dividends.

	Brooklyn City	Broadway R. R. of Brooklyn	Eighth Avenue	Ninth Avenue	Second Avenue	Sixth Avenue	Third Avenue	
76.7	28.3	5.4	10.0	18.0	8.0	4.0	8.0	Length of Main Line.
68.8	26.9	5.4	6.0	5.0	8.0	4.0	8.5	2nd Track and Sidings.
529	169	28	90	42	..	90	110	Number of Passenger Cars.
$5,838,489	$1,064,289	$218,448	858,064	389,348	965,208	842,991	1,505,141	Cost of Railroad and Appurtenances.
$804,344	$284,537	16,100	64,237	24,600	128,031	190,134	96,705	Cost of Rolling Stock.
$5,365,360	$1,000,000	200,000	800,000	795,360	650,000	750,000	1,170,000	Share Capital paid in.
$980,959	$174,000	35,959	80,000	21,000	850,000	25,000	345,000	Bonded & Mortgage Debt.
$152,121	$30,000	521	.....	.....	121,600	.....	.....	Floating Debt.
9,950,088	2,862,023	494,145	1,917,730	896,590	....	1,889,600	2,000,000	Mileage of Cars.
$2,202,120	$514,891	46,386	370,695	95,804	234,580	344,540	595,724	Gross Earnings.
$547,484	$123,021	12,265	115,466	19,874	87,780	53,186	186,942	Net Earnings.
	8	12	12		6	12	12	Dividends, per cent.
								8½

The earnings, expenses, &c., of the 4th Avenue road being included in those of the Harlem, we have not been able to give them in the table. The report shows that the number of city cars on that line is 36; the number of miles run by them, 555,-120; and the number of passengers carried, 3,-607,889. Taking all the roads in the two cities it will thus be found that they are equipped with about 650 cars, which travelled 11,500,000 miles, and carried 47,775,349 passengers. The ratio of passengers to mileage on the 4th Avenue was 6.5 —the highest of all our city roads.

Another Railroad Dispute in New Jersey.

Our readers are aware that a railroad is in progress, designed to traverse the State of New Jersey from Port Monmouth, on the lower bay, Southward to the Delaware, intersecting the Camden and Atlantic Railroad, by which a new route will be opened between this city and Philadelphia. It is given out that the rate of fare for through passengers will be about one dollar lower than by the Camden and Amboy lines; but as the distance will be twenty miles greater, and a good part of it must be made by water, it has hardly seemed probable that it would divert business largely from the direct route. The joint companies, however, think differently, and have applied to the State Chancellor for an injunction against the further prosecution of the work. On Tuesday last the arguments between the two companies commenced at Trenton; Messrs. J. P. Bradley and John P. Stockton being for the Camden and Amboy, and Messrs. B. Williamson and A. O. Zabriskee for the Raritan and Delaware Bay Company. The decision will be looked forward to with a good deal of interest by the traveling public.

Pennsylvania Railroad.

In the report of the Pennsylvania Railroad Company for the year 1861, a copy of which has just been received, we find much of general interest in regard to the operations of the road. While the increase of business over 1860 was $1,350,535, that of expenses was only $16,763. The increased distance run by engines was 779,594 miles; but though the cost of fuel amounted to $36,811 more than in 1860, it shows a decrease of 76 cents for every hundred miles run. A similar fact is noticeable in the outlays for engine repairs, which included the purchase of six new locomotives to take the place of old and worn out engines inferior in all respects to the present.

During the year the State tax upon tonnage was removed, as were also the tolls upon the Harrisburg and Lancaster Railroad, which has passed into the company's possession under a lease of 999 years. These served to reduce largely the transportation expenses. On the other hand, the much greater volume of merchandise carried, and the number of trains run have required a larger outlay than usual for the maintenance of way, especially on the newly leased line. The sum of $28,797 additional was paid on watchman's account, to ensure the safety of the track and bridges, at a time when the government was first put in peril.

The additions made to equipment during the year, exclusive of the engines spoken of above, comprised 14 first class freight locomotives, 2 tank engines for the Delaware extension, 2 small machines for passenger trains on branch roads, and 460 eight-wheeled cars of various kinds, besides 550 cars hired, but owned by other companies. A large number of new engines and cars have since then been built for the Pennsylvania road. At the Altoona shops 884 feet lineal of iron truss bridges were constructed, during the year.

The troubles in Virginia stimulated the coal trade from the Broad Top region, and necessitated the large additions made to the rolling stock. The great number of trains passing and repassing renders the construction of a second track a measure of vital importance as early as possible. Only three miles and one-fifth of this were laid during the past year; but preparations were made to do more in 1862. The destruction by fire of the large freight station at Pittsburg compelled the erection of a new one, 664 by 110 feet, at a cost of $25,250. Attention is called to the excellent accommodations now enjoyed at that place and the new shops at Harrisburg.

The report of the Master of Machinery shows that the company's motive power consisted of 229 engines, of which 194 were in running order at the date of the report. Three were hired by the Pittsburg, Columbus and Cincinnati Railroad Co. The number of miles run by passenger trains was 1,-118,137; by freight trains, 3,148,694; by distributing trains, 146,205: making a total of 4,413,-036. Of the passenger engines one made 42,132 miles during the year; another, 38,532, and a third, 37,584 miles. The first of these was between Altoona and Pittsburg. The greatest distance made by a freight train was 36,391 miles, between Harrisburg and Altoona. The average mileage made with passenger trains was 23,790, and with freight trains, 19,307 miles. The mileage made by the engines of passenger trains shows an increase of 932, and of freight, of 999 miles per engine over 1860.

The average cost per 100 miles run for repairs of engines was $7.81, against $8.85 in 1860. The cost of fuel per 100 miles run was $6.41, against $7.17 the year before and $8.19 in 1858. The hope is expressed that a still greater saving per mile may be reached in this account. One large item in the cost of repairing locomotives has been the putting of new copper fire-boxes into them, iron having been found not to be economical.

The report of the Car Department shows that 238 cars have been rebuilt, 100 new ones added and 99 repaired, during the year. Some of the passenger cars have been put to severe usage in carrying large bodies of troops. The lighting by gas is found to work well, and fixtures have been placed in all passenger cars rebuilt; the ventilation is also improved. The following table shows the total number of cars belonging to the company:—

Eight-wheeled passenger cars	84
Emigrant do. do.	29
Baggage and express do.	44
House cars, all kinds	1,499
Stock cars, eight-wheeled	400
Gondolas (for coal, wood and lumber)	837
Other kinds (4 wheeled)	558
Total	3,451

Besides these, the company own a large number running on the Pittsburg, Fort Wayne and Chicago and the Pittsburg, Columbus and Cincinnati roads, making altogether 3,192 eight-wheeled and 578 four-wheeled cars.

The Chief Engineer in his report alludes to the heavy expense incurred in making renewals of the superstructure, caused by the heavy business of the road. Generally speaking the condition of the track has been improved; but the construction of a second is indispensable. Wrought iron chairs appear to be exclusively used. A rail of a new pattern has been laid on part of the road within the corporate limits of Philadelphia. Extensive repairs have been made on the East Brandywine and Waynesboro' road, now operated under lease by this company; also on the Harrisburg and Lancaster line. Numerous iron bridges have also been put up on the Middle Division, all having been provided for a double track.

On the Delaware Extension, work was resumed early in April at the Schuylkill bridge, which was finished in December. It consists of three spans of 192 feet each, the whole being of iron resting on stone piers. A temporary trestle-work connects the West end of this bridge with the West Chester and Philadelphia Railroad. Sidings have also been laid down to connect the Pennsylvania with the proposed Junction road along the West bank of the Schuylkill down to the Philadelphia, Wilmington and Baltimore.

The total receipts of the Canal Department amounted to $176,109 04, of which $28,236 45 were net profits. The former were $33,256 77 less than in 1860, the falling off being due solely to the war.

The annexed tabular statement shows the whole expenses on the Canal in detail; also the earnings, profit and loss, from August 1st, 1857, to December 31st, 1861:

	Total Expenses.	Total Receipts.
* Earnings and expenses on all divisions in 1857, from August 1	$78,190 10	$92,433 50
Eastern Division	309,306 05	588,886 04
Lower Juniata Division	132,608 69	89,349 71
Upper " "	44,225 39	13,929 00
" Western "	16,826 93	6,035 58
Lower " "	98,795 76	48,438 23
Incidentals	381 10	15,485 77
	$675,334 02	$854,557 83
Total expenses	675,334 02	
Net profit		$179,223 81

* The earnings and expenses of the canal were not kept by divisions in 1857, but accounted for in the aggregate, as appears in the above table.

We published the President's report at the time of its appearance in January. Annexed is a copy of the company's

GENERAL ACCOUNT.

Capital stock	$13,264,100 00
Bond Account, viz:	
First mortgage six per cent. dollar bonds, payable 1880	4,990,000 00
Second mortgage six per cent. dollar bonds, payable 1875	2,421,000 00
Second mortgage six per cent. sterling bonds, payable 1875	2,126,400 00
Bonds due the State of Pennsylvania, bearing 5 per cent. interest	7,100,000 00
Amount of mortgages and ground rents on real estate	299,363 84
Bills payable	393,500 00
Accounts payable, including pay rolls for December, 1861	630,051 86
Contingent fund	885,640 74
Interest and dividends due to stockholders, unpaid	21,044 00
State tax	65,103 72
Amount due other roads	33,833 75
Balance to credit of profit and loss.	2,004,521 55
	$34,284,558 96

Cost of road, including engineering, land damages, fencing, machine shops, engine houses, station and warehouses, car sheds, water stations, foremen and tool houses, and shop machinery, from Harrisburg to Pittsburg, and station and warehouses on the Philadelphia Division	$17,514,211 72	
Less profits of road, after paying interest to stockholders up to November 1st, 1855, credited to cost of construction, as required by charter	589,185 79	
		$16,925,025 93
By amount paid State of Pennsylvania for Philadelphia and Columbia Railroad $6,500,000		
By amount paid State of Penn. for canals and Portage Railroad 1,000,000		
		7,500,000 00
The above division being made upon their presumed relative value.		
By cost of equipment of road, including locomotives, freight, road and passenger cars		3,447,522 39
By cost of real estate of company.		1,792,071 78
By cost of telegraph line		45,264 28
By extension of Pennsylvania Railroad to Steubenville and Pittsburg Railroad		5,214 09
By extension of Pennsylvania Railroad to Delaware River		272,579 84
By amount of stock of the Pittsburg, Fort Wayne and Chicago Railroad Company		816,050 00
By amount of bonds and stock of municipal and railroad corporations		605,930 60
By amount of bills and accounts receivable		459,375 83
By amounts due from other roads.		13,520 63
By amount of sinking fund		726,207 21
By amount of fuel, and materials on hand for shops, repairs to locomotives, cars, and maintenance of way		466,464 33
By balance in hands of agents		453,367 99
By balance in hands of Treasurer, December 31st, 1861		705,974 06
		$34,234,558 96

The Pennsylvania Railroad Terminus.

No one can visit Washington avenue wharf without being struck by the magnitude of the preparations on foot there to accommodate the business of the Pennsylvania railroad. Much attention, of course is attracted by the great grain elevator, a massive structure of brick and iron, perfectly fire proof, which rises like a giant among pigmies, from the midst of the low buildings which characterize that district, crowned by a lofty tower, reaching a height of one hundred and twenty feet. This alone would suffice to typify the importance of the terminus, and the extent of the business it is intended to accommodate.

But the rapidly multiplying railway tracks and cars, the removal of old houses, the erection of sheds, the extension of wharves, all point unerringly to the fact that this great corporation is preparing for an immense future, and will absorb within its grasp the whole property lying near Washington avenue wharf. Even before the close of the present season, the site bids fair to become one of the busiest and most remarkable scenes in Philadelphia. Already the number of trains arriving and departing there daily keeps the whole neigborhood in motion and blocades the streets with cars, because the standing room has not yet been provided on the space between Christian street wharf and Washington avenue wharf.

This location has the advantage of being below the island, so that the piers may be projected into the stream any required distance, and thus all the accommodations in the way of docks, needed for the shipment of produce, may be obtained there. Of these there will, no doubt, be many, covering a front of several acres along the Delaware about the foot of Washington avenue, including the Navy-yard and all the intervening space; so that when the Navy-yard shall be removed to League Island, the railroad terminus will extend from Christian street to Reed street along the river.—*Philadelphia North American.*

Railroad Earnings--Monthly.

The earnings of the Cleveland, Columbus and Cincinnati R. R., for June, 1862, were $122,524 03
Do., 1861 89,028 41

Increase $33,495 62

The earnings of the Cleveland and Pittsburg Railroad for June, 1862, were $123,000
Do., 1861 104,000

Increase $19,000

The earnings of the La Crosse and Milwaukee Railroad for June, 1862, were $112,000
Do., 1861 108,000

Increase $4,000

The following statement shows the business of the Philadelphia and Reading Railroad Company for June, 1862, compared with that of 1861:

	1862.	1861.
Rec'd from coal	$174,221 78	$215,161 20
" " merch'dise	39,216 96	28,823 60
" " travel, etc.	40,846 13	26,066 47
Total	$254,284 87	$270,051 27
Transportation, roadway, dumpage, renewal fund, and all charges	153,559 48	130,825 46
Net profit for the m'th	$100,725 39	$139,225 81
Profit for the previous 6 months	725,846 75	601,055 27
Total net profit 7 mos.	$826,572 14	$740,281 08

Interest and Dividends.

The interest on the bonds of the New Jersey Railroad and Transportation Co., due August 1, will be paid at the Bank of Commerce.

The interest coupons of the second mortgage bonds of the New York and Harlem Railroad Company will be paid at the Treasurer's office.

The interest on the first mortgage bonds of the Cleveland and Pittsburgh Railroad Company, due Aug. 1, will be paid at No. 25 William-st., by H. C. Kingsley.

The interest due August 1, on the first mortgage bonds of the Cleveland and Mahoning Railroad Company, will be paid by Messrs. Ward, Campbell & Co., No. 56 Wall st., New York.

Interest on the bonds of the Pennsylvania Coal Company, due Aug. 1, will be paid at the company's office in New York.

The Erie Railway Company give notice to the holders of the certificates of D. S. Gregory and J. C. B. Davis, Trustees, that on and after the 1st of August, payment will be made at the office of the Treasurer, in Erie-place, of the coupons of the fifth mortgage bonds, represented by said certificates, with interest from May 1, 1861, to August 1, 1862.

The Morris Canal and Banking Company has declared a dividend of 5 per cent. upon the preferred stock, payable Aug. 5.

The authorities of the City of Alleghany, Penn., are now prepared to issue new bonds in exchange for railroad bonds of that city upon the basis of the compromise hitherto offered by them.

Wheat Trade of Chicago and Milwaukee.

The receipts of wheat at Milwaukee and Chicago from January 1, to July 19th, 1861 and 1862, have been as follows:

	1862.	1861.
Milwaukee	7,032,304	5,335,383
Chicago	6,026,650	5,502,870

The shipments of wheat from Milwaukee and Chicago from the opening of navigation to July 19th have been as follows:

	1862.	1861.
Milwaukee	7,549,756	5,654 422
Chicago	8,026,650	5,502,870

Reducing flour to wheat, at five bushels to the barrel, the shipments of wheat from the two cities thus far the present season compare thus:

	Flour, bbls.	Wheat, bus.	Total, bus.
Milwaukee	422,211	7,549,756	9,660,811
Chicago	715,433	6.026,650	9,603,815
Difference in favor of Milwaukee			56,996
Stock on hand July 18th			1.498,548
Estimated stock at Chicago, July 12th			772,889

The Hoosac Tunnel.

The recently appointed Troy and Greenfield Railroad commissioners have decided to send an agent to Europe, to examine critically the railway tunnels in that part of the world. Charles S. Storrow of Boston has been appointed for that purpose, at a compensation of $3,000, with expenses paid, and sails next week. The object of the trip is to obtain the most reliable data from which to determine the character of the tunnel required under the Hoosac mountain, as well as the most economical and speedy method of constructing it, and also the probable cost of the work. There being no tunnels in this country of sufficient magnitude to be of much service in fixing upon the details of the one required, the commissioners deem this course the wisest and safest that can be adopted before proceeding to the completion of the Hoosac bore.

The Portland Company.

The following is an abstract of the condition of the Portland Company on 15th ult.:

Assessments voted by the company and paid	$169,800 00
Amount of capital stock paid in and now existing	235,700 00
Amount due from the company (including extension of notes receivable endorsed by them) about	267,000 00
Buildings, machinery and other fixtures	164,811 46
The last estimated value affixed by the assessors to the lands, buildings, flats, &c	147,800 00
Aggregate value affixed to all the taxable property of the corporation, by the assessors	222,800 00

Massawippi Valley Railway.

We understand that the preliminary survey of the Massawippi Valley Railway has commenced, under the skilful superintendence of Mr. J. M. Clark, late Assistant Engineer of the S. S. and C. R. R. The opposition to the charter for that road, on the part of the Shefford Railway, was withdrawn in consideration that the gauge was narrow instead of being "broad," like the gauge of the Pasumpsic, and further that the Massawippi should become a part of the main line of the Shefford road, and worked on a *pro rata* arrangement therewith from any point at which a junction may be hereafter effected. The effect of this provision will be probably to carry the Shefford road by the

head of Massawippi Lake, and to place the Massawippi Valley under the control of the narrow gauge, instead of its becoming a Grand Trunk branch. It is fortunate that all cause of difference between the two companies has been thus removed, and we trust their successes may be speedy and harmonious.—*Waterloo, Ca., Adv.*

Copper Mines in Lake Superior and Great Britain.

Annexed is a comparative statement of the product of ingot copper from the mines of Cornwall, England, and Lake Superior:

PRODUCT OF THE CORNWALL COPPER MINES.

	Tons.		Tons.
1771	3,448	1822	7,657
1730	4,102	1857	13,644
1802	5,195	1858	13,255
1808	6,498	1859	13,245
1817	7,272	1860	13,212

PRODUCT OF THE LAKE SUPERIOR COPPER MINES.

In 1845, 910 pounds.

	Tons.		Tons.
1846	20	1854	1,611
1847	167	1855	5,237
1848	361	1856	4,008
1849	527	1857	4 031
1850	448	1858	4,031
1851	610	1859	4,071
1852	1,017	1860	5,440
1853	2,000	1861	7,560

Imports of Foreign Wool at New York, during the first six months of 1863.

From whence.	No. of Bales.	Weight, Pounds.
England	15,388	5,734,308
Buenos Ayres	4,967	4,384,295
France	3,208	3,203,806
Belgium	2,561	974,542
Africa	1,679	586,361
Brazil	459	306,790
Sardinia	561	202,200
Tuscany	568	224,288
Bremen	242	111,400
New Granada	621	163,266
Spain (Malaga)	419	127,313
Hamburg	393	84,495
Gibraltar	332	80,738
Central America	339	90,983
Cuba	155	92,564
Portugal	207	55,677
British West Indies	65	39,701
Turkey	54	19,285
Montevideo	12	8,211
Mexico	12	2,225
Dutch West Indies	10	3,300
Bombay	1	348
Total	37,153	16,496,136

Norwich and Worcester Railroad.

The earnings of this road for the six months ending May 31, 1862, were as follows:

Passengers		$47,800 84
Freights		86,308 58
Miscellaneous		7,979 55
Total		$142,088 97
Expenses	$80,359 96	
Interest	19,303 64	
		99,663 60
Net earnings—2 1-10 per cent.		$42,425 37
Debt funded		$524,300 00
Debt floating		31,716 06
Debt for steamboat stock		200,000 00
Total		$756,016 06
Assets		54,955 94
Total		$701,060 12

The steamboat stock pays 10 per cent. pividend

The earnings of June following the above six months show an increase of $12,000.

St. Louis, Alton and Terre Haute Railroad.

In May last, the Terre Haute, Alton and St. Louis Railroad was sold under a decree of the Illinois Courts, for the benefit of the mortgage bondholders. It has since been re-organized as the St. Louis, Alton and Terre Haute Railroad Company, electing the following Board of Directors:

Chas. Butler, Robert Bayard John G. Richardson, S. J. Tilden, Pickering Clark, of New York city; Russel Sage, Troy, N. Y.; W. D. Griswold, Terre Haute, Ia.; Ralph Tousey, St. Louis, Mo.; Anthony Thornton, Shelbyville, Ill.; Hiram Sandford, Paris, Ill.; Levi Davis, Alton, Ill.; Hon. Gustavus Kœrner, Belleville, Ill., and John S. Hayward, of Hillsboro', Ill.

Subsequently, Wm. D. Griswold was elected President and General Superintendent; Ralph Tousey, Secretary and Treasurer, and Jas. B. Ralston appointed Auditor.

Railways in Chile.

In Chile there are 289½ miles of railway open or ready for use, viz:

Caldera and Copiapo	50½ miles.
Copiapo and Pabellon	23½ miles.
Pabellon and Chanarcillo	26 miles.
Valparaiso and Santiago	77 miles.
Santiago and Rengo	72 miles.
Coquimbo Railway	40½ miles.
	289½ miles.

Upon these railways exist features such as are rarely to be met with upon any lines in the world; as, for instance, upon the Valparaso and Santiago Railway is an incline of 1 in 45 for twelve miles in length, combined with curves of 600 ft. radius; the summit level of this line will be 2,650 ft. above the sea; and upon the Chanarcillo line is an incline of 1 in 25, nine miles in length, with curves of 500 ft. radius, up which engines ascend daily to an altitude of 4,400 ft. above the sea, an altitude not previously attained by a locomotive.

The Eighth Census.

We have obtained from the Census office at Washington, the following preliminary chapters of the very valuable report of Jos. C..G. Kennedy, Esq., which will be found of great interest, exhibiting as it does, the rapid growth of this country during the last ten years. We commence with the chapter upon the

PROGRESS OF RAILROADS IN THE UNITED STATES FOR THE DECADE OF 1850–'60.

The decade which terminated in 1860 was particularly distinguished by the progress of railroads in the United States. At its commencement the total extent in operation was 8,588.79 miles, costing $296,260,128; at its close, 30,598,77 miles, costing $1,134,452,909; the increase in mileage having been 22,004,08 miles, and in cost of construction $838,192,781.

While the increase in mileage was nearly 300 per cent., and the amount invested still greater, the consequences that have resulted from these works have been augmented in vastly greater ratio. Up to the commencement of the decade our railroads sustained only an unimportant relation to the internal commerce of the country. Nearly all the lines then in operation were local or isolated works, and neither in extent nor design had begun to be formed into that vast and connected system which, like a web, now covers every portion of our wide domain, enabling each work to contribute to the traffic and value of all, and supplying means of locomotion and a market almost at his own door, for nearly every citizen of the United States.

Previous to the commencement of the last decade only one line of railroad had been completed between tide-water and the great interior basins of the country, the produce of which now perform so important a part in our internal and foreign commerce. Even this line, formed by the several links that now compose the New York Central road, was restricted in the carriage of freight, except on the payment of canal tolls, in addition to other charges for transportation, which restriction amounted to a virtual prohibition. The commerce resulting from our railroads consequently has been, with comparatively slight exceptions, a creation of the last decade.

The line next opened, and connecting the Western system of lakes and rivers with tide-water, was that extending from Boston to Ogdensburgh, composed of distinct links, the last of which was completed during 1850. The third was the New York and Erie which was opened on the 22d of April, 1851. The fourth in geographical order, was the Pennsylvania, which was completed in 1852, although its mountain division was not opened till 1854. Previous to this time its summit was overcome by a series of inclined planes, with stationary engines, constructed by the State. The fifth great line, the Baltimore and Ohio, was opened in 1853, still further South. The Tennessee River, a tributary of the Mississippi, was reached in 1850, by the Western and Atlantic railroad of Georgia, and the Mississippi itself, by the Memphis and Charleston Railroad, in 1859. In the extreme North the Atlantic and St. Lawrence, now known as the Grand Trunk, was completed early in 1853. In 1858, the Virginia system was extended to a connection with the Memphis and Charleston and with the Nashville and Chattanooga railroads.

The eight great works named, connecting the interior with the seaboard, are the trunks or base lines upon which is erected the vast system that now overspreads the whole country. They serve as outlets to the interior for its products, which would have little or no commercial value without improved highways, the cost of transportation over which does not equal one-tenth that over ordinary roads. The works named, assisted by the Erie Canal, now afford ample means for the expeditions and cheap transportation of produce seeking Eastern markets, and could, without being overtaxed, transport the entire surplus products of the interior.

Previous to 1850, by far the greater portion of railroads constructed were in the States bordering the Atlantic, and, as before remarked, were for the most part isolated lines, whose limited traffics were altogether local. Up to the date named, the internal commerce of the country was conducted almost entirely through *water* lines, natural and artificial, and over ordinary highways. The period of the settlement of Califoraia marks really the commencement of the new era in the physical progress of the United States. The vast quantities of gold it produced imparted new life and activity to every portion of the Union, particularly the Western States, the people of which, at the commencement of 1850, were thoroughly aroused as to the value and importance of railroads. Each presented great facilities for the construction of such works, which promised to be almost equally productive. Enterprises were undertaken and speedily executed which have literally converted them into a network of lines, and secured their advantages to almost every farmer and producer.

The progress of these works in the aggregate, year by year, will be seen by the tabular statements at the close of the report. The only important line opened in the West, previous to 1850, was the one from Sandusky to Cincinnati, formed by the Mad River and Little Miami roads. But these pioneer works were rude, unsubstantial structures, compared with the finished works of the present day, and were employed almost wholly in the transportation of passengers. Within the decade in place of this one line, railroads have been constructed, radiating from Lakes Erie and Michigan, striking the Mississippi at *ten* and the Ohio at *eight* different points, and serve as trunk lines between the two great hydrographic systems of the West. These trunk lines are cut every few miles by cross lines, which, in the States east of the Mississippi, are sufficiently numerous

to meet every public and private want, and to afford every needful encouragement to the development of the resources of the country.

The Southern States have been behind the Northern in their public enterprises, though at the date of the census, they were prosecuting them with great energy and vigor. The progress inland of the great trunk lines of the South has been already noted. The opening of the Mobile and Ohio, and the Mississippi Central, which will soon take place, will give completeness to the system of the South-Western States, and leave little to be done to make it all that is wanted for that section of the country.

West of the Mississippi less has been done, for the reason that the settlements there are of a more recent date, and the people less able to provide the means for their construction than those of the older States. But even upon our Western frontier extensive systems have been undertaken, and very considerable progress made in their execution.

A more interesting subject than the progress of our public works would be their results, as shown in the increased commerce and wealth of the country. But such inquiries do not come within the scope of this report. It is well ascertained, however, that our railroads transport in the aggregate at least 850 tons of merchandise per annum to the mile of road in operation. Such a rate would give 26,000,000 tons as the total annual tonnage of railroads for the whole country. If we estimate the value of this tonnage at $150 per ton. the aggregate value of the whole would be $3,900,000,000. Vast as this commerce is, more than three-quarters of it has been created since 1850.

To illustrate the correctness of the estimate made, the following statement is added of the tonnage transported by the railroads of the State of New York for 1860, with the estimated value of the same. The classifications are made by the companies:

Kinds of Freight.	Tons Carried.	Value per Ton.	Total Value.
Products of the forest.	373,424	20	$7,468,480
Products of animals..	895,519	200	179,103,800
Vegetable food.....	1,103,640	50	55,182,000
Other Agricultural products	143,219	15	2,148,055
Manufactures....	511,916	250	127,979,000
Merchandise	783,811	590	391,905,500
Other articles.....	930,244	10	9,302,440
Total.....	4,741,773	$163	$773,089,275

If we make a deduction of one-quarter for duplications—a portion of the tonnage passing over more than one road—the aggregare would be 3,556,330 tons, having a value of $579,681,790.

The railroads of Massachusetts transported, for the same year, 4,694,369 tons, or making the deductions for duplications, 3,070,027 tons, and having a value of $500,524,201. The number of miles of railroad employed in the transportation of freight, being 2,569 in the State of New York, and 1,317 in the State of Massachusetts, with the deductions named, the amount of freight transported in these States averages 1,700 tons per mile. We have estimated the tonnage of all the railroads of the United States to average one-half the amount of the roads in these States. That this is not an over-estimate is shown by the following statement of the tonnage of several interior lines:

Roads.	Miles.	Tons Transported.
Cleveland, Columbus and Cincinnati	141	295,835
Little Miami.....	120	843,961
Cleveland and Toledo.....	147	250,482
Michigan Central	282	378,570
Michigan Southern	525	895,679
Illinois Central....	700	496,390
Chicago, Burlington and Quincy....	310	538,670
Chicago and Rock Island.....	228	801,668
Galena and Chicago.....	259	381,188
Total.... 2,712		3,286,393
Average per mile, 1,250 tons.		

BANKING.

Among the evidences of prosperity and general accumulation of wealth in the United States, the multiplication of banks with increased aggregate capital is one of the most significant. When, as in this country has been generally the case, individual promises representing produce and merchandise, and made available through the instrumentality of banks, are almost the sole means by which commodities pass from the producers to the consumers, the increased action of the banks becomes the index of larger production and more active trade. Where crops and the products of manufacturing industry are more abundant, the aggregate amount of paper created by their interchange is larger, and the negotiations of this paper require greater banking facilities. This want usually manifests itself in a more lucrative banking business, which draws more capital into that employment. Such a state of affairs presented itself during the decade which closed with 1860. The bank movement in the United States during that period underwent great expansion without becoming less sound. In that respect it presented a strong contrast to the expansion that occurred in the decade which ended with 1840. In that period a season of speculation in bank stocks and wild lands manifested itself, and the paper created for bank negotiation represented imaginary or speculative values, rather than commodities produced. Those values were never realized, and the whole paper system based on them collapsed. If we compare the aggregate features of banks at each decade with the population and the sum of the imports and exports for corresponding dates, the results are as follows:—

Years.	No. Banks.	Capital.	Loans.
1830....	330	$145,102,268	200,451,214
1840....	901	358,442,692	462,896,523
1843....	691	228,861,948	254,544,937
1850....	872	227,469,074	412,607,653
1860....	1,562	421,880,095	691,945,580

Years.	Specie.	Circulation.
1830....	22,114,917	$61,323,898
1840....	33,105,155	106,968,572
1843.....	33,505,806	58 563,608
1850....	48,677,138	155,012,911
1860....	83,594,537	207,102,477

Years.	Imp. and Export.	Population.
1830....	144,726,428	12,866,020
1840....	239,227,465	17.069,453
1843....	149.090,279	.....
1850....	330.037,038	23,191,876
1860....	726,288,550	31,445,080

The year 1843 was that of the lowest depression after the extensive liquidation that followed the expansions of 1837–'39. In that year the bank credits were, however, large, and measured by the foreign trade or the sum of the imports and the exports, but an internal trade had been developed through the settlements of the western country which required more credits. The operation of the general bankrupt law aided in clearing away the wreck of over two hundred banks that had failed, and which failures involved that of several sovereign States that had loaned their credits for bank capital.

The elements of prosperity were now again active, and banking facilities were required to a greater extent. The severe losses the public had suffered made some more comprehensive guaratee necessary to a full restoration of confidence in bank paper. In New York, in 1838, a new principle had been adopted—that of requiring the banks to deposit security for their circulating notes and holding stockholders liable to an amount equal to the value of their shares. On this basis the banking of New York was thenceforth to operate; and the principle, as its value became recognized, was gradually adopted in other States.

The failure of the Irish harvests of 1846–'47, followed by those of England in 1848–'49, by creating a great demand for American breadstuffs, stimulated business and gave a new impulse to banking. The year 1850 showed an amount of foreign trade more than double that of 1843. With the increase of business the banks were very prosperous; as is manifest in the fact, that although the capital of the banks was no more in that year than in 1843, their discounts were one hundred and fifty millions, or 60 per cent. greater. Thus the decade opened with a very lucrative banking business, and amid the greatest excitement in relation to the gold discoveries of California. The spirit of enterprise abroad was very strong, and the impression that prices were to rise by reason of the depreciation of gold was prevalent; hence the general desire to operate, in order to avail of the anticipated profits. Industry of all descriptions was very active and productive, and there never was a period when the national capital accumulated so fast, a remarkable evidence of which was offered in the vast amount expended in the construction of railroads; while of the large capital accumulated, a considerable portion was employed in banking. The incorporated bank capital increased nearly two hundred millions, and the private bank capital half as much. The report of the Treasury Department gave the latter amount at $118,036,080. The distribution of the incorporated banks among the several States is given in the appendix.

The increase of bank capital was large in the Atlantic cities, particularly in Boston and New York, of which the number and capital were respectively as follows:—

	1850. No.	1850. Capital.	1860. No.	1860. Capital.
Boston.... 30	30	$21,760,000	42	$36,581,700
New York.....31	31	33,600,602	55	69,758,777
Tatal 2 cities..61	61	55,360,602	97	106,340,477

This increase of banks, following the general expansion of business, brought with it the necessity of some improved means of adjusting the daily mutual balances. The fifty-five banks in New York city, for example, were each compelled to settle as many accounts daily. To obviate that great labor the clearing system was devised. Each bank sends every morning to the clearing house all the checks and demands it may have received the day previous, in the course of business, upon all others. These in a short time are interchanged, and the balance struck and paid. This system was established in 1853, and the amount of the exchange and balances annually were as follows:

Year.	Amount Exchanged	Balances.
1854.. ....$5,750,455,987	06	297,411,499
1855	5,862,912,098	33 289,694,136
1856	6,906,213,328	47 334,714,487
1857	8,333,226,718	06 365,313,901
1858	4,756,664,386	09 314,238,910
1859	6,448 005,956	01 364,984,682
1860	7,231,143 056	69 308,693,438
1861	5,915,742,758	05 353,383,944
Total for 8 yrs..$50,764,365,288	81	2,627,434,997

With the development of business the transactions grew immensely up to 1858, when they fell off nearly one-half under the panic of that year. They recovered gradually up to the breaking out of the rebellion. The banks of Boston and Philadelphia adopted the same system with similar results. The figures indicate to what an extent the credits of individuals, created in the operations of business, are cancelled through the intervention of the banks of the cities where the commerce of the whole country centralizes.

In the States of Illinois, Mississippi, Arkansas and Florida, after the collapse of 1837, no banks were again created up to 1850, and the three last named are still without them, with the exception of two small ones in Florida. Texas has a small bank at Galveston, and Utah, Oregon and New Mexico have none. In the District of Columbia four old banks expired by limitation of charters in the hands of trustees, and Congress refused to recharter them, but they continue to transact business.

It is probable that a large portion of the increase in banking, particularly at the West, has

been due to the introduction of the security system of New York, the idea of which seemed to popularize that which had previously been in bad odor. The following table shows the States which have adopted the free banking principle :—

States.	Year Adopted.	1860. Stocks Held.	Circulation.
New York	1838	$26,897,874	29,959,506
Michigan	1849	192,831	222,197
New Jersey	1820	962,911	4,811,862
Virginia	1851	3,584,078	9,812,197
Illinois	1851	9,826,691	8 981,723
Ohio	1851	2,153,552	7,983,889
Indiana	1852	1,349'466	5,390,246
Wisconsin	1854	5,031,504	4,429,855
Missouri	1856	725,670	7.884,885
Tennessee	1852	1,233,432	5,538,378
Louisiana	1853	5,842,096	11,579,313
Iowa	1858	101.849	568,806
Minnesota	1858	50,000	50,000
Total		$57,951,954	97,212,827

The principle cannot be said to have worked well except in New York, where it required constant alterations for many years to bring it to perfection. In Illinois it was an entire failure, and the new constitutional convention adopted a clause looking to the prohibition of any more banks and to the suppression of the existing circulation.

INSURANCE.

The progress of insurance in the United States has been rapidly following the development of commerce and trade, of which it is the necessary accompaniment, since the system of buying and selling goods on credit necessitates the resort to every possible means of making those credits safe. None is more obvious than that of requiring all goods to be insured. It follows that as commodities increase in quantity and value the amount to covered by insurance must expand in the same proportion. Unfortunately, however, there have been no regular statistics collated from year to year, as in the case of banks, by which that interesting index to the growth of the national wealth might be compared. The State of Massachusetts has paid more attention to the matter, and the annual reports are very valuable. The number of companies and amounts at risk have been as follows in that State :—

Year.	No. of Companes.	Capital Stock.	Fire Risks.	Marine Risk.
1840..	41	$7,475,000	51,998,596	50.631,877
1850..	30	6,106,875	63,948,273	76,082,520
1860..	117	6,353,100	348,923,289	101,972,974

The total property at risk has increased in the ten years $310,870,461. Under the present laws of New York the insurance returns are well organized. Taking the figures in connection with those of the leading ones of other States, the results are as follows :—

	Number of Companies.	Capital and Assets.	At Risk.
New York	135	$53,287,547	916,474,056
Massachusetts	117	6,353,100	450,806,203
Connecticut	12	5,364,686	279,322,184
Rhode Island	6	2,419,688	32,187,104
Philadelphia	10	6,510,601	139,229,374
New Orleans	9	6,738,031	221,100,000
Charleston	2	....	47,291,000
Augusta, Georgia.	1	952,858	7,000,000
Jersey City	1	179.713	5,231,061
Peoria, Illinois	1	363,995	6,806,377
Total		....	2,105,538,319

The amount at risk by all companies in the Union may approach three thousand millions, and the losses were reported as follows for 1860 :

Vessels and freights	$13,525,000
Cargoes	15,050,700
Total marine	28,575,700
By fire	22,020,000
Total losses	$50,595,700

Pennsylvania Canal.

The following is a synopsis of the cost of the Pennsylvania Canal east of the Alleghanies. It may prove useful for reference :

The Eastern Division commences at Columbia, and extends along the eastern bank of the Susquehanna to Duncan's Island, where it crosses the river and connects with the Juniata Division; the ascent from Columbia is 182 feet; distance 82 miles; cost $2,602,382. The Juniata Division commences at Duncan's Island, and extends to Hollidaysburgh, in Blair county, situate at the foot of the Allegheny mountains; ascent of lockage 576 feet; distance 180 miles; cost $3,437,334.

The Eastern and Western Divisions are here separated by the mountains;—formerly they were connected with a railroad called the Portage road, 36 miles in length, and cost $1,783,176. It ascended and descended the mountain with ten inclined planes, five on each side, which are now avoided by the Pennsylvania Central road. The total elevation of the Allegheny summit on this road was about 2,200 feet above tide water. This road extended, a few years ago, from Hollidays burg to Johnstone, in Cambria county, where it met the Western Division of the Pennsylvania Canal at that place.—*Phil. Intelligencer.*

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Consultations may be had with the firm between 9 and 4 o'clock, daily, at their principal office, No. 37 Park Row, New York. We have also a branch office in the city of Washington, on the corner of F and 7th sts., opposite the United States Patent Office. This office is under the general superintendence of one of the firm, and is in daily communication with the principal office in New York, and personal attention will be given at the Patent Office to all such cases as may require it. Inventors and others who may visit Washington, having business in the Patent Offices, are cordially invited to call at their office.

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A pamphlet of information concerning the proper course to be pursued in obtaining Patents, the requirements of the Patent Office, etc., may be had gratis upon application at the Principal Office, or either of the Branches. They also furnish a Circular of information about Foreign Patents.

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THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, July 19, 1862.

EIGHTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend of Three per cent. on the Capital Stock thereof,—free of the United States Income Tax, which will also be paid by the Company—payable on the 20th day of August next, upon stock registered at New York, Boston and Albany, and on the 20th day of September next upon stock registered at London.

Stockholders whose stock is registered at New York, will receive their Dividends at the office of DUNCAN, SHERMAN & CO.; those whose stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose stock is registered at Albany, at the ALBANY CITY BANK; those whose stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s. 1d. to the dollar.

The Transfer Books will be closed at the close of business on Thursday, the 31st day of July inst., and will be re-opened at New York, Albany and Boston on the morning of Saturday, the 23d day of August next.

8t30 JOHN V. L. PRUYN, Treasurer.

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THE thirty-ninth Annual Session of this Institution for instruction in the MATHEMATICAL, PHYSICAL, and NATURAL SCIENCES, will commence on Wednesday, Sept. 17th, 1862. Appropriate quarters, and a full supply of apparatus, will be provided, so that all the Courses of Instruction can be given precisely as heretofore. The new buildings for the Institute will be placed on a more commanding site, and be constructed as soon as possible.

The ANNUAL REGISTER, containing full information, can be obtained from

3m27 Prof. CHARLES DROWNE, Director.

NOTICE TO HOLDERS OF Construction Bonds of Dubuque & Pacific R. R. Co.

IN accordance with the order of the District Court of Dubuque County, Iowa, you are hereby required to present your bonds, on or before the 8th day of October, 1862, at the office of the Dubuque and Sioux City R. R. Co., in Dubuque, for conversion into preferred stock of said said company; otherwise the company will be under no obligation to convert the same.

JAMES M. McKINLAY,
July 12, 1862. 4t29 Secretary, D. & S. C. R. R.

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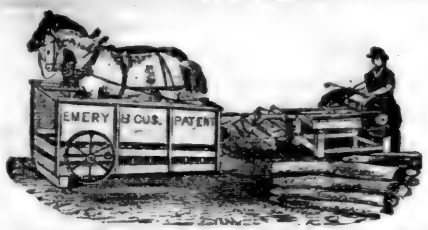
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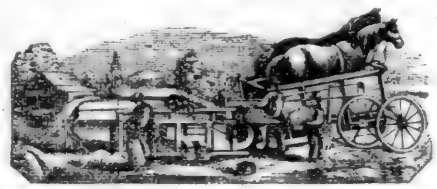


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Yours, respectfully, S. K. STOW, Cashier.

TROY, N. Y., May 14, 1862.

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S. O. Gleason,
Percy & King,
McCoy & Beadle,
Coon & Van Valkenburgh,
S. S. McClure,
Ross & Smith,
Robert Green,
S. Bachelder,
Gates H. Barnard,
W. D. Haight,
Denio & Freiot,
Walsh, Petit & Anthony,
D. H. Snyder,
Jonathan Seaman.

Not dug out—nothing in them.

TROY, May 19, 1862.

The undersigned had one of **Lillie's Wrought and Chilled Iron Safes,** which went through the fire of the 10th of May. The Safe was exposed to a severe fire for over 24 hours. In falling it turned on its face, and when turned up to open the doors was red-hot. The back of the lower part of the Safe (behind the books) was filled with pennies, which, in falling over, pressed against the books, and brought them directly in contact with the doors. The wrappers on the pennies were mostly good. The books were unfit for further use, but the writing on them was partially legible and could be copied.

DUSENBURY & ANTHONY.

TROY, May 19, 1862.

This is to certify that we had in our store, in this city, when it burned, one of **Lillie's Small Safes,** which was in the fire, without water on the building or Safe. Most of the valuables were removed before the fire, and therefore we were not in haste to get the Safe out of the burning ruins. Some of the papers left in the Safe were legible when taken out, but most of them were charred.

I. M. SINGER & CO.,
Per G. W. BABCOCK, Agent.

This is to certify that the undersigned had one of LILLIE'S Patent Chilled Iron Safes in their store, which was burned during the late severe fire in this city, and we are happy to state, the Safe preserved all its contents in first-rate condition. All the papers were legible, and the books will do for further use, without even rebinding.

GRANT, NUTTING & CO.

The foregoing comprises all the Safes of my manufacture that were in the fire, and below will be found certificates from all the owners of Safes manufactured several years since, by World's Safe Company, who used my Patent Chilled Iron Shell, but not my Fire-Proof Cement.

WORLD'S SAFE COMPANY'S SAFES.

TROY, May 19, 1862.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire of the 10th inst., in this city, would state that our Safes were exposed to a severe heat, being confined in the burning ruins, unprotected by water, from one to three days. On opening the Safes the contents were mostly legible, and to a far greater extent than could be reasonably expected of any Safe. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectors against fire, and by this test we are prepared to recommend them as such to public patronage.

Lyman Bennett,
Flood & Dunham,
John Hutchinson,
Silliman, Matthews & Co.,
E. L. Mallory,
E. H. Virgil,
Sup't National Express Co.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire in this city, would state, that on opening our Safes the contents were mostly legible. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectives against fire, and we are happy to recommend them to public patronage.

W. & L. E. GURLEY,
R. L. & G. DRAKE,
LEONARD SMITH,
H. E. & W. ALENDORPH, Absent.

TROY, May 19, 1862.

To whom it may concern: We would certify that when the recent fire broke out in this city, we took out from our Safe (which was made by World's Safe Company) all our books, papers, etc., and then left it to the flames without shutting the door, and the Safe will do for further use by being repaired, although the book case was destroyed by the door being left open through the fire.

ACKLEY & CO.

TROY, May 19, 1862.

The undersigned, using Safes manufactured by the World's Safe Company, at the time of the late disastrous fire on the 10th instant, in this city, would state that our Safes were filled with fire-brick for the fire-proof, and while several of this class preserved their contents, ours were considerably charred, and only a part legible. In justice to Mr. LEWIS LILLIE, we are pleased to state that Safes of his manufacture proved to be powerful protectors against fire, and have preserved their contents, after having been exposed to the fiery ordeal, unprotected by water, from one to three days.

Stephen Holton,
Bennett, Strickland & Fellows,
Corlous & House,
Luther Greenman,
E. W. Johnson,
J. H. Goodsell.

TROY, N. Y., May 17, 1862.

LEWIS LILLIE—Dear Sir: We were using at the time of the late severe fire of 10th inst., a Safe purchased in 1853 of the late World's Safe Company. The contents were considerably charred, but our Ledger is mostly legible, and we are able to copy it.

The Safe was subjected to a severe heat for over eighteen hours, and we are satisfied that if water had been thrown on the ruins, as is ordinarily the case, the contents would have come out uninjured. You will please repair our Safe, placing in it the improvements embraced in Safes of your manufacture, and oblige

SHELDON & GREENE.

N.B.—The above Safe is believed to have damaged the contents more than any of those named in this circular.

There were only seven Sheet Iron Safes, made by Herring and others, outside of the railroad depot, that were exposed to the fire, four of which were entirely burnt out; the fifth was saved by being early cooled off by water; the remaining two were not severely tested.

LEWIS LILLIE,
H. R. HUBBELL, Agent,
No. 198 Broadway, New York.

T. G. SELLEW,
MANUFACTURER OF
Desks and Office Furniture,
WAREROOM { **No. 107 FULTON ST.,** Near Nassau, N. Y.

☞ **LIBRARY FURNITURE made to order.**

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

EDITED BY

HENRY V. POOR AND JOHN H. SCHULTZ.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, August 9, 1862.

Our Railroads and the Crops.

It is now all but certain that the enormous business in the transportation of breadstuffs, provisions, cattle, etc., thrown upon our leading railroads the past and present year, will continue for twelve months longer. The crops already gathered or approaching maturity promise to be quite as abundant as those of 1861; while the demands of Western Europe will be little if any less. It is seldom indeed that for two or three consecutive years we find an unusually large surplus at home, connected with a correspondingly small production in other countries; the present, however, is one of those rare occasions which show the dependence of nation upon nation as truly as of every man upon his fellow.

While during the early part of the summer our neighbors to the southward were visited with almost incessant rains, retarding very seriously military operations, those lying to the northward were suffering seriously from *drought*. In Upper Canada this prevailed to such an extent in the month of June that large numbers of cattle were killed, owing to the lack of grass to sustain life. In the latter part of that month some light rains fell, and subsequently they have been abundant; but they did not come in season to produce a full crop of the early ripening grains. Corn may make up for the deficit; but the provincials will not be able to export their usual quantities of wheat or slaughtered animals. The drought appears to have affected that portion of the State of New York lying north of the Adirondacs, particularly the counties of St. Lawrence and Jefferson.

From the great West we have glowing accounts about the crops. Ohio alone, it is estimated, will produce 30,000,000 bushels of grain, of which 17,000,000 will be a surplus for exportation. Should the people of the whole Northwest have raised as much of "the staff of life," man for man, as those of Ohio, the total yield of grain would not fall short of 107,000,000 bushels, of which 60,000,000 would be exportable. This would leave Kentucky and Tennessee out of account altogether, and give only one-half the estimate for Missouri.

Without placing too much reliance, however, upon mere estimates, we may accept as true the reports which come up from every quarter. The crops will as a whole be heavier than those of 1861, the yield of corn probably exceeding anything of the sort ever produced in the country. At the same time we find ourselves with still a a very large surplus on hand from last year—a surplus that all the avenues yet opened are unable to carry off to the East. Since the first of January the two rival cities of Chicago and Milwaukee have shipped over 19,000,000 bushels or its equivalent, in nearly equal amounts from each. This, for a period of little over six months, exceeded anything ever before witnessed in the history of either city.

To what extent the crops in Europe will be a failure this year can only be conjectured. In the British Islands they will barely be an average, and may be still less, as at late dates the country was suffering from unusually heavy rains. France will not be so badly off as in 1861; but on the other hand, some of the sources of supply do not look at all promising. Several provinces in South Russia have sustained much damage from drought and the political condition of that country is far from being as favorable to commerce as it might be. The Hungarian crops have been short; those in Italy but moderately good. That country, like England and France, is undergoing some great social changes, which must ere long make her a regular importer of all kinds of provisions.

The effect of this foreign demand upon the prosperity of our leading railroads must be marked. The Central, the Erie and the Pennsylvania never before transacted so large an amount of business as last year, in spite of the war. The last named earned $1,300,000 more than in 1860, and we hear that the earnings of the Erie will reach to about $7,300,000 during the present year. Those of the Central are put at over nine millions by current report. It is evident, however, that tributary lines will share largely in this continued prosperity. The business of the Illinois Central may still suffer slightly from the closing of the Mississippi, yet the falling off in receipts last year, in spite of that sad occurrence, was very slight. The three great lines crossing the peninsula of Michigan, the Cleveland and Toledo, the Wabash Valley and its feeders, the Cleveland, Columbus and Cincinnati, the Bellefontaine—in fact, all the lines traversing the great Northwest and pointing in the direction of this city, Boston, Philadelphia and Baltimore—all find their hands full. With diminished expenditures in nearly every case two such years of prosperity ought to take our railroad interests out of the slough and make most of the stocks in them remunerative.

Lehigh Coal and Navigation Company.

We have received the report of this company for the fiscal year ending December 31, 1861, from which we learn that the repairs to the company's navigation were completed on the 10th of March, and that on the 15th of the same month water was let in and the entire line navigable for boats. On the 25th, the repairs to the roads were finished, and everything in readiness for the transportation of coal from the mines. Regular shipments, however, from Mauch Chunk did not begin before the 1st of April. From the opening to the close of the season, on the 10th of December, navigation continued without interruption. For the year the shipments of coal were as follows:

At Mauch Chunk	391,583 tons.
At East Mauch Chunk	149,535 "
At Penn Haven	254,398 "
At Rockport	88,115 "
At White Haven	111,074 "
Total shipments of coal	994,705 "

—showing a falling off, as compared with the shipments of the preceding year, of 96,337 tons. There was also taken from the company's Tamaqua Mines, 13,838 tons. The distribution of the coal was as follows: Consumed on the line of the

Lehigh Canal, 139,875 tons; passed into the Morris Canal at Easton, 272,728 tons; went into the Delaware Division Canal, 582,102 tons. Of the coal that entered the Delaware Division Canal, 288,584 tons reached Bristol; 267,347 tons passed over, via the outlet lock at Wells' Falls, into the navigable feeder of the Delaware and Raritan Canal—leaving 26,171 tons as the quantity disposed of on the line of the Delaware Division Canal.

The shipments of lumber for the year were 26,247,128 feet—showing a falling off from the previous year of 19,278,436.

The freight of all descriptions carried on the company's canal amounted to 1,145,880 tons—of which 84,987 tons were ascending, and 1,060,893 tons descending. In this is included 49,652 tons of iron ore, 25,738 tonf iron, and 22,860 tons lime and limestone.

The profits for the year, as appears by the annexed statement, were $528,249 93; the expenses, $201,313 73; and the net earnings, $326,932 20—being equal to an interest of over 13 per cent. on the capital stock.

PROFIT AND LOSS ACCOUNT.

Balance to credit Jan. 1, 1861	$3,546,702 94
Water and ground rents, etc	18,513 77
Profit on coal and mine leave	107,625 77
Tolls on navigation	402,106 39
	$4,074,948 87
Dividend, May 28, 1861, 3 per cent.	$74,398 50
" Nov. 26, 1861. "	74,398 50
State tax on capital	7,439 85
Balance of interest account	112,794 87
Canal repairs	53,808 91
Railroad expenses	27,270 10
Balance to credit Jan 1, 1862	3,724,838 14
	$4,074,948 87

The expenditure for the year upon the company's navigation was moderate; and was mainly for ordinary repairs, and for renewals of the usual character. The report says:

In the last Annual Report it was stated that, for the reasons therein given, an agreement had been entered into with the Nanticoke Railroad Company, by which they were to receive in the shape of a loan, to be secured by a first mortgage of the road and its franchises, assistance in the construction of a road to connect, at the foot of the planes, the Lehigh and Susquehanna Railroad with the colleries opened and to be opened in the Wyoming Valley.

Under this agreement, about $41,000 has been advanced to that Company; a lease of the road for twenty years has been taken; and that portion of the road lying between the foot of the planes and the mines of the Baltimore Coal Company, and embracing a number of other colleries now in operation, is approaching completion, and is, at this time, in use for the transportion of coal to this Company's railroad, to be shipped, at White Haven, on to the Company's canal.

Upon another portion of the road, extending down the valley from the foot of the planes, a large amount of work has been done; but its earlier completion has been retarded by the operation of cause similar to those which have checked the progress of many other enterpises and industrial undertakings. Notwithstanding all which, there is reason to expect from that quarter a very handsome increase of trade, during the current year, on the Company's canal.

Considerations, similar in their character to those just stated, have induced the Board to cooperate in the building of the Nesquehoning Valley Railroad; by the construction of which, with extraordinary advantages of grade and distance, one of the finest coal fields in the State will be brought into direct and close connexion with the Company's canal near Mauch Chunk, and a large and valuable addition made to the Company's business.

There was no increase during the year in the capital stock of the company. The funded debt was reduced $628,687 33; and the floating debt increased $53,321 27. The liabilities of the company, including capital stock, funded debt, and pecuniary obligations of every kind, were at the close of the year, $5,681,860 97—being $575,366 06 less than they were at the close of 1860. During the year the whole mortgage loan of 1861 was extinguished. The following will show the financial condition of the company January 1, 1862:

LIABILITIES.

Capital stock	$2,479,950 00
Common loans	2,788,181 92
Floating debt	352,608 33
Unpaid dividends	7,024 70
Arrears of Interest	54,096 02
	$5,681,860 97
Balance to the credit of profit and loss account	3,824,838 14
	$9,406,699 11

ASSETS.

Canal and river improvements	$4,455,000 00
Lehigh and Susquehanna Railroad	1,380,000 20
Real estate, cost of coal mine lands and other lands, railroads to the several mines of the company, and other improvements, wharves and landings at Philadelphia, &c.	1,522,473 22
Moveable effects, Debts due the company, bills receivable, bonds and mortgages, &c.	1,089,001 50
Contingent fund; cost of investments	913,069 11
Cash on hand	47,155 28
	$9,406,699 11

President—JAMES COX.

Managers—Erskine Hazard, John Farnum, Richard Richardson, Alexander Fullerton, Andrew Manderson, James S. Cox, Jacob P. Jones, Francis C. Yarnall, Samuel E. Strokes, Francis R. Cope.

Treasurer—EDWIN WALTER.

Sup't and Engineer—J. LEISENRING.

The Brooklyn City, and the Coney Island Railroad Companies.

POWER OF THE LEGISLATURE TO GRANT RAILROAD FRANCHISES IN THE STREETS OF CITIES. A PRIOR GRANT DOES NOT CONFER UPON A COMPANY AN EXCLUSIVE PRIVILEGE TO THE USE OF THE STREET.

The Brooklyn City and Newton Railroad Company were plaintiffs, and the Coney Island and Brooklyn Railroad Company were defendants. The routes which these two companies operate, enter the city of Brooklyn from opposite directions, convergo towards Fulton Ferry, and unite in Water Street, two blocks distant from the ferry.

The plaintiffs were organized under the general railroad act of the State; and on the 30th of July, 1860, they procured from the Common Council of the city of Brooklyn, authority to construct and maintain their road through certain streets of said city of which Water street is one. Under this grant they proceeded to make surveys and a map of the route to be filed, and entered into contracts for the construction of the track, which was to be a single one in Water street.

The defendants were also formed under the general railroad law; but they did not assert in this action, a right or title to construct their road through the city of Brooklyn, pursuant to the provisions of the general railroad act, or by the authority and consent of the Common Council; but they obtained from the Legislature an act which was passed on the 20th of April, 1861, by which they are authorized to construct and operate their road through the several streets designated on a "map or profile of said road, made by Jarvis Whitman, City Surveyor," without naming in the statute the streets intended, or even stating where the map was, or was to be filed. They were also authorized to lay their road with rails of a less weight than those prescribed by the general law. The condition upon which they were allowed these privileges was that they obtain "the permission of the Common Council of said city to construct said railroad within said city, or the consent of a majority of the owners of property fronting upon any street or avenue in said city, through or over which it is proposed to lay said railroad."

The defendants, on or about the 27th day of June, 1861, proceeded to tear up Water street in the city of Brooklyn, in order to lay down a double track. The plaintiffs then commenced this action, and obtained an injunction restraining the defendants from building, operating or using any track through or in Water street, or any part thereof. In the answer which was put in by the defendants they asserted their incorporation, and the passage of the special law referred to; and they alleged and relied upon the consent of a majority of the owners of that portion of Water street, to the construction of the road. The Supreme Court denied a motion made at Special Term, to dissolve the injunction, and an appeal was then taken to the General Term, held by three Justices, who now reversed the order made at Special Term and dissolved the injunction. The following is the opinion of the court, upon the points decided, rendered at the decision of the case.

EMOTT, J.—The plaintiffs' counsel argues against the validity of the act under which the defendants have proceeded, that it will take from the municipality of Brooklyn their right to the streets, without compensation. We are not aware that the municipality of Brooklyn have any rights of property in the streets of the city, nor do we agree that the use of a street by a city railroad using cars propelled by horses, is an appropriation of property so as to require compensation.

It is further urged that the act under consideration should be construed to require, in order to confer upon the defendants the right to lay down their track, both the permission of the Common Council and the consent of the owners of property on the streets. In other words it is insisted that the words "or" in this part of the act, must read "and." I confess I see no reason for putting such a construction upon the statute. The Legislature possessed the power to confer this privilege of building and using a horse railroad in the streets of the city of Brooklyn, without the consent of the owners of the soil over which the streets are laid out, because such a use of the street is merely a mode of exercising the public right of travel, and not an appropriation of the property of the owners of the land, requiring compensation in damages. Such a franchise or privilege may also be created or conferred without the consent of the city authorities, if the Legislature see fit to repeal, *pro tanto*, the portions of the general railroad act, or of any other general statutes requiring such a consent. In the act we are now considering, the Legislature have conferred such a privilege, on

condition that the grantees obtain either the consent of the adjoining owners, or the permission of the city authorities. That is the literal meaning of their act; and as they had the power to confer the franchise without imposing either condition, I am not able to see upon what principal we should be authorized to force a construction of the statute which would require both. * * *

The defendants in their answer aver that they have procured the consent of a majority of the owners of the property fronting on Water street between Main and Fulton streets, and rely on that as their justification. * * * To my mind the affidavit and answer, under the circumstances, would not furnish sufficient evidence of the existence and execution of such a consent as is required by this clause of the statute. If the case turned upon that, I should be obliged to hold, as I suppose the judge who heard the motion to dissolve the injunction did hold, that the defendants had not made out a compliance with the conditions upon which their franchise was conferred.

The next question is, and that is the vital question in the case, whether in so doing they have violated any right, or infringed any franchise of the plaintiffs, and whether the latter can maintain this action to restrain them.

It sufficiently appears by the affidavit of Mr. Catherwood, that the construction of the defendants' road or track will not necessarily interfere with the construction or use of that of the plaintiffs'. The inconvenience or injury, if any, is to the public, in the ordinary use of the street or to the adjoining proprietors. Nor is there any allegation in the papers that the use of this portion of their road, when constructed by the defendants, will interfere with the travel, or lessen the profits or value of the franchise of the plaintiffs. * *

If the effect of a construction of the defendants' track in this street, in the manner they propose, would be practically to exclude the plaintiffs from the street, that would be a proper subject of complaint, and such a course of proceeding would no doubt be restrained. But that is not the theory of this action. The plaintiffs claim that their franchise extends to and includes an exclusive right to the use of Water street, and of every other street in which they are authorized to lay down and operate their horse railroad. This is an entire mistake. There is no such exclusive privilege contained in the grant or permission of the Common Council to the plaintiffs, for the construction and use of their road; and it is well settled that no such privilege is implied in the grant of such a franchise. * * * * * * *

The construction of another railroad through the same street is not in itself an infringement of the franchise of the plaintiffs, or an incroachment upon their rights. Conceding that the use of the street by the defendants is unlawful, it is not an injury to the plaintiffs, unless it prevents them from constructing their road or from using it, and no action can be maintained by the plaintiffs to restrain an act not specially injurious to them.

The acts of the defendants, if unauthorized and unlawful, as I assume that they are upon these papers, may be productive of injury to the community at large. The defendants are obstructing a common highway, and this, if unauthorized is a public nuisance. But no special injury results to the plaintiffs from that act alone, or from a mere common nuisance. No one but the persons or officers intrusted by the law with the protection of the rights of the public, can invoke the aid of this court to restrain such a nuisance. Even if the defendants should proceed unlawfully to use the railway which they are laying down, and to demand and receive tolls or fares without authority. Yet so long as this did not interfere with the profits or revenues of the defendants, it would not be for them to proceed against such a usurpation.

Conceding therefore all which is alleged against the defendants, still, until they are shown to be committing or threatening some act which is not only an interference with the rights of the public, but especially injurious to the plaintiffs, they cannot be restrained at the suit of the latter. There is no sufficient allegation or proof of any such injury in the present case, and the prayer of the complaint and the injunction granted upon it go much farther.

The order denying the motion to modify or dissolve the injunction should be reserved and an order entered dissolving the present injunction, with liberty to the plaintiffs to apply upon an amended complaint or otherwise, for an order forbidding the defendants from interferring with them in the construction, maintenance or use of their track.

The receipts of the Grand Trunk Railway of Canada for the week ending July 26th, 1862, were:

16,952 passengers	$21,493 04
Mails and sundries	2,933 68
Freight and live stock, 11,481 tons	38,206 63
Total	$62,633 35
Corresponding week of last year	72,623 77

The earnings of the Chicago, Burlington and Quincy Railroad Line for 3d week in July, 1862, were $51,654 42
Do., 1861 43,357 44

Increase $8,296 98

The Amended Tariff.

THE NEW RATES OF CUSTOMS DUTIES FROM AUGUST 1, 1862.—ALPHABETICAL CATALOGUE OF ALL DUTIABLE AND EXEMPTED ARTICLES.—THE SPECIFIC AND THE AD VALOREM DUTIES.—ARTICLES REMOVED FROM THE EXEMPTED TO THE DUTIABLE LIST.

The following will be found to contain a complete and correct catalogue of all dutiable and exempted articles, together with the imposts to be in future paid upon the importation of the former. It has been carefully compiled from the Tariff acts of March, August and December of last year, and the New Tariff act just passed. The latter not only increases the rates upon nearly every article comprised in the three former, but it also removes several articles from the exempted to the dutiable list.

Where duties upon any articles appear in both the "specific" and "ad valorem" columns, both rates of duty are required to be paid.

ARTICLES.	Specific. $ cts.	Ad. Val. Per ct.
Acid, Acetic	....	25
Acetous, Benzoic, Muriatic and Pyroligneous	....	10
Boracic, per lb	0 05	..
Chromic	....	15
Citric, per lb	0 10	..
Gallic, per lb	0 50	..
Oxalic, per lb	0 04	..
Sulphuric, per lb	0 01	..
Tannic, per lb	0 20	..
Tartaric, per lb	0 20	..
Nitric, yellow and white, and all other acids, of every description, used for medicinal purposes or in the fine arts, not otherwise provided for	....	10
Alabastar and Spar Ornaments	....	30
Ale, Beer & Porter, in bottles, per gal.	0 30	..
Otherwise than in bottles, per gal.	0 20	..
Almonds, per lb	0 04	..
Shelled, per lb	0 06	..
Aloes	....	10
Alum, Patent Alum, Alum Substitute, Sulphate of Alumina, & Aluminous Cake, per 100 lbs	0 60	..
Amber	....	10
Ammonia, and Sulphate & Carbonate of Ammonia	....	20
Anchovies, see Fish.		
Antimony, Crude	....	10
Tartrate of	....	20
Argentine, Alabalta or German Silver, manufactured or unmanufactured	....	35
Argols, or Crude Tartar, per lb.	0 06	..
Arms, Fire, Muskets, Rifles, and other Fire Arms	....	35
Side, of every description	....	35
Arrow Root	....	20
Arsenic in all forms	....	20
Articles embroidered with Gold, Silver, other Metal	....	35
Articles worn by men, women, or children, of whatever material composed, made up, or made wholly or in part by hand, not otherwise provided for	....	35
Artificial Feathers and Flowers, and parts thereof, of whatever material composed, not otherwise provided for	....	40
Asphaltum, per lb.	0 03	..
Assafœtida	....	20
Asses Skins	....	30
Bacon, per lb	0 02	..
Balsam Copaiva, per lb	0 20	..
Peruvian, per lb	0 50	..
Tola, per lb	0 30	..
Bamboos	....	10
Barilla and Soda Ash	....	10
Barley, per bushel	0 15	..
Pearl or hulled, per lb	0 01	..
Barks, Cinchous, Peruvian, Lima, Calisaya, Quilla; and all other Medicinal Barks not otherwise provided for	....	20
Barks of all kinds not otherwise provided for	....	10
Barytes, & Sulphate of Barytes, per lb	0 00½	..
Baskets, and all other articles composed of grass, ozier, palm-leaf, straw, whalebone or willow, not otherwise provided for	....	35
Beads of Amber, Composition or Wax, and all Beads	....	30
Beef, per lb	0 01	..
Beer, see Ale.		
Beeswax	....	20
Benzoates	....	30
Bitter Apples, Colocynth, or Coloquintida, per lb	0 10	..
Blacking of all descriptions	....	30
Black Lead or Plumbago, per ton	10 00	..
Bladders, manufactures of	....	30
Blanc Fixe, enameled white, satin white, or any combination of Barytes and Acid, per lb	0 02½	..
Bleaching Powder, per 100 lbs	0 15	..
Bones and Bone Tips	....	10
Bonnets, Hats and Hoods for men, women and children; composed of straw, chips, grass, palm-leaf, willow, or any other vegetable substance, or of silk, hair, whalebone, or other material, not otherwise provided for	....	40
Braids, Platts, Flats, Laces, Trimmings, Sparterre, Tissues, Willow Sheets & Squares, used for making or ornamenting bonnets, hats and hoods; composed of straw, chip,		

grass, palm-leaf, willow, or any other vegetable substance, or of hair, whalebone, or other materials not otherwise provided for 30
Bolongna Sausages 30
Books, periodicals, pamphlets, blank-books, bound or unbound, and all printed matter, engravings, bound or unbound, illustrated books and papers, and maps and charts 20
Borax, crude or tincal, per lb .... 0 05 ..
Refined, per lb .... 0 10 ..
Boxes, Paper, and all other fancy 35
Brandy, coloring for 50
Brass, in bars or pigs, and old brass, fit only to be remanufactured. 15
Brazil paste 10
Brick, fire-brick, and roofing & paving tile, not otherwise provided for 20
Brimstone, crude, per ton .... 3 00 ..
In rolls, per ton .... 6 00 ..
Bristles, per lb .... 0 10 ..
Britannia Ware 35
Bronze Liquor 10
Powder 20
Brooms and Brushes of all kinds 35
Buchu leaves, per lb .... 0 10 ..
Building stone of all descriptions, not otherwise provided for. 20
Burgundy Pitch 20
Burning Fluid, per gal .... 0 50 ..
Burr Stones, manufactured or bound up into mill stones 20
Butter, per lb .... 0 04 ..
Buttons & Button Moulds of all kinds 30
Calomel 30
Camphor, crude, per lb .... 0 30 ..
Refined, per lb .... 0 40 ..
Candles and Tapers, stearine and adamantine, per lb .... 0 05 ..
Spermaceti, parafine & wax, pure or mixed, per lb .... 0 08 ..
All others, per lb .... 0 02½ ..
Canes & Sticks for walking, finished or unfinished. 35
Cantharides, per lb .... 0 50 ..
Card Cases, Pocket-books, Shell Boxes, Souvenirs, and all similar articles, of whatever material composed... 25
Carpets and Carpeting—Wilton, Saxony and Aubusson, Axminster, Patent Velvet, Tournay Velvet & Tapistry Velvet, Brussels wrought by the Jacquard machine, and all medallion or whole Carpets, valued at per square yard $1 25 or under, per square yard .... 0 45 ..
Do., valued at over $1 25 per sq. yd 0 55 ..
No Carpets or Rugs of the above description shall pay a duty of less than 25 per cent. ad valorem.
Brussels and Tapistry, Brussels, printed on the warp or otherwise, per square yard. .... 0 33 ..
Treble Ingrain and Worsted Chain Venetian, per square yard .... 0 28 ..
Hemp or Jute Carpeting, per sq. yd 0 06 ..
Druggets, Bockings and Felt, printed, colored or otherwise, per sq. yd 0 20 ..
Other kinds of Wool, Flax or Cotton, or parts of either, or other materials not otherwise provided for 35
Mats, Rugs, Screens, Covers, Hassocks, Bedsides, and other portions of Carpets and Carpeting, pay the rate of duty imposed on Carpets of similar character, all other Mats, Screens, Hassocks & Rugs, 35 per cent ad valorem.
Carriages and parts of Carriages 35
Cassia, per lb .... 0 15 ..
Buds, per lb .... 0 20 ..
Catsup 40
Chalk, White, per ton .... 4 00 ..
Red and French 10
Of all descriptions, not otherwise provided for 25
Cheese, per lb .... 0 04 ..
Chicory Root, per lb .... 0 02 ..
Ground, Burnt or Prepared, per lb. 0 03 ..
China and Porcelain Ware, Gilded, Ornamented, or Decorated in any manner 40
Plain, White, and not Decorated in any manner, and all other Earthen, Stone or Crockery Ware, White, Glazed, Edged, Printed, Painted, Dipped, or Cream colored, composed of Earthy or Mineral substances, and not otherwise provided for 35
Chloride of Lime, per 100 lbs .... 0 30 ..
Chocolate, Prepared, per lb .... 0 07 ..
Chronometers, Box or Ship's, and parts thereof 10
Cigars, of all kinds, including Paper Cigars or Cigarettes, valued at per 1,000 $5 or less, per lb .... 0 35 ..
Ditto, over $5, and not over $10 per 1,000, per lb .... 0 60 ..
Ditto, over $10, and not over $20 per 1,000, per lb 0 80 10
Ditto, over $20 per 1,000 per lb... 1 00 10
Cinnamon, per lb .... 0 25 ..
Civet, Oil of 30
Clay, Unwrought, Pipe Clay, Fire Clay and Kaoline, per ton .... 5 00 ..
Clocks, and parts of Clocks 35
Clothing, Ready-made, and Wearing Apparel of whatever description, of whatever material composed, except Wool, made up or manufactured wholly or in part by the tailor, seamstress or manufacturer 35
Cloves, per lb. .... 0 15 ..
Coach and Harness Furniture of all kinds, Saddlery, Coach and Harness Hardware, Silver-plated, Brass-plated or Covered, Common Tinned, Burnished or Japanned, not otherwise provided for 35
Coal, Bituminous, per ton of 28 bushels, 80 lbs. to the bushel. .... 1 10 ..
All other per ton ditto .... 0 60 ..
Coke, and Culm of Coal 30
Cobalt and Oxide of Cobalt 30
Ores 10
Cocoa, per lb .... 0 03 ..
Leaves and Shells, per lb .... 0 02 ..
Prepared or manufactured per lb . 0 09 ..
Coculus Indicus, per lb .... 0 10 ..
Coffee of all kinds, per lb .... 0 05 ..
Acorn Coffee and Dandelion Root, raw or prepared, and all other articles, used or intended to be used as Coffee or a substitute for Coffee, and not otherwise provided for, per lb. 0 03 ..
Coir Floor Matting and Carpeting... 35
Combs of all kinds 35
Compositions of Glass or Paste when set 35
Confectionery, see Sugars.
Copper Ore 05
In Pigs, Bars, or Ingots, per lb .... 0 02 ..
when old and fit only to be manufactured, per lb .... 0 01½ ..
Sheathing, in sheets, 48 in. long and 14 in. wide, and weighing from 14 to 34 oz. the square foot, per lb. 0 03 ..
Rods, Bolts, Nails, Spikes, Copper Bottoms, Copper in Sheets or plates, called Brazier's Copper & other Sheets and Manufacturrs of Copper, not otherwise provided for 30
Sheathing, and Sheathing Metal or Yellow Metal, not wholly of Copper nor wholly or in part of iron, ungalvanized in sheets 48 in. long and 14 in. wide, and weighing from 14 to 34 oz. per square foot, per lb .... 0 03 ..
Copperas, Green Vitrol, or Sulphate of Iron, per lb. .... 0 00½ ..
Coral, cut or manufactured 30
Cordials, see Spirits.
Cork-wood, unmanufactured 30
Corks 05
Cornmeal 10
Cotton Raw, per lb .... 0 00½ ..
Manufactures of, not bleached colored, stained, painted, or printed and not exceeding 100 threads to the square in., counting the warp and filling, and exceeding in weight per square yard 5 oz., per square yard .... 0 01¼ ..
Finer or lighter goods of like description, not exceeding 140 threads to the square inch, counting the warp and filling, per square yd.. 0 02½ ..
Ditto, exceeding 140 and not 200 threads, ditto, per square yard.. 0 03¾ ..
Ditto, exceeding 200 threads, ditto, per square yard .... 0 05 ..
All goods embraced in the foregoing Schedules, if bleached, *an additional duty* of per sq. yard. 0 00½ ..
Ditto, and if printed, painted, colored, or stained, *a further duty of* 10
All goods embraced in the foregoing schedules, (except) Jeanes, Denimes, Drillings, Bed-tickings, Ginghams, Plaids, Cottonades, Pantaloons Stuffs, and goods of like description, not exceeding 16 cents per square yard in value, if printed, painted, colored, or stained, shall be considered to be bleached goods, and shall pay *in addition to the rates of duty provided for bleached goods*, per square yard. 0 01 ..
Jeanes, Denimes, Drillings, Bedtickings, Ginghams, Plaids, Cottonades, pantaloons Stuffs, & goods of like description, not exceeding, in value per square yard 16 cents per square yard 0 02 10
All plain woven Cotton goods, not included in the foregoing schedules, and Cotton goods of every description, the value of which shall exceed per sq. yd. 16 cents 30
No cotton goods having more than 200 threads to the square inch, counting the warp and filling, shall be admitted to a less rate of duty than is provided for goods which are of that number of threads.
Thread, Spool and other Thread of Cotton 40
Shirts and Drawers, woven or made on frames, composed wholly of Cotton, and Cotton Velvet 30
All manufactures composed wholly of Cotton, bleached, unbleached, printed, painted or dyed, not otherwise provided for. 35
Cords, Gimps and Galloons 35
Laces, Insertings, Trimming Laces and Braids 25
Laces, colored 35
Court Plaster 35
Cowbage Down 20
Crayons of all kinds 30
Cubebs, per lb .... 0 10 ..
Cudbear and orchil. 10
Currants, per lb .... 0 05 ..
Cutch or Catechu 10
Cutlery of all kinds 35
Cuttle-fish bone, per lb .... 0 05 ..
Dates, per lb .... 0 02 ..
Diamonds, Glaziers', set or not set... 10
Dragons' Blood, per lb. .... 0 10 ..
Dutch and Bronze Metal in leaf 10
Earthenware, Brown and Common Stoneware, Gas Retorts, Stoneware not ornamented, and Stoneware above the capacity of 10 gallons 20
Emery, Ore or Rock, per ton. .... 6 00 ..
Manufactured, ground or pulverized, per lb .... 0 01 ..
Engraved plates of steel, copper, wood or any other material 25
Engravings, see Books,
Envelopes, Paper 35
Ergot, per lb .... 0 20 ..

Extract of Indigo; Extract of Madder; Extractions of Logwood and other Dyewoods 10
Ether 20
Fans and Fire Screens, of every description, of whatever material composed 35
Feathers and Downs for beds or bedding, of all descriptions 30
Ostrich, Vulture, Cock and other ornamented feathers, crude or not dressed, colored or manufactured 20
Ditto, when dressed, colored or manufactured 40
Feldspar 20
Fig Blue 20
Figs, per lb .... 0 05 ..
Fire Crackers, per box of 40 packs, not exceeding 80 to each pack .... 0 50 ..
And in the same proportion foa a greater number.
Fire Wood 20
Fish Glue or Isinglass 30
Skins 20
Mackerel, per barrel .... 2 00 ..
Herrings, pickled or salted, per bbl 1 00 ..
Anchovies, preserved in Salt 30
Anchovies, Sardines, Salmon and all other fish preserved in oil 30
Salmon, pickled per barrel .... 3 00 ..
All other fish pickled, in barrels, per barrel .... 1 50 ..
All other foreign caught fish, imported otherwise than in barrels or half barrels, or whether fresh, smoked or dried, salted or pickled, not otherwise provided for, per 100 lbs .... 0 50 ..
Flax, see Hemp.
Flints, and Flint, ground 10
Flocks, Waste or Shoddy 20
Frames and Sticks for Umbrellas, Parasols and Sunshades, finished or unfinished 35
Frankfort Black 20
Fruit Ethers, Essences or Oils of Apple, Pear, Peach, Apricot, Strawberry and Raspberry, made of Fruit Oil, or of Fruit, or imitations thereof, per lb .... 2 50 ..
Limes, Lemons, Oranges, Bananas and Plaintains 20
Fruits, Green, Ripe or Dried, not otherwise provided for 10
Fuller's Earth, per ton .... 3 00 ..
Fur Caps, Hats, Muffs and Tippets, and all other Manufactures of Fur, or of which Fur shall be a component material 35
Furs, Undressed 10
Dressed 15
Dressed, when not on the Skin 20
Furniture, Cabinet and Household 35
Gamboge 10
Garancine 10
Ginger Root, per lb .... 0 05 ..
Ground, per lb .... 0 08 ..
Preserved or Pickled 40
Glass, Cylinder or Broad Window, not exceeding 10x15 inches per square foot .... 0 01 ..
Ditto, above 10x15, and not above 16x24 .... 0 01½ ..
Ditto, above 16x24, and not above 24x30 .... 0 02 ..
Ditto, above 24x30, not exceeding 1 lb. per square foot in weight, per square foot .... 0 03 ..
If weighing over 100 pounds per 100 square feet, an additional pro rata duty. All Glass imported in sheets or tables, without reference to form, shall pay the highest rates of duty.
Crown, not exceeding 10x15, per square foot .... 0 01½ ..
Ditto, above 10x15 and not above 16x24 .... 0 02½ ..
Ditto, above 10x24 and not above 24x50 .... 0 04 ..
Ditto, above 24x50 .... 0 05 ..
Weighing over 150 pounds per 100 square feet, an additional duty on such excess of 4 cents per pound.
Fluted, rolled or rough plate, not including crown, cylinder, broad, or common window glass, not exceeding 10x15 inches, per 100 square feet .... 0 75 ..
Ditto, above 10x15, and not above 16x24 per square foot .... 0 01 ..
Ditto, above 16x24, and not above 24x30 .... 0 01½ ..
Ditto, above 24x30 inches, per square foot .... 0 02 ..
All fluted, rolled, or rough plate glass, weighing over 100 lbs. per 100 square feet, shall pay an additional duty on the excess at the same rates.
Cast polished plate, unsilvered, not exceeding 10x15 inches, per square foot .... 0 03 ..
Ditto, above 10x15, and not above 16x24 .... 0 05 ..
Ditto, above 16x14, and not above 24x30 .... 0 08 ..
Ditto, above 24x30, and not above 24x60 .... 0 25 ..
Ditto, above 24x60 .... 0 50 ..
Cast polished plate, silvered, or looking-glass plates, exceeding 10x15 inches, per square foot .... 0 04 ..
Ditto, above 10x15, and not above 16x24 .... 0 06 ..
Ditto, above 16x24, and not above 24x30 .... 0 10 ..
Ditto, above 24x30, and not above 24x60 .... 0 35 ..
Ditto, above 20x60 .... 0 60 ..
No Looking-Glass Plates, or Plate Glass Silvered when Framed, shall pay a less rate of duty than that imposed upon similar glass of like description not framed, but shall be liable to pay in addition thereto 30 per cent. ad valorem upon such frames.
Plain and Mould, and Press Glassware, not cut, engraved or printed 30
All articles of, Cut, Engraved, Painted, Colored, Printed, Stained, Silvered or Gilded, (not including plate glass silvered or looking-glass plates 35
Porcelain and Bohemian Glass Crystals for Watches, Paintings on Glass or Glasses, Pebbles for Spectacles, and all manufactures of Glass, or of which Glass shall be a component material, except Crown, Cylinder and other Window Glass, not otherwise provided for, and all Glass Bottles or Jars filled with sweetmeats, preserves, &c. 35
Plates or Disks, unwrought for Optical Instruments 10
Gloves made of Skins or Leather 30
Glue 20
Glycerine 30
Goldbeaters' Skin 10
Gold Leaf, per package of 500 Leaves 1 50 ..
Grapes 20
Grindstones, unwrought or wrought, or finished 20
Gum Aloes, per lb .... 0 06 ..
Benzoin, Sandarac, and Shellac, per lb .... 0 01 ..
Mastic, per lb .... 0 50 ..
Copal, Daymar, Kowrie, and all Gums used for like purposes, per lb .... 0 10 ..
Amber, Arabic, Jeddo, Senegal, Tragacanth, Myrrh, and all other Gums and Gum Resins not otherwise provided for 20
Gum Substitute, or Burnt Starch 10
Gunpowder, and all explosive substances used for mining, blasting, artillery, or sporting purposes, valued at per pound less than 20 cents, per lb 0 06 20
Valued at 20 cents or over, per lb. 0 06 ..
Gutta Percha, unmanufactured 10
Manufactures of 30
Hair, human, raw, uncleaned, and not drawn 20
When cleaned or drawn, but not manufactured 30
When manufactured 40
Bracelets, Braids, Chains, Curls, or Ringlets, or of which hair is a component material 35
Of animals, manufactured, see Wool.
Curled, Moss, Seaweed, and all other vegetable substances used for beds or mattresses 20
Cloth, Hair Seatings, and all other manufactures of hair, not otherwise provided for 30
Pencils 35
Hams, per lb .... 0 02 ..
Hat Bodies, of Cotton 35
Ditto, made of Wool, or of which wool is the component material of chief value 25
Hatters' Plush, composed of Silk and Cotton, but of which cotton is the component material of chief value. 20
Hats, see Bonnets.
Hemp, Russian, unmanufactured, per ton .... 40 00 ..
Manilla, and other hemps of India, per ton .... 25 00 ..
**Foreign Hemp, manufactured into Cordage in the United States, shall be allowed a drawback on exportation of the duty paid, less 10 per cent.
Jute, Sisal Grass, Sun Hemp, Coir, and other vegetable substances not enumerated, (except Flax, Tow of Flax, Russia and Manilla Hemp, and Codillo or Tow of Hemp,) per ton .... 15 00 ..
Jute butts, per ton .... 6 00 ..
Cordilla, or Tow of Hemp, per ton. 10 00 ..
Tarred Cables, or Cordage, per lb. 0 02¾ ..
Untarred Manilla Cordage, per lb. 0 02¼ ..
All other untarred Cordage, per lb. 0 03½ ..
Yarn, per lb .... 0 05 ..
Coir Yarn, per lb .... 0 01½ ..
Seines, per lb .... 0 06½ ..
Cotton Bagging, or other manufactures not otherwise provided for, suitable for the uses to which Cotton Bagging is applied, whether comprised in whole or in part of Hempt, Jete or Flax, or any other material, valued at per square yard less than 10 cents per pound .... 0 02¼ ..
Ditto, valued at over 10 cents, per lb .... 0 03 ..
Sail Duck 30
Russia and other Sheetings, made of Flax or Hemp, Brown and White 30
All other manufactures of, or of which Hemp shall be a component part, not otherwise provided for 25
Unmanufactured Flax, per ton .... 15 00 ..
Tow of Flax, per ton .... 5 00 ..
Grass Cloth 30
Jute Yarns 20
All other manufactures of Jute or Sisal Grass, not otherwise provided for 25
All Hemp, or preparations of Hemp, used for naval purposes by the Government of the United States, shall be of American growth or manufacture,

provided that the same can be obtained of as good quality, and at as low a price.

Hides, Raw, and Skins of all kinds, whether Dried, Salted or Pickled 10

Honey, per gallon. .... 0 15 ..

Hoods, see Bonnets.

Hops, per lb.. .... 0 05 ..

Horns, and Horn Tips..... 10

Indian Corn, or Maize, per bushel... 0 10 ..

Indian Rubber, Raw, or Unmanufactured 10

Boots and Shoes 30

Braces, Suspenders, Webbing, or other Fabrics composed wholly or in part of India Rubber, not otherwise provided for.... 35

And Silk, Manufactures of, or of India Rubber and Silk, and other Materials..... 50

Ink, Printer's Ink, and Ink Powder 35

Iodine, Crude, per lb..... .... 0 50 ..

Refined, per lb .... 0 75 ..

Ipecacuanha, or Ipecac, per lb..... 0 50 ..

Iron, Bar, rolled or hammered, comprising Flats not less than 1 in. or more than 7 in. wide, nor less than quarter of an in. or more than 2 in. thick; Rounds not less than half of an in. nor more than 4 in. in diameter; and Squares not less than half an in. nor more than 4 in. square; not exceeding $50 per ton in value, per ton .... 17 00 ..

Ditto, exceeding $50 per ton in value, per ton .... 18 00 ..

Bar, rolled or hammered, comprising Flats less than quarter of an in. thick, or more than 7 in. wide; Rounds less than half an in. or more than 4 in. in diameter; and Squares less than half an in. or more than 4 in. square, per ton . 20 00 ..

Iron in slabs, blooms, hoops, &c., less finished than bar but more advanced than pig, except castings, to be rated as iron in bars. None of the above iron shall pay a less rate of duty than 20 per cent.

Imported in bars for railroads and inclined planes, made to patterns, and fitted to be laid down without further manufacture, per ton. 13 50 ..

Railroad Iron, partially or wholly worn, may be imported without payment of duty, under bond, to be withdrawn or exported after it has been repaired or re-manufactured.

Boiler and other Plate, per ton .... 25 00 ..

Wire, drawn and finished, not more than quarter of an inch in diameter, nor less than No. 16 wire gauge, per 100 lbs..... .... 1 75 15

Ditto, over No. 16, and not over No. 25, per 100 lbs 3 00 15

Ditto, over or finer than No. 25, per 100 lbs..... .... 4 00 15

Wire, covered with Cotton, silk or other material, to pay 5 cents per lb. additional.

In pigs, per ton .... 6 00 ..

Sad Irons, Tailors' and Hatters' Irons, Stoves and Stove Plates, per lb..... .... 0 01¼ ..

Cast Iron Steam, Gas and Water Pipes, per 100 lbs .... 0 75 ..

Cast Iron Butts and Hinges, per lb. 0 02 ..

Hollow Ware, Glazed or Tinned, per lb..... .... 0 03 ..

Castings, not otherwise provided for, or exempted from duty..... 30

Old Scrap, per ton..... .... 6 00 ..

Band and Hoop, Slit Rods and all other descriptions of rolled or hammered, not otherwise provided for .... 25 00 ..

Cut Nails and Spikes, per lb..... 0 01¼ ..

Cables or Chains, or parts thereof, per 100 lbs..... .... 2 00 ..

No Chains made of wire or rods of less diameter than half an inch, to be considered a Chain Cable

Anvils, per 100 lbs.. .... 2 25 ..

Anchors, or parts thereof, per 100 lbs. 2 00 ..

Wrought Board Nails, Spikes, Rivets and Bolts, per lb .... 0 02¼ ..

Bed Screws and Wrought Hinges, per lb..... .... 0 01¾ ..

Chains, Trace Chains, Halter Chains and Fence Chains, made of wire or rods half an inch in diameter or over, per lb..... .... 0 01¾ ..

Ditto, under half and not under quarter inch, per lb..... .... 0 02¼ ..

Ditto, under quarter inch and not under No. 9 wire gauge, per lb.. 0 03 ..

Ditto, under No. 9 wire gauge 30

Blacksmiths' Hammers and Sledges and Axles or parts thereof, per lb. 0 02½ ..

Maleable in Castings, and not otherwise provided for, per lb..... 0 02 ..

Horse-shoe Nails, per lb..... .... 0 04½ ..

Steam, Gas, and Water Tubes and Flues of Wrought Iron, per lb... 0 02¼ ..

Wrought Iron Railroad Chairs, and Wrought Iron Nuts and Washers ready punched, per ton .... 30 00 ..

Cut Tacks, Brads and Sprigs, not exceeding 16 oz. to the 1,000 per 1,000 .... 0 02 ..

Ditto, exceeding ditto per lb..... 0 02 ..

Smooth or polished sheet, by whatever name designated, per lb .... 0 02½ ..

Sheet, common, or black, not thinner than No. 20 wire gauge, per ton .... 23 00 ..

Ditto, thinner than No. 20, and not thinner than No. 25, per ton .... 29 00 ..

Ditto, thinner than No. 25, per ton. 35 00 ..

Tin Plates, galvanized, galvanized iron, or iron coated with any metal by electric batteries, per lb.. 0 02½ ..

Locomotive Tire, or parts thereof, per lb..... .... 0 02½ ..

Mill Irons and Mill Cranks of Wrought Iron, and Wrought Iron for Ships, Steam Engines and Locomotives, or parts thereof, weighing each 25 pounds or more, per lb..... .... 0 01¾ ..

Screws, commonly called Wood Screws, 2 in. or over in length, per lb..... .... 0 06½ ..

Ditto, less than 2 in. in length, per lb. 0 09½ ..

Screws, washed or plated, and all other Screws of Iron, except Wood Screws 35

Squares, marked on one side, per lb. 0 02½ 30

Ditto, others made of Iron or Steel, per lb..... .... 0 05 30

Manufactures of, not otherwise provided for. 35

No allowance or reduction of duties is made for partial loss or damage in consequence of rust, except on polished Russia Sheet Iron.

Andirons, made of Cast Iron, per lb. 0 01¼ ..

Hollow Ware and Vessels of Cast Iron, not otherwise provided for, per lb..... .... 0 01¼ ..

Iron Liquer..... 10

Isinglass, or Fish Glue 30

Ivory, unmanufactured and Vegetable Ivory 10

Jalap, per lb..... .... 0 50 ..

Japanned Ware of all kinds, not otherwise provided for. 40

Jet, and Manufactures of Jet, and imitations thereof 35

Jewels and Jewelry, Diamonds, Cameos, Mosaics, Gems, Pearls, Rubies, and other precious stones when not set 5

Ditto, when set in gold, silver or other metal, and on imitations thereof, and all other jewelry... 25

Juniper Berries..... 10

Lamp Black 20

Lard, per lb..... .... 0 02 ..

Lastings, Mohair, Cloth, Silk, Twist, or other Manufactures of Cloth, woven or made in patterns of such size, shape and form, or cut in such manner as to be fit for Shoes, Slippers, Boots, Bootees, Gaiters and Buttons, exclusively, not combined with India Rubber..... 10

Lead Ore, per 100 lbs..... .... 1 00 ..

In Pigs and Bars, per 100 lbs. .... 1 50 ..

Old Scrap, fit only to be remanufactured, per lb..... .... 0 01 ..

In Sheets, Pipes or Shot, per 100 lbs. .... 2 25 ..

Acetate of, and Nitrate of, per lb.. 0 03 ..

White and Red, dry or ground in Oil, per 100 lbs.. .... 2 40 ..

Leather, Upper, of all kinds, except tanned Calf Skin 25

Tanned Calf Skin. 30

Sole and Bend 35

Or Shoes of all kinds, Japanned, Patent or Enameled 10

Lemon and Lime Juice 10

Lime.... ....

Linen, brown or bleached, Ducks, Canvass Paddings, Cot Bottoms, Burlaps, Drills, Coatings, Brown Hollands, Blay Linings, Damasks, Diapers, Crash, Huckabacks, Handkerchiefs, Lawns, or other manufactures of flax, jute or hemp; or of which flax, jute or hemp shall be the component material of chief value, valued at per square yard 30 cents and under 30

Ditto, valued above 30 cents per square yard..... 35

Or Flax Threads, Twine, and Pack Thread, and all other manufactures of flax, or of which flax shall be the component material of chief value, and not otherwise provided for.... 35

Linseed or Flaxseed, per bush. of 52 lbs. .... 0 16 ..

Liqueurs, see Spirits.

Liquorice Root, per lb..... .... 0 01 ..

Paste or Juice, per lb..... .... 0 05 ..

Litharge, per lb..... .... 0 02¼ ..

Mace, per lb..... .... 0 30 ..

Maccaroni, Vermicelli, Gelatine, Jellies, and all similar preparations.. 35

Magnesia, Carbonate of, per lb..... 0 06 ..

Calcined, per lb..... .... 0 12 ..

Sulphate of 20

Malt 20

Manna, per lb. .... 0 25 ..

Manufactures of Bone, Shell, Horn, Ivory, or vegetable Ivory 35

Of Paper, or of which paper is a component material, and not otherwise provided for..... 35

Of the Bark of the Cork Tree, except corks 35

Articles, Vessels and Wares, not otherwise provided for, of Gold, Silver, Copper, Brass Iron, Steel, Lead, Pewter, Tin or other metal, or of which either of these metals, or any other metal shall be the component material of chief value..... 35

Not otherwise provided for, composed of mixed materials, in part of Cotton, Silk, Wool or Worsted, Hemp, Jute or Flax.... 35

Of Cotton, Linen, Silk, Wool or Worsted, if embroidered or tamboured, in the loom or otherwise, by machinery, or with the needle or other process, not otherwise provided for..... 35

Of Cedar Wood, Granadilla, Ebony,

(Continued on p. 620.)

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec :				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	588,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western :				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	96⅝
" "	700,000	6	1880	99
" "	1,128,500	6	1875	100
" "	1,000,000	6	1867	97
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie :				
1st Mortgage coupon	2,000,000	7	1877	83½
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	106
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	100
Mort. (chgd from Sterl'g)	888,000	5	1864	100
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa :**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Central of Georgia :				
Mortgage	86,067	7	1863	----
Central of New Jersey :				
1st Mortgage	1,400,000	7	'65-'70	106
2d Mortgage	600,000	7	1875	100
Central Ohio :				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	64
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	108
Consolidated 2d Mort. (S. F.)	813,000	8	1890	108
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	103
Chicago and Northwestern :				
1st Mortgage (preferred)	1,250,000	7	------	94
1st Mortgage (general)	3,600,000	7	------	62
Bonds issued for coupons of do.	756,000	7	------	----
2d Mortgage	2,000,000	6	------	27
Appleton Extension Bonds	184,000	7	------	----
Flagg Trust Bonds	245,000	8	------	----
Cincinn., Hamilton and Dayton :				
1st Mort'gage	394,000	7	1867	100
2d Mortgage	950,000	7	1880	100
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning :				
1st Mortgage	850,000	7	------	90
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1860	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	100
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	91
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	79
4th Mort. (M. L.) or 3d Extension	1,164,000	7	------	68½
Clev., Columbus and Cin. :				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	299,000	7	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	1872	65
Junction 2d Mortgage	221,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	1863	75
Junction Income	27.500	7	1862	----
C. and T. Income Mortgage	104,400	7	1863	75
C. and T. Income (convertible)	174,000	7	1864	----
C. and T. Income (convertible)	256,000	7	1864	----
C. and T. Dividend (convert.)	151,495	7	1865	75
C. and T. Income (convertible)	39,000	7	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	1885	94
Columbus and Xenia :				
Dividend (due 1860, '61, '62, '66)	115,900	---	var.	93½
Connecticut River :				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60) :				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware :				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	108
1st Mortgage (E. Extension)	1,499,000	---	1875	108
2d Mortgage	2,516,500	---	1881	105
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000		------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	275,000	6	var.	100⅝
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	450,000	6	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tenness.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida :—				
Internal Improvement (State)	1,655.000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Galena and Chicago Union :				
1st Mortgage Coupon	1,971,000	7	'62-'63	102½
1st Mortgage (Extended)	22,000	7	1892	102½
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	104
***Great Western, Ill. :**				
1st Mortgage Eastern Division	1,000,000	10	------	----
" Western "	1,350,000	7	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	47
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster :				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven :				
1st Mortgage	927,000	6	1873	99
Housatonic :				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central :				
State (1st Lien) Loan	210.000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69-'70	112
2d Mortgage	2,000,000	7	1860	105½
3d Mortgage	1,840,000	7	1875	93
Convertible	1,002,000	7	1867	89
Illinois Central :				
Optional Right bonds	38,000	7	1868	----
Construction	10,798,500	7	1875	96
Construction	4,115,000	6	1875	96
Eight per cent. bonds	326,000	8	1865	----
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284.500	10	------	----
Income	281,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650.500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville :				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	1870	103
La Crosse and Milwaukee :				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	21
2d Land Grant (Western Div.)	353,600	†	------	21
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort :				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami :				
Mortgage (Coupon)	1,300,000	6	1883	89
Long Island :				
1st Mortgage	500,000	6	1870	92
Extension Bonds	175,000	7	1890	82½
Long Dock Co. :				
Mortgage Bonds	500,000	7	1882	----
Mortgages on Land	473,809	7	------	----
Louisville and Frankfort :				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville :				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester :				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis :				
Mortgage	600,000	7	1861	83
Marietta and Cincinnati :				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston :				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv. :				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	1869	108
1st Mortgage (S. F.), convertible	4,434,000	8	1882	105
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	904,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	85½
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	101
Detroit and Toledo	684,000	7	1876	76
1st General Mortgage (S. F.)	3,030,000	7	1885	100
2d General Mortgage	2,572,000	7	1877	83
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	94½
1st Preferred stock	1,060,000	---	------	99
2d Preferred stock	1,020,000	---	------	66
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	99
Preferred Stock	1,175,000	10	------	117
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	102
Funding (S. F.) Bonds	1,553,000	7	1876	107½
Stock Exchange (S. F.) Bonds	680,000	6	1883	102½
Real Estate (S. F.) Bonds	166,000	6	1883	102½
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	103
Convertible Bonds	970,000	7	1876	109¾
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	102½
New York and Erie:				
1st Mortgage	3,000,000	7	1867	107
2d Mortgage	4,000,000	7	1864	105
3d Mortgage	6,000,000	7	1883	100
4th Mortgage	4,900,000	7	1880	91
5th Mortgage	1,792,500	7	1883	83½
New York and Harlem:				
1st Mortgage	2,950,000	7	1872	105
2d Mortgage	1,000,000	7	1864	100½
3d Mortgage	862,300	7	1867	83
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	85
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	70
2d Mortgage	3,077,000	7†	1861	3
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	74½
Chattel Mortgage	360,000	10	1893	99
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo,):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage	4,990,000	6	1880	103
2d Mortgage	2,421,000	6	1875	100
2d Mortgage Sterling	2,126,400	6	1875	----
State Works Bonds	7,100,000	5	------	85½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	288,800	6	1876	----
3d Mortgage (Coupon)	156,800	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,900	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	----
" 1836, "	192,000	6	1880	99
" 1849, "	3,103,600	6	1870	97
" 1861, "	436,000	6	1871	----
" 1843, "	1,548,300	6	1880	101
" 1844, (convertible)	863,000	6	1880	100½
" 1848, "	124,000	6	1880	99
" 1849, "	83,000	6	1880	102
" 1857, "	3,586,500	6	1886	84½
" 1856, "	1,475,000	7	1886	89½
Bonds and Mortg's—real estate	592,200	---	------	----
Preferred Stock	1,551,800	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	91½
2d Mortgage	5,100,000	7	1911	77
3d Mortgage	2,000,000	7	1911	62½
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	33
2d Mortgage	937,500	7	1863	1½
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,200,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1868	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	1877	95
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	107½
2d Mortgage (convertible)	2,000,000	7†	'68-'70	83½
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1868	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	88
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1868	88
2d M. (Toledo and Wabash)	1,000,000	7	1869	63
2d M. (Wabash and Western)	1,500,000	7	1899	63
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Dollar Bonds	802,000	6	1875	----
Albany City Bonds	1,000,000	6	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	55
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	60½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, &c.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,?36	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	.....	.....	.....	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	159,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,485	302,511	—	1,936,739	1,810,500	319,444	4,333,922	122.4	252,906	359,147	149,477	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,878	354,136	14	142
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N.Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	127,390	135,072	.....	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	....
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,800	808,060	301,979	—	....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	509,300	62,477	.....	66.4	.....	288,512	108,626	—	43
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41 466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6½	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	....	....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '62	100.0	3.9	10.0	153.5	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10.000,000	220.0	.....	1,998,465	452,668	4	....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	.....	1,514,478	242,564	....	79
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243.282	135.284	—	....
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,828	—	....
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	64½
10 Nov. '58	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '61	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.3	1,123,454	1,720,396	811,185	5	69
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,023	2,965,758	1,150,903	—	58½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. ..	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	366,122	400,397	135,009	—	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,699,900	1,362,284	140,889	3,458,108	110.0	.....	448,858	230,834	9	20
31 Dec. '60	84.0	—	....	—	—	—	—	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37,219	2,031,942	84.0	.....	277,952	119,745	—	....
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
.. .. '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	....	....
1Dec. '60	86.0	49.0	....	—	23	....	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
.. .. '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40.	—	....
.. .. '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '61	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,975,801	73 0	325,707	377,692	216,184	10	120
								IOWA.													
31 Jan. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	694,024	*	—	sold,1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	....	....	.....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	— }	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	.....	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	....	— }				} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,289	9,455,250	269 0	613,803	716,478	371,122	—	....
.. .. '59	18.8	—	....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	586,000	339,297	5,856,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	566 434	—	....
31 Aug. '60	53.7	—	....	135.3	....	....	.....	*Vicksburg, Shreveport & Texas*	1,662,601	*,	—	1,283,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,010	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,988,475	149.0	.....	707,144	177,318	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	—
31 May,'61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	104
31 May,'59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,000	—	—	37.0	.....	55,403	28,404	—	—
31 May,'61	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	65½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	26
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	—	57.7	.....	449,051	128,733	7	93½
31 May,'61	74.3	8.8	49.7	—	32	54	606	Boston and Maine	4,300,849	*	465,758	4,076,974	—	86,655	—	118.3	.....	776,065	315,071	6½	112½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	122,720	—	—	61.3	.....	588,871	272,429	8	119
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	—	83.6	.....	928,932	408,594	8	120½
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	—	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	—	52.3	.....	250,836	122,956	6	91
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	65½
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	—	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	—	71.6	.....	543,158	217,054	6	103½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	—	ope	r. by N.	H.&N'h	—	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	—	6	—
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	110
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	—	21.6	.....	123,015	24,907	2	53
30 Nov. '59	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	—	—	—	—	—	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	—	—	—	18,291	—	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	—	87.3	.....	505,320	219,608	6	107
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	—	—	—	36,538	19,060	6	—
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	—	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	—	ope	r. by B.	and L'll	—	—	—
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	—	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	—	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	—	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	—	ope	r. by T.	and B.	—	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	—	77.0	.....	200,648	95,739	—	13
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb.&W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	131½
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	—	45.7	.....	195,669	83,188	5.3	55
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Sep. '60	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,389	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May,'62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	61½
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	26½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	—	—	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,238	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,886	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,582	459,659	128,366	8	58½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	104½
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	—
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	62½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	104
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,857	353,101	187,136	4	56½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	.....	Belvidere Delaware	3,128,287	*	—	997,862	2,082,000	103,879	3,183,741	76 0	.....	274,204	162,841	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	128½
31 Dec. '60	60.2	—	.....	—	—	—	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	48.0	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	678,443	10	132
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	—	—	.....	New Jersey	3,609,089	400,378	1,249,621	4,397 820	688,000	—	5,628,931	33.8	—	992,767	579,961	10	132
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Rampo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	108,997	6½	90
31 Dec. '60	13 0	—	.....	47.0	—	—	—	West Jersey	250,278	—	—	216,794	.....	66,582	.....	—	—	15,344	3,362	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, Incl. all other assets and liabilities.	Road operated, Incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								New York.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	----
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	----
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r. by W	estern.	—	6	100
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609	—	----
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	34,310	19,886	—	----
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	3½	----
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	355,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,896	8	----
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	893 845	187,704	—	----
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	130
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,649	10,427	—	----
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	409,000	—	—	380,000	70,000	—	450,000	ope	r. by Erie.	—	24,000	6	----
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Erie.	—	30,000	6	----
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	6	----
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	45½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	—	16½
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	—	7,309,042	2,601,063	6	92½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	—	54½
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,780	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	435,716	—	14½
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261.000	8.0	40,880	36,252	26,346	—	----
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60,000	6	----
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	155,080	—	----
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,666	64,753	8	----
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192,748	—	75.4	79,240	80,611	37,436	—	----
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,325	269,363	131,525	6	----
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by B.,	N. Y. &	E. 22,047	—	----
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	634	54	—	----
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Ren	s. & Sar.	—	5	----
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,113	—	----
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,443	—	62,731	162,087	63,374	—	13.0	—	15,720	11,800	—	----
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,130	1,643,153	121,065	—	81.0	191,579	227,488	139,817	—	----
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,257	—	----
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	----
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by oth	er Co's.	—	—	----
1 Jan. '62	10½	—	¾	30.0	—	—	—	Warwick Valley	185,000	—	—	100,000	85,000	—	185,000	10½	oper. by	Erie R.	W. Co.	—	----
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,640	327,304	—	1,499,000	772,400	66,112	—	96.7	212,235	351,167	178,067	—	6
								North Carolina.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	----
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	----
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,300	—	—	97.0	—	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	----
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	384,072	—	—	—	—	—	----
								Ohio.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	----
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71.660	3,256,750	118.2	—	314,091	102,765	—	----
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,675,000	1,126,458	6,810,432	141.0	—	699,716	230,551	—	----
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	—	646,205	329,714	7½	98
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	----
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	119½
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,353,000	—	—	96.6	—	1,120,370	662,948	14	114
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,388	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	21½
31 May '62	109.2	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	48½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,971	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,872	144.0	—	375,002	212,107	—	----
31 Aug. '60	38.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	—	36.6	—	62,025	3,565	—	----
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	----
1 Nov. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	102,180	52,408	—	----
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	----
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	—	69,352	—	—	----
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	----
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	4:2,002	2,981,267	1,400,000	—	4,960,780	138.0	814,906	1,336,991	632,114	6	106
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	—	434,290	99,554	—	----
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	----
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,689	—	----
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,388,200	132,063	2,588,876	125.0	—	185,934	34 167	—	----
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500.000	100,000	—	55.6	70,000	110,200	53,100	—	----
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	----
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000.000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	----
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	895,502	1,012,236	400,559	—	16
								Pennsylvania.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	----
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	54
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	219,548	22,490	—	4
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249.778	159,531	8	----
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4.915,500	744,579	11,780,946	202.0	—	2,169,946	1,339,650	—	94
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	----
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L	—	10	----
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	54½
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	----
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	----
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,305	2,164,303	68.9	—	116,200	67,600	—	----
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	52½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256.100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	19
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	—	753,318	670,227	6	49½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	48
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462.399	406,187	—	3,147.130	2,860.000	22,820	6,205,067	65.7	247 062	364.225	292,124	—	9
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541,156	3,447 522	1,421,980	13,264,100	16 6 7,400	1,322,915	34,234,559	423.0	4,413,036	7,300 001	3,648,938	6	46½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	----
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	49½
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	—	25,225,48	151.4	1,795,927	2,905,838	1,412,905	—	28½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	120
1 Oct. '61	94.0	6.0	—	—	82	109	555	Phila., Wilmington and Balt.	7,021 718	744,425	142,840	6,000.000	2,475.800	140,906	8,742,000	200.5	459,760	1,516,983	676,484	6	84

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803		1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	----
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,092,121	*	31,408	6,249,433	10,264,995	1 847 323	18,999 881	467.5	2,434,641	3,031,787	1,299,721	—	31
30 Sep. '59	31.0	—	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*		1,221,277	280,000	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*		1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*		568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	.....	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury (Phila.) and Erie	6,393,712	107,252		4,506,920	4,369,070	861,271	10,149,869	148.0	.....	114,126	61,848	—	16
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932		97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677		682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*		1,500,000	2,200,000	293,895	.....	78.0	199,878	238,420	880,339	—	12½
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,168,000	*		1,508,000	276,800	.....	.....	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*		437,917	8,500	.....	.....	13.6	.....	26,454	6,914	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539			1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	....	—	—	—	....	Cheraw and Darlington	600,000	*		400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	....	—	—	—	....	Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	245,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	....	—	—	—	....	Kings Mountain	196,230	*		200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	....	—	—	—	....	Laurens	543,403	*		400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	....	—	—	—	....	North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	....	—	62	69	790	South Carolina	.....	.....	.....	.....	2,643,333	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	....	41.9	—	—	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	—	—	....	Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859.....	.....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*		333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,961,000	145,000	.....	.....	.....	.....	.....	.....	.....
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500		298,721	740,000	.....	.....	.....	.....	.....	.....	.....	.....
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,389	.....	47.4	54,175	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859.....	.....	—	....	—	—	—	....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859.....	30.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	....	756.0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422		1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743		2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	.....
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*		950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	.....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*		5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	.....
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	.....	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	123½
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612		516,164	793,200	.....	.....	23.7	47,950	45,930	8,522	—	.....
31 Aug. '60	54.0	10.5	....	—	....	....	....	Western Vermont	1,083,500	*		332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*		468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,346	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*		1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554		657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,943	3.162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	749,489	347,957	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000		300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000		800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	24.9	—	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*		4,940,000	2,460,000	.....	.....	199.9	.....	758,478	329,580	—	.....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
— — '57	42.0	—	....	27.8	—	—	....	Milwaukee and Horicon	919,757	*		1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*		4,826,800	2,467,000	58,549	8,036,804	234.4	.....	1,108,354	436,039	—	32
— — '57	50.0	—	....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
10 May, '61	104.0	—	....	38.8	8	7	321	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	.....
— — '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								CANADA.													
31 July '61	161.0	—	....	—	31	27	40	Buffalo and Lake Huron	7,056,450	*		6,819,800	188,000	.....	7,150,000	16.10	400,075	1,771,780	363,670	—	.....
— — '59	81.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	11
— — '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*		15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,060,219	4,000	6	38
— — '59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*		14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '59	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— — '59	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
— — '59	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '59	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12 0	—	14	18	235	European & North American	4,548,564	*		4,637,852	.....	.....	4,637,852	108 0	.....	180,678	36,432	—	.....
1 July, '61	60.0	—	....	....	....	....	....	New Brunswick and Canada	1,402,748	102,385		1,380,000	13,100	136,000	1,739,232	60.0	.....	132,555	36,670	—	.....
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	....	60.1	....	....	—	Nova Scotia	4,268,717	*		.....	.....	.....	.....	61.5	.....	120,918	28,803	—	.....
								NEW GRANADA.													
31 Dec. '60	48.7	—	—	—	—	—	....	Panama	8,000,000	*	620,804	5,000,000	2,400,000	.....	9,605,530	48.7	.....	1,539,859	1,110,652	12	134½

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 6.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
Federal Stocks:—						
U. S. 5s, 1871	----	----	----	----	----	----
U. S. 5s, 1874	86½	85⅞	86	85¾	85⅞	
U. S. 5s, 1865	----	----	----	----	----	
U. S. 6s, 1881, reg.	99	----	----	----	----	99
U. S. 6s, 1881, cou.	99½	98½	98⅝	98⅛	98⅜	99⅛
U. S. 6s, 1862	100	----	----	----	----	----
U. S. 6s, 1867	----	97	----	----	----	----
U. S. 6s, 1868	97	----	96½	96⅝	----	----
Treasury 7 3-10 Notes	102⅛	102½	102⅛	102¼	102⅛	102⅛
State Stocks:—						
California 7s	95	95	96¼	----	----	96
Georgia 6s	----	----	----	----	----	----
Illinois Coupon bonds	----	----	----	----	----	97¼
" Canal bonds	----	----	----	----	----	----
Illinois War Loan	----	----	----	----	96	98
Indiana War Loan	93	----	----	----	----	----
Kentucky 6s	----	----	----	94	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	46½	46	46	45½	45¼	45⅜
Do. iss. to H.& St.J.R.	----	----	----	----	55	----
New York 6s, 1873	----	----	----	----	----	----
North Carolina 6s	----	66	65	----	----	----
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	103⅛	----	----	----	----	----
Tennessee 6s, 1890	50½	----	50	50	----	50
Virginia 6s	53½	54⅛	53	----	53	51⅛
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. and Q.	78⅛	----	----	78½	----	79
Chicago and Rock Isl.	63⅛	63	63	63⅛	64⅞	
Clev., Col. and Cin.	119½	----	----	----	----	----
Clev. and Pittsburg	22	21⅞	21⅝	22	22	21⅞
Clev. and Toledo	47⅛	46⅝	46¾	47	47⅛	48¼
Clev., Painesv. & Ash.	145	----	----	----	----	----
Del., Lack. and West	----	----	----	94	----	----
Galena and Chicago	68⅛	67⅝	68	----	68	69
Hudson River	44½	44½	----	----	----	45½
Illinois Central (scrip)	57⅛	57	57½	----	57½	58⅛
Michigan Central	59⅜	59⅛	59⅝	59⅜	60	61⅜
M. S. and N. I. guar'd,	55⅞	55½	----	----	56¼	57
M. S. and N. I.	25	25	24⅞	25⅜	26¼	
Mil. and P. du Chien	32	31⅛	31⅛	----	32	----
M. and P. du C. 1st pref.	----	----	----	90	----	----
M. and P. du C. 2d pref.	----	----	----	----	----	----
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	93⅛	89⅝x	90	90	91⅛	92⅛
Erie	34	33⅜	33⅜	33⅜	34	34⅜
Erie pref.	62⅛	62¾	----	62⅜	63¼	64⅛
N. York and Harlem	14⅛	14⅛	----	----	14⅛	14⅛
N. Y. and H. "pref."	35⅛	35	----	----	35⅛	35⅜
Panama	135	----	133½	134	----	134⅛
Phila. and Reading	56	----	----	----	56	57⅛
Toledo & Wabash	16	----	----	----	----	----
" " Pref.	40	35	----	----	----	----
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	----	----	----	----	----
Chic. and N. W. 1st M.	----	----	----	----	----	----
" " 2d M.	----	27½	27	----	27	27
" " S. F.	95	----	----	----	93	94
Cl. & Tol. S. F. 7 p.c.	90	91⅞	----	----	----	94
Chi., Bur. and Q. 8 p.c.	----	----	----	----	----	----
Chi. and R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Gal. & Ch. 1 M. 7 p.c. '63	----	----	102½x	----	----	----
" 2 M. 7 p.c. '75	----	----	----	----	----	----
Hann. & St. J. bonds	----	----	----	----	----	----
Hudson R. 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. 7 p.c. '60	----	----	105¾	----	----	----
" 3 M. 7 p.c. '75	90½	----	----	92	----	93
" sink. fund	----	----	----	----	----	----
Illinois Central bonds	96	96	95½	96	96	----
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. and P. du C. 1st M.	----	----	----	----	----	94½
Mich. Cen. S. F. 8 p.c. '82	105½	----	----	----	----	105
" conv. 8 p.c. '69	----	----	----	108	----	108
M. S. & N. I. 1 M. S. F.	99¼	----	----	99¼	99⅞	100
" " 2 M.	82	81	81	----	82	83
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83	----	102½	----	----	----	102⅜
" 1 M. 7 p.c. '64	----	----	103	----	103	----
" bonds 1876	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '85	98½	----	99½	99¼	99⅜	100
" 4 M. 7 p.c. '80	90	90	89⅜	90	----	91
" 5 M. 7 p.c. '83	83	----	----	----	83½	----
N. Y. & H. 1 M. 7 p.c. '73	----	----	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	83	----	83	----
Pitts., Ft. W. & Chi., 1 M.	----	92	----	92½	92½	92½
" " " 2d M.	76	76	76	76	----	77
" " " 3d M.	----	----	----	----	----	----
Terre H. & Alton, 1 M.	107	107½	----	----	----	----
" " 2 M.	----	----	83	83	----	83½
Toledo & Wab. 1 M.	----	85½x	----	----	----	88
" " 2 M.	60	59	60½	60⅜	----	62
Miscellaneous:—						
American Gold	115	115	115½	115	114⅜	114⅜
Del. and Hud. Canal.	97	----	----	----	97¼	97½
Penn'a Coal Co.	----	97	----	97½	----	----
Pacific Mail S. S. Co.	111½	110½	111¼	111⅞	111	112

The following are the closing prices in the London Market on the 19th July:

United States 5s, 1874	x. c.	73 to	76
Maryland 5s		70 "	74
Virginia 6s		44 "	46
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	x. c.	61 "	63
Erie shares, ex assessment scrip		28 "	29
Erie shares, 7 per cent. preference		50 "	52
Erie shares, assessment scrip		1⅞ "	2
Illinois Central 6s, 1875		70 "	75
Illinois Central 7s, 1875	x. c.	76½ "	77½
Illinois Central $100 shares, $90 paid, dis.		49 "	48
Illinois Central, all paid		47 "	49
Michigan Central 8s, Convertible, 1869		80 "	82
Michigan Central Sinking Fund 8s, 1882		83 "	85
Michigan South. and North. Indiana 7s, 1885		76 "	78
Do. do. do. $100 shares		19 "	21
New York Central 6s, 1883		78 "	80
New York Central 7s, 1864	x. c.	80 "	82
New York Central 7s, 1876		85 "	87
New York Central 7s, 1876		85 "	87
New York Central $100 shares		73 "	75
New York and Erie 7s, 1867		88 "	90
New York and Erie, 2d mort., 1859		87 "	89
New York and Erie, 3d mort., '83, assented		75 "	77
New York and Erie, 4th mort.		69 "	71
New York and Erie, 5th mort.		69 "	71
New York and Erie Bonds, 1862, '71, '75		-- "	--
New York and Erie shares, assented		-- "	--
Panama, 1st mortgage 7s, 1865		102 "	104
Panama, 2d mortgage 7s, 1872		101 "	103
Pennsylvania Central 6s	x. c.	80 "	82
Pennsylvania Central 2d mortgage		83 "	85
Pennsylvania Central $50 shares		38 "	40
Philadelphia and Reading $50 shares		20 "	25

American Railroad Journal.

Saturday, August 9, 1862.

Atlantic and St. Lawrence Railroad.

A prospect is now on foot, to modify essentially the agreement made between the Grand Trunk and the St. Lawrence and Atlantic Railroad Companies in 1853. By the terms of that contract the former were to pay six per cent. upon the stock and bonded debts of the latter, the whole amounting to $5,966,900, or a fraction over $40,000 per mile. The lease extended to a period of 999 years; but the Grand Trunk had the privilege of rescinding it, in which case the road with all its improvements must revert to its original owners. The outlays since made upon it by the lessors are estimated at £333, 161, or $1,600,000 in round numbers, making the cost at this time about $50,700 per mile, This is barely two thirds that of the Grand Trunk; although the country traversed by it was in general much more difficult for railroad construction.

A committee of bond and shareholders in the Grand Trunk, consisting of Sir J. Paxton, Mr. T. S. Cutbill, and Mr. C. G. Hale, have recently presented a report in London, on the Canadian Railway Arrangements Act, passed during the late session of the Provincial Parliament. It authorized certain concessions on the part of preference and other bondholders, on the acceptance of this scheme by a majority of each of these interests at a public meeting, which is to come off on the 8th instant. The subject, we observe, is exciting a lively interest among those English capitalists who are owners of stock or bonds issued by that company. As might be expected, the disappointed "victims" are numerous and clamorous, agreeing only in one point—hearty abuse of the government and people of Canada. The committee have been trying to smooth down matters before the meeting, and to present a plan that would be generally accepted; hence the report alluded to.

They express a belief that the prefered stock and bondholders will hardly accept the arrangement, unless the lessors of the Atlantic and St. Lawrence Railroad be willing to make a reduction in the dividends payable to them by the agreement of 1853. It is accordingly proposed to reduce the interest on the £100,000 of sterling bonds from six to *five* per cent. for a period of ten years, adding thereto "any surplus profits earned on the Atlantic road up to six per cent. per annum." Next, that for the same period the rate payable to the stockholders in the same line should be *four* per cent. to this, however, should be added all the profits arising from the purchase of bonds below par by means of the sinking fund—a provision, we apprehend, which will go but a short distance to make up the deficit. Finally, it is proposed that the arrears of interest on those shares be capitalized by the issue of a like amount of stock bearing interest at the same rate as ordinary shares, but ranking after them, as a charge upon the Grand Trunk line.

In behalf of this arrangement it is maintained that the Atlantic and St. Lawrence road does not earn over 2½ per cent. per annum net on its cost, and that, therefore, its shareholders will still be receiving a decent profit at the expense of the Grand Trunk concern. This arrangement, the committee think, would be better for all parties than to throw up the road to its original proprietors after having expended such a large sum in improving it. As the rent comes out of the working expenses of the Grand Trunk, *Herepath's Railway Journal* observes, that the Atlantic and St. Lawrence "will still have a security practically equal to our funds, and four per cent. interest instead of three."

There is this, however, to be said in reply. The line has been under English management since its completion. Now, that kind of management may do very well in England and not answer among us. Successful in their own country in doing things in their own way, Englishmen seldom learn to adapt themselves to conditions essentially different from those in which they have been accustomed to move. They built the Grand Trunk line after the model of one of their own great thoroughfares, ignoring the fact that on some portions of it there would not be ten inhabitants to the square mile. The same mistake, we fear, has been committed in managing both that road and its principal leased line. American skill and adaptation to circumstances might readily raise a 2½ per cent. profit to four or even five per cent.

The stockholders in the Atlantic and St. Lawrence may, if they see fit, accept the proposed terms. A major part of the stock has been held in Europe, and the right of the majority to govern will hardly be questioned here. But they may refuse; and in that case how are the Grand Trunk Company to help themselves. Without this connection that property is absolutely worthless six months in the year. It is idle to talk of the projected Intercolonial Railway as an alternative. With the present state of the railroad interests of Canada, England will not invest another pound in her works of internal improvement. The feeling at this moment is rather to get rid of the provinces than to hold on to them, especially if the connection implies further outlays on unprofitable works. Even were it otherwise, the line could not be completed in less than five years. What arrangement could be made to open a new outlet during the ensuing winter? The concern would go to ruin, and a large portion of it would not be operated at all.

We have made these observations, not to throw any obstacle in the way of a settlement by any fair compromise, but to present considerations that appear to have been overlooked by the committee. It would afford us much pleasure to see the Grand Trunk and all the other Canadian roads taken out of the mire into which they are now sunk.

The Eighth Census.

The following is a continuation of the preliminary chapters of the Report of Jos. C. G. Kennedy, Esq., the publication of which was commenced in our previous issue:

PETROLEUM.

An important development of the natural resources of the country and a valuable addition to its exports have been made by the discovery, within two or three years, that certain indications, known to the aboriginal and early European inhabitants of the western country, of natural reservoirs of inflammable oil existing upon the head waters of the Alleghany river in New York and Pennsylvania, were but the clue to apparently inexhaustible supplies of native oil, accessible at no great depth throughout an extended belt of country, embracing the bituminous coal measures of several States.

Petroleum, rock or mineral oil, a natural product of the decomposition of organic matter, emitted from the soil in various formations, particularly those of rock salt, was known and employed to some extent by the ancients, having been mentioned by the father of history twenty-three hundred years ago, and by Greek and Roman writers of later date. In its more fluid form, as found on the shores of the Caspian Sea, near the Irawaddy of Burmah, in Italy, and some parts of our country, it has borne the name of naphtha, while the more solid elements of the same substance predominated in the articles known as asphaltum and bitumen, found abundantly in the Great Pitch Lake of the Island of Trinidad, near the Dead Sea in Judea, and elsewhere. Petroleum is nearly identical in properties with the artificial oils which have been long derived from the destructive distillation of different minerals, as cannel coal and brown coal, or lignite, bituminous shales, sands, clays, peat, etc., which have been the subject of numerous patents in Europe and America, and within the last eight years have been manufactured to a considerable extent in the United States and the neighboring provinces, until the native petroleum springs opened a source of cheaper supply.

As a product of our own country this remarkable substance was brought to the notice of the white population as early as the middle of the last century, by the Seneca Indians, who found it upon Oil creek, a branch of the Alleghany, in Venango county, Pennsylvania, and near the head of the Genesee river, in New York, whence it received the name of "Seneca oil" and "Genesee oil." It was used by the natives in their celigious ceremonies, and as medicament for wounds, etc. For the last named purpose it has been long collected and sold in small quantities at a high price. A perennial flow of oil has been known to exist in Oil creek, above referred to, for a century. For the last forty years the spring has been enclosed in a vat or structure of wood and stones, which was daily skimmed by the proprietor, and made the source of considerable revenue. We have seen extensive diggings in this region, made by the French more than a century since, while that nation held the valley of the Mississippi, which were evidently made to ascertain the basis or source of what, no doubt, impressed the French officers as a most interesting and curious development of the bounty of nature. Petroleum, doubtless, formed an article of considerable traffic between the Indians and traders of that region, as we have seen, in some old account books of the last century, "gallons" and "kegs" of Seneca oil credited to the Indians.

OIL MINES OF PENNSYLVANIA.

Its existence in any vast amount appears to have been unknown until 1845, when a spring was "struck," while boring for salt, near Tarentum, thirty-five miles above Pittsburg, on the Alleghany. Experiments having proved its constituents to be nearly the same as those of the artificial carbon oil, a company was organized in New York to attempt its purification by the same process applied to the latter. But little was effected, however, and in 1857, Messrs. Bowditch & Drake, of New Haven, commenced operations at Titusville on Oil creek, where traces of early explorations were found, and in August, 1859, a fountain was reached by boring, at a depth of seventy-one feet, which yielded four hundred gallons daily. Before the close of the year 1860, the number of wells and borings was estimated to be about two thousand, of which seventy-four of the larger ones were producing daily, by the aid of pumps, an aggregate of 1,165 barrels of crude oil, worth, at twenty cents a gallon, about $10,000. Wells were soon after sunk to the depth of five or six hundred feet, and the flow of petroleum became so profuse that no less than three thousand barrels were obtained in a day from a single well, the less productive ones yielding from fifteen to twenty barrels per diem. In several instances extraordinary means were found necessary to check and control the flow, which is now regulated in such wells, according to the state of the market, by strong tubing and stop cocks. The quantity sent to market by the Sunbury and Erie Railroad from the Pennsylvania oil region, which has thus far been the principal source, increased from 325 barrels in 1859 to 134,927 barrels in 1861. The whole quantity shipped in the last mentioned year was nearly 500,000 barrels. Since August, 1861, the product has rapidly increased. The present capacity of the wells is estimated at 250,000 to 300,000 barrels per week. So important, however, have the operations in this article become, that a railroad, we understand, has been chartered in Pennsylvania exclusively for the transportation of the oil to market. From a recent number of the *Register*, a newspaper published in Titusville, Pennsylvania, we copy the following statement respecting the production of petroleum in that vicinity:—"We learn that the number of wells now flowing is seventy-five; the number of wells that formerly pumped and flowed is sixty-two; the number of wells sunk and commenced is 358; total, 495. The amount of oil shipped is set down at 1,000,000 barrels; amount on hand to date, 92,450 barrels; present amount of daily flow, 5,717 barrels. The average value of the oil, at $1 per barrel, is $1,092,000; average cost of wells, at $1 000 each, $495,000; machinery, buildings, etc., from $500 to $700 each, $500,000. The total number of refiners is twenty-five. The detailed report of the condition of the wells shows that production is on the increase. Holders are firm at fifty cents per barrel at the wells, and don't seem to care about selling any great amount at that price." With increased facilities for getting it to the seaboard at a cheap rate for transportation, the operations will doubtless become much more extended than at present.

The exportation of crude and refined petroleum from the principal Atlantic cities to Europe, South America, and the West Indies, has already become considerable, the larger proportion being shipped to England. Much of it is sent to Europe in this crude state, in which form it is said to be preferred for the sake of the collateral products obtained in the process of refining. It is probable, however, that the highly inflammable character of the unrefined article, owing to the presence of certain gaseous or exceedingly volatile compounds may prove an objection to its shipment in that state. The quantity exported from the cities of Philadelphia, New York, Boston, Baltimore and San Francisco, from the 1st of January to the 1st of April, 1862, amounted to 2,342,042 gallons, valued at $633,949. The receipts at Cincinnati, during the same period, of carbon and petroleum oils, were 519,960 gallons, or 13,000 barrels, nearly one-half of which was petroleum oil. The exports from the three cities first mentioned, from the 1st of January to the 16th of May of the present year, were 3,651,130 gallons, worth $889,886, and the shipments in the last week of that period from the same places were 255,600 gallons, valued at $42,160.

A large reduction has taken place in the price since the commencement of the trade, and particularly during the last few months. The price of crude petroleum in Philadelphia on the 4th of January, 1862, was from 22½ to 23 cents a gallon, and of refined oil 37½ to 45 cents. On the 29th of March the prices had declined at the same place to 10 and 12 cents for crude, and 25 to 32 cents for refined oil, while the most recent price current lists place it at 9 and 19 cents. Although the capacity of the existing wells already exceeds a profitable demand, there appears to be no assignable limit to the flow, or to the localities which may be found to yield it, whenever an augmented demand shall warrant farther search or increased production. The bituminous coal areas of the United States are estimated to cover upward of 62,000 square miles in eight of the Middle, Southern and Western States. Springs and reservoirs of petroleum have been discovered throughout nearly their whole extent. They have also been noticed by Captain Stansbury on a branch of the Yellow creek, eighty-three miles from Salt Lake City, in Utah, on the route to Fort Leavenworth. They exist also in some of the neighboring British provinces. It is probable that the saliferous strata of our western country may be generally found to yield this interesting mineral product.

The importance of this article is not limited to its value as an item in the export trade of our cities. Attention appears to have been first directed to it on account of the demand for a safe and cheap material for illumination, in place of the dangerous compounds of turpentine and other explosive hydro-carbons, as well as for lubricating purposes, in which it has proved to be a valuable substitute for animal oils. There is no doubt that the various other uses of crude petroleum, or its constituents will render it a valuable acquisition to the arts. The business of refining the raw product, in order to remove from it all corrosive and volatile elements, already employs a number of establishments, and will become one of some magnitude. Practical chemistry is daily adding to the number and variety of uses which the substance eliminated in the process of rectification may be made to subserve in the arts.

Although the extraction of oil, pitch and tar from bituminous shale was the subject of a patent in England as early as 1695, and the manufacture and purification of oil, gas and other hydrocarbons from coal received several improvements by the Earl of Dundonald and others at a later period, the patent of Mr. Young, of Manchester, secured in England in 1850, and in the United States in 1852, "for the obtaining of paraffine oil, or an oil containing paraffine, and paraffine from bituminous coal," appears to have given the first great impulse to the manufacturing of these oils as a source of artificial light. The patent, which covered a very successful process has given rise to suits of law, one of which was recently brought, without success, to restrain the sale in England of petroleum oils, by the name of American paraffine oil, as damaging to the sale of his "paraffine oil," on account of the highly inflammable character of the former.

ILLUMINATING OIL FROM COAL

appears to have been made as early as 1846 by Dr. Gesner, of Nova Scotia, and in 1854 the Kerosene Oil Company, on Long Island, commenced the first manufacture of carbo-hydrogen oil under patents secured by Dr. Gesner, using cannel coal from England, New York, and other parts of the United States. The Breckinridge coal oil works on the Ohio, at Cloverport, Kentucky, were commenced in 1856, and were soon followed by others, to the number of twenty-five in operation in 1860 in Ohio alone, with a working capacity of three hundred gallons of light oil each, per diem. There were then about fifty-six factories in the United

States, exclusive of some fifteen engaged altogether on petroleum, and several small private coal oil works. The capital expended in coal oil works and cannel coal mines was estimated at nearly four million dollars. The manufacture of coal oil lamps, resulting from the use of the oil, formed the principal business of sixteen companies, who employed 2,150 men and 400 women and boys, and work for 125 looms in making the lamp wick.

The cannel coal employed by them, as well as wood, peat and other substances of vegetable origin, when subjected to destructive distillation in close vessels, at a heat below that at which they yield gas in abundance, affords a large quantity of a light supernatural oil, amounting to about one fifth of the product, which having been purified and redistilled, yields a very volatile and naphthalous fluid, of light specific gravity, containing some paraffine oil, and highly inflammable owing to the presence of benzoin or benzole. There is also obtained a heavier oil, which is a safe and valuable burning oil, a denser lubricating oil, and solid paraffine, a peculiar white crystalline substance, beautifully adapted for candles, and now manufactured to some extent for that and other practical uses. The petroleum of our country has been found to be a more economical source for these several compounds of carbon and hydrogen, and enables the manufacturer to dispense with the first stage of the process referred to. The cheapness of crude petroleum, and the simple and comparatively unexpensive process by which a safe and economical illuminating oil may be obtained, give an unusual interest to this subject, as affording the means of preventing the great loss of life shown by the recent census to result from the dangerous compounds so extensively used for that purpose. Although the petroleum oils, when imperfectly rectified, so that all the benzole has not been expelled, are exceedingly explosive, owing to the heat generated by the combination of the solid paraffine readily vaporizing igniting the more ethereal portion, it may with great facility be freed from all volatile substances, and a very simple and practical test enables the purchaser to ascertain its fitness for use. The precautions required in the treatment of petroleum, as well as the expense of thoroughly purifying it, being somewhat greater than with coal oils, many are tempted to neglect it, or even to add a portion of the lighter and cheaper oil to make the heavy oil burn more readily.

All these oils possess an advantage over other kinds in the fact that when once properly deodorized they do not become rancid or ferment by keeping, but rather lose by age any odor they may have retained.

Of eight several products obtained from petroleum by chemical analysis, two or three only were solidified by cold of fifteen degrees below zero, the first three or four remaining perfectly fluid, and none possessed corrosive qualities, showing their fitness as lubricators. Experiments have shown that crude petroleum is admirably adapted to the manufacture of gas, and have led to the expectation that its use will greatly reduce the cost of its manufacture, if it does not entirely supersede the use of coal for that purpose. The "carboration of gas," by attaching to the gas burner a reservoir of oil, through which the gas is made to pass before combustion, has been found greatly to increase the economy and illuminating power of coal gas.

The various collateral and residuary products of the distillation, which have been generally wasted heretofore, will all doubtless be utilized as the progress in analytical and technical chemistry throws more light upon their nature and relations. Several of them are already employed in Europe, if not in this country, in the manufacture of some of the new and beautiful dyes which practical science has recently introduced in the arts. Benzine, which it is the object of the rectifier to eliminate, is used to some extent, as a flavoring material, though some recent facts make it doubtful if it is wholly innocious to the health.

The acids, caustic alkalies, and other materials used in the purification of the crude qualities of petroleum may all be restored to use or employed as fertilizers, and the dense, pitchy liquids obtained in the manufacture are available in the composition of water-proof cements, roofing, varnish and fuel. The absence of fatty acids may possibly prevent the saponification of these oils with alkalies for the manufacture of soap, but the more extended use of petroleum for the purposes we have named, which will be effected by time and improved manipulations of the article will suffice to render it a most valuable acquisition to the raw materials and manufactures of the country.

Baltimore and Ohio Railroad.

It will be remembered that when this road was seized and interrupted by the Confederates in June, 1861, they destroyed nearly twenty bridges in all, between Harper's Ferry an Piedmont. Since that period the railroad company has been actively engaged in preparing new iron bridges, of a permanent and beautiful character, with which to replace the temporary but substantial timber structures that are now being used in that portion of the road. One of these bridges, at a point where the double track is in use over the Cherry Run, twelve miles west of Martinsburgh, has just been put in position. This will be at once followed by several others of the smaller bridges. The extensive bridge over the Potomac River at Harper's Ferry, about 1,000 feet long, will soon be put in its place. The masons have been at work for several weeks past in raising and renewing portions of the piers and abutments, in order to receive this superior viaduct. A number of workmen are still engaged at the Mount Clare shops, Baltimore, in the extensive iron work belonging to this and other bridges.

In the meantime the Railroad Company has been also occupied in rebuilding its second track, which, at the beginning of the war, extended for about 25 miles west of Harper's Ferry. The upper section of this, from Martinsburgh to Cherry Run, was put in use on Monday last, and it is now being rapidly rebuilt eastward, for which large quantities of iron and cross-ties have been brought from Wheeling and the mountains along the road.

Quite an important improvement has been made by the railroad company within the last few days at the Relay, or Washington Junction, by which engines and trains are now running directly between Washington and the West, without change of any kind at the Relay. This has been effected by building a new track, with a beautiful curve, on the northern end of the large stone viaduct over the Patapsco, beyond the Relay House. This improvement was availed of for the first time on Tuesday last, when large trains of live stock and supplies for the Government were passed directly to Washington from the West.

The large depots lately existing at New Creek, Martinsburgh, and other points along the road, for Government supplies, have all been removed, and their valuable accumulations sent off in large trains to distant points where the army necessities have required. The road is thus entirely freed from the serious temptations which these extensive places had offered to an enterprising enemy, and is doubtless rendered far less liable to possible attempts of the Confederates to interfere with it again. The business of the line, in freight and passengers, continues very large. Numerous trains are constantly in motion at all points, taxing the large resources of the company in accommodating the varied and extensive trade offering. This the railroad is better able to accomplish, in view of the fact that it is constantly adding to its motive and carrying power. A large number of the locomotives that were destroyed by the Confederates at Martinsburgh have been thoroughly repaired, and their use again availed of in the general business of the road. Upward of two hundred wooden and iron house cars have been recently built by the company. More than half the number of freight and coal cars destroyed about the same time as the locomotives, are again in running order, whilst the remainder are being urged forward with all possible haste. We are glad to notice, also, the addition and improvement the company is making to its passenger-car equipment, having built a number of the most approved cars of this class now in use—a step rendered necessary by the large travel now passing over the road.—*Times, July* 22.

Erie Railway Steamboat Company.

A new line of propellers in connection with the Erie Railway has been established on Lake Erie. It is called the "Erie Railway Steamboat Company," and is composed of nine new propellers, each of 600 tuns burden, with two or three more building. It runs in connection with the Erie Railway between the ports of Dunkirk, Cleveland, Sandusky and Toledo, and is now doing sufficient business to give employment to one hundred cars per day on the Erie Railway. The boats are fitted up with handsome cabins, and can accommodate from seventy-five to one hundred passengers in first-rate style. The officers of the company are Daniel Drew of New York, President; S. D. Caldwell of Dunkirk, Vice President; D. Drew Chamberlin of New York, Secretary; and Kenyon Cox of New York, Treasurer. The Toledo *Commercial* thus describes one of these boats:

THE PROPELLER PASSAIC.—Perfection is only relative. The *ne plus ultra* of to day may be left so far behind as to fade in the dim distance tomorrow. The little coughing propellers which we saw tumbling about the chopping waves of Lake Ontario fifteen years ago, were thought to be great things in their way, but they would not class as A1, hardly as B2, now. A few weeks ago the Canisteo put in her claims as the finest craft of her kind on Lake Erie, and the claim was readily yielded. Yesterday her consort, the Passaic, made her appearance, and though built at the same yard for the same owners, it cannot be denied that in a few points she excels even that excellent vessel. More perfect elegance of model and completeness of finish were the points of improvement which we noticed particularly.

We paid her a visit and rambled over her 200 feet (almost) of length, admiring and enjoying what we saw. We peeped into the hold, where the massive timbers and heavy iron braces bore witness to her great strength, and into which the great spout was pouring her first cargo of corn, down into the furnace room where the sooty stoker feeds the hungry demon; into the engine room, where the strong giant that moves and preserves the noble craft was dozing at his post, and the alert engineer was currying and stroking him down, preparatory to commencing his hard work; into the cabin, inferior only in size to the best steamboats; into the kitchen, where cooking range, tinware, and crockery were all gleaming with newness and in perfect order; into the captain's room, where that worthy was taking a siesta preparatory to his night's labor of piloting his charge through the channel of Maumee Bay and down Lake Erie, everywhere observing the perfection of details, and the substantial excellance and fitness of each part for its destined office.

The Passaic was built by Bidwell & Mason of Buffalo for the Erie Railway line, between Toledo and Dunkirk. She is commanded by Capt. John Kirby, of whom it is enough to say that he formerly commanded the New York, and has for a long time been one of the favorite officers of the line. She is 190 feet long, 30 feet 3 inches beam, has 12 feet depth of hold, and measures 656 tons burden. She is well fitted to carry passengers with comfort, and freight with speed and safety.

The traffic of the Great Western Railway o Canada for the week ending July 25, 1862, was as follows:

Passengers	$18,117 81
Freight and live stock	20,918 15
Mails and sundries	1,291 95
	$40,889 91
Corresponding week of last year	29,840 97

(Continued from p. 610.)

Mahogany, Rosewood and Satin Wood 35
And Articles of Leather, or of which leather shall be a component part, not otherwise provided for 35
Articles and Wares of Paper Mache 35
Of Goats' Hair or Mohair, or of which Goats' Hair or Mohair shall be a component material, not otherwise provided for 35
Of Wood, or of which Wood is the chief component part, not otherwise provided for 35
Marble, White Statuary, in Block, Rough or Squared, per cubic foot . 0 75 ..
Veined, and Marble of all other descriptions not otherwise provided for, in Block, Rough or Squared. 40
Manufactures of, Marble Slabs, Marble Paving Tiles, and Marble Sawed, Dressed or Polished 50
Marrow, and all other Grease, and Soap Stocks, and Soap Stuff 10
Mats of Cocoa Nut 30
Matting, China and other Floor Matting, and Mats made of Flags, Jute or Grass 30
Medicines, Proprietary—Pills, Powders, Tinctures, Troches, or Lozenges; Sirups, Cordials, Bitters, Anodynes, Tonics, Plasters, Liniments, Salves, Ointments, Pastes, Drops, Waters, Essences, Spirits, Oils, or other Medicinal Preparations, prepared according to some formula or secret 50
Medicines in a Crude State, not otherwise provided for 20
Medicinal Barks, Flowers, Leaves, Plants, Roots and Seeds, not otherwise provided for 20
Medicinal Preparations not otherwise provided for 40
Metals, unmanufactured, not otherwise provided for 20
Military Equipments—Epaulets, Galloons, Laces, Knots, Stars, Tassels, Tresses and Wings of Gold, Silver, or other Metal 35
Milk of India Rubber 10
Mineral and Bituminous Substances in a crude state not otherwise provided for 20
Mineral Kermes 10
Waters 30
Molasses, per gallon .... 0 06 ..
Morocco Skins 25
Morphine and its Salts, per oz. .... 2 00 ..
Moss, Iceland 10
Music, printed with lines, bound or unbound 20
Musical Instruments of all kinds 30
Strings for, of whip-gut, or cat-gut and all other Strings of the same material 30
Mustard, ground, in bulk, per lb. .... 0 12 ..
When inclosed in glass or tin, per lb. 0 16 ..
Needles, Sewing, Darning, Knitting and all other descriptions 25
Nickel 10
Nitrate of Soda, per lb. .... 0 01 ..
Nutmeg, per lb. .... 0 30 ..
Nuts of all kinds, not otherwise provided for, per lb. .... 0 02 ..
Oatmeal 10
Oats, per bushel .... 0 10 ..
Ochres and Ochrey Earths, not otherwise provided for, when dry, per 100 lbs. .... 0 50 ..
Ditto, when ground in Oil, per 100 lbs. .... 1 50 ..
Oils, (Fixed or Expressed,) Almonds, per lb. .... 0 10 ..
Bay or Laurel, per lb. .... 0 20 ..
Castor, per gallon .... 0 50 ..
Croton, per lb. .... 0 50 ..
Mace, per lb. .... 0 50 ..
Mustard or Olive, not Salad, per gallon .... 0 25 ..
Ditto, Salad, per gallon .... 0 50 ..
Oils, (Essential or Essence,) Almonds, per lb. .... 1 50 ..
Amber, crude, per lb. .... 0 10 ..
Ditto, rectified, per lb. .... 0 20 ..
Anise, per lb. .... 0 50 ..
Bay Leaves, per lb. .... 17 50 ..
Bergamot, per lb. .... 1 00 ..
Cajeput, per lb. .... 0 25 ..
Caraway, per lb. .... 0 50 ..
Cassia, per lb. .... 1 00 ..
Cinnamon, per lb. .... 2 00 ..
Citronella, per lb. .... 0 50 ..
Cloves, per lb. .... 1 00 ..
Cognac, or Œmanthic Ether, per oz. 2 00 ..
Cubebs, per lb. .... 1 00 ..
Fennel, per lb. .... 0 50 ..
Juniper, per lb. .... 0 25 ..
Lemons, per lb. .... 0 50 ..
Orange, per lb. .... 0 50 ..
Origanum or Red Thyme, per lb. . 0 25 ..
Roses, or Otto, per oz. .... 1 50 ..
Thyme, white, per lb. .... 0 30 ..
Valerian, per lb. .... 1 50 ..
Not otherwise provided for 50
Oil of Cloves, per lb. .... 0 75 ..
Linseed, Flaxseed, Hempseed and Rapeseed, per gallon .... 0 23 ..
Palm, Seal and Cocoanut 10
Neatsfoot and other animal Oils 20
Spermaceti, Whale and other fish oils, the produce of foreign fisheries 20
Oil-cloth for floors, stamped or printed, valued at per square yard, 50 cents or less 25
Valued at over 50 cents, and on all other Oil-Cloth 35
Of every description, of whatever material composed, not otherwise provided for 35
Olives 30
Opium, per lb. .... 2 00 ..
Prepared for smoking 80
Orange and Lemon Peel 10
Osier or Willow, prepared for basket-makers' use 30
Oxide of Zinc, dry or ground in oil, per 100 lbs. .... 1 75 ..
Paints—French Green, Paris Green, Mineral Green, Carmine Lake, Wood Lake, Dry Carmine, Venetian Red, Vermillion, Mineral Blue, Prussian Blue, Chrome Yellow, Rose Pink, Extract of Resin, or Analine Colors, Dutch Pink, and Paints and Painters' Colors, (except White and Red Lead, and Oxide of Zinc,) dry or ground in oil, and moist Water Colors, used in the manufacture of Paper Hangings and Colored Papers and Cards, not otherwise provided for 25
Paintings and Statuary, not otherwise provided for 10
Paper Hangings, and Paper for Screens or Fire-boards 35
Paper, Antiquarian, Demy, Drawing, Elephant, Foolscap, Imperial, Letter and all other Paper, not otherwise provided for 35
Paraffine, per lb. .... 0 10 ..
Parchment 30
Paris White, when dry, per 100 lbs. . 0 60 ..
When ground in Oil, per 100 lbs. .. 1 50 ..
Paving Stones 10
Pencils, Lead, per gross .... 1 00 ..
Penholders, Complete, per doz. .... 0 10 ..
Penholder Tips, Metallic, per gross . 0 10 ..
Pens, Metallic, per gross .... 0 10 ..
Pepper, Black, White and Cayenne, per lb. .... 0 12 ..
Ditto, Ground, per lb. .... 0 15 ..
Percussion Caps, Fulminates, Fulminating Powders, and all Articles used for like purposes, not otherwise provided for 30
Perfumery—Essences, Extracts, Toilet Waters, Cosmetics, Hair Oils, Pomades, Hair Dressings, Hair Restoratives, Hair Dyes, Tooth Washes, Dentifrices, Tooth Pastes, Aromatic Cachous, or other Perfumeries or Cosmetics 30
Petroleum, and Coal Illuminating Oil, Crude, per gallon .... 0 10 ..
Refined, or Kerosene, produced from the Distillation of Coal, Asphaltum, Shale, Peat, Petroleum, or Rock Oil, or other Bituminous Substances, used for like purposes, per gallon .... 0 20 ..
Pewter, when old and fit only to be re-manufactured, per lb. .... 0 01 ..
Philosophical Apparatus and Instruments 40
Pickles, Capers and Sauces of all kinds, not otherwise provided for 35
Pimento, per lb. .... 0 12 ..
When Ground, per lb. .... 0 15 ..
Pins, solid head or other 35
Pitch 20
Plaster of Paris, Calcined 20
When Ground 20
Plated and Gilt Ware of all kinds 35
Playing Cards, valued at per pack 25 cents or less, per pack .... 0 15 ..
Valued above 25 cents, per pack .. 0 25 ..
Plums, per lb. .... 0 05 ..
Pork, per lb. .... 0 01 ..
Porter, see Ale.
Potash, Bichromate, per lb. .... 0 03 ..
Chlorate, per lb. .... 0 06 ..
Hydrodate, Iodate, Iodide and Acetate, per lb. .... 0 75 ..
Prussiate, yellow, per lb. .... 0 05 ..
Ditto, red, per lb. .... 0 10 ..
Potatoes, per bushel .... 0 25 ..
Prepared Vegetables, Meats, Fish, Poultry and Game, sealed or unsealed, in cans or otherwise 35
Prunes, per lb. .... 0 05 ..
Prussian Blue 10
Pulp, dried 10
Putty, per 100 lbs. .... 1 50 ..
Quassen Wood 20
Quicksilver 10
Quills 30
Quinine 30
Sulphate, and other Salts of Quinine 45
Rags of whatever material 10
All imported cotton and linen Rags for the manufacture of Paper, are duty-free.
Raisins, per lb. .... 0 05 ..
Ratans and Reeds, manufactured, or partially manufactured 25
Red Chalk Pencils 30
Red Precipitate 20
Rhubard, per lb .... 0 50 ..
Rice, Cleaned, per lb .... 0 01½ ..
Paddy, per lb. .... 0 00¾ ..
Uncleaned, per lb .... 0 01 ..
Roman Cement 20
Rose Leaves, per lb .... 0 50 ..
Resin 20
Rum Essence or Oil, and Bay Rum Essence or Oil, per oz .... 2 26 ..
Rye, per bushel .... 0 15 ..
Flour 10
Safflower 10
Saffron and Saffron Cakes 10
Sago and Sago Flour, per lb. .... 0 01½ ..
Stoneware, see Earthenware.
Saleratus and Bi-carbonate of Soda, per lb. 0 01½ ..
Salt, in sacks, barrels, or other pkgs., per 100 lbs .... 0 24 ..
In bulk, per 100 lbs. .... 0 18 ..
Salts, Epsom, per lb. .... 0 01 ..
Glauber, per lb .... 0 00½ ..
Rochelle, per lb. .... 0 15 ..
Of Tin 10
And Preparations of Salts not otherwise proved for 20
Saltpetre, or Nitrate of Potash, crude per

lb.	0 02	..
Refined, per lb.	0 03	..
Santonine	....	30
Sarsaparilla	....	20
Scagliola Tops for tables or other articles of furniture	....	35
Sealing Wax	....	35
Seeds, Ainse, per lb	0 05	..
Star Anise, per lb	0 10	..
Canary, per bushel of 60 lbs.	1 00	..
Caraway, per lb	0 03	..
Cardamon, per lb	0 50	..
Castor Beans, per bushel	0 30	..
Cinema, per lb.	0 05	..
Coriander, per lb.	0 03	..
Fennel, per lb	0 02	..
Fonugreck, per lb.	0 02	..
Flax or Linseed, per bushel of 52 lbs	0 16	..
Hemp, per lb.	0 00½	..
Mustard, white or brown, per lb	0 03	..
Rape, per lb	0 01	..
Garden, and all other Seeds for Agricultural and Horticultural purposes, not otherwise provided for	....	30
Sepia	....	10
Shaddock	....	10
Sheathing Paper	....	10
Silk in the Gum, not more advanced in the manufacture than Singles, Tram and Thrown or Organzine	....	25
Silks, all valued at not over $1 per square yard	....	30
Valued at over $1 per square yard	....	40
Floss	....	30
Silk Velvets, or Velvet of which Silk is a component material of chief value, valued at $3 per square yard or under.	....	30
Ditto, valued at over $3 per square yard.	....	40
Ribbons, Galloons, Braids, Fringes, Laces, Tassels, Buttons, Button Cloths, Trimmings, and all other manufactures of Silk, or of which Silk shall be the component material of chief value, not otherwise provided for	....	40
Silver Leaf, per package of 500 leaves	0 75	..
Silver Plated Metal, in sheets or other form	....	35
Skins, tanned and dressed, of all kinds	....	25
Sheep, raw or unmanufactured, imported with the wool on, washed or unwashed	....	15
Slates, Roofing	....	35
Slates, Slate Pencils, Slate Chimney Pieces, Mantels, Slabes for Tables, and all other manufactures of Slate	....	40
Smalts	....	20
Snuff, per lb.	0 35	..
Soap, Fancy, Scented, Honey, Cream, Transparent, and all other descriptions of Toilet Shaving Soaps, per lb	0 02	30
All others	....	35
Soda Ash and Sal Soda, per lb	0 00½	..
Bi-Carbonate of, per lb.	0 01½	..
Caustic, per lb.	0 01½	..
Nitrate of, per lb.	0 01	..
Hypo-Sulphate of, and all Carbonates of Soda, by whatever name designated, not otherwise provided for	....	20
Spices of all kinds, not otherwise provided for	....	20
Spirits, Brandy, for first-proof, per gal.	1 50	..
Other Spirits, manufactured or distilled from grain or other materials, for first-proof, per gal.	1 00	..
Cordials and Liquors of all kinds, and Arrack, Absynthe, Kirshinwasser, Ratafia and other similar spirituous beverages, not otherwise provided for, per gal.	0 75	..
Bay Bum, per gal.	0 50	..
Spirituous Liquors not otherwise enumerated	....	50
No lower rate levied on Spirits than first-proof, and the rate increased in proportion for any greater strength. Imitations pay same duty as genuine article. Spirits may be imported in bottles when the package contains not less than one dozen, the bottles to pay a separate duty according to the rate established therefor		
Sponges	....	20
Spunk	....	10
Squills	....	10
Starch of all Descriptions, per lb.	0 00½	20
Staves for Pipes, Hogsheads, or other Casks	....	10
Steel in Ingots, Bars, Sheets, or Wire, not less than quarter inch in diameter, valued at 7 cents per pound or less, per lb.	0 01½	..
Ditto, valued above 7 cents and not above 11 cents, per lb	0 02½	..
Ditto, valued above 11 cents per pound, and Steel in any form, not otherwise provided for.	....	25
Wire, less than quarter inch in diameter and not less than No. 16 wire gauge, per 100 lbs	2 00	20
Ditto, less or finer than No. 16 per 100 lbs.	2 50	20
Cross-cut Saws, per lineal foot	0 08	..
Mill, Pit and Drag Saws, not over 9 in. wide, per lineal foot.	0 12½	..
Ditto, over 9 inches wide	0 20	..
Skates, valued at per pair, 20 cents or less, per pair	0 08	..
Ditto, valued at over 20 cents	....	35
Files, rasps, and Floats of all descriptions, per lb.	0 02	35
All manufactures of, or of which Steel shall be a component part, not otherwise provided for	....	35
See also Iron.		
Articles partially manufactured, not otherwise provided for, to pay same rate or duty as if wholly manufactured—no reduction allowed in consequence of damage by rust.		
Stereotype Plates	....	25
Still Bottoms	....	25
Strychnine	....	30
Sugar of Lead, per lb	0 04	..
Sugar, Syrup of, or Sugar Cane, or concentrated Molasses or concentrated Melado, per lb.	0 02	..
Ditto, not above No. 12, Dutch standard in color, per lb	0 02½	..
Ditto, above No. 12, and not above No. 15, per lb	0 03	..
Ditto, above No. 15, not stove-dried, and not above No. 20, per lb	0 03½	..
Refined, in form of loaf, lump, crushed, powdered, pulverized, or granulated, and all stove-dried or other Sugar above No. 20, per lb.	0 04	..
Sugar Candy, not colored, per lb.	0 06	..
Sugars, after being refined, when tinctured, colored, or in any way adulterated, and other Confectionery than Sugar Candy, made wholly or in part of Sugar, per lb.	0 10	..
Sulphur, flour of	....	20
Sumac	....	10
Sweetmeats, Comfits or Fruits, preserved in Sugar, Brandy or Molasses, not otherwise provided for	....	35
Taggers Iron	....	10
Tallow, per lb.	0 01	..
Tapioca	....	20
Tartar, crude, per lb.	0 06	..
Cream of per lb.	0 10	..
Emetic, per lb.	0 15	..
Teas all, per lb.	0 20	..
Teazles	....	10
Teeth, manufactured	....	20
Thread Lace and Insertings	....	30
Tiles, Encaustic	....	35
Timber, Boards, Planks, Staves, Laths, Scantling, Spars, hewn and sawed timber, and timber used in building wharves	....	20
Tin, in pigs, bars, or blocks	....	15
In plates or sheets, Terde and Tagger Tin	....	25
See also Iron.		
Oxide, Muriatic, and Salts of, and tin foil	....	30
Tobacco in Leaf, unmanufactured and not stemmed, per lb.	0 25	..
Stemmed and unmanufactured, of all descriptions, not otherwise provided for, per lb.	0 35	..
Tonque Beans	....	20
Toys and Dolls, of all kinds	....	35
Trees, Fruit, Shade, Lawn and Ornamental Trees, Shrubs, Plants, and Bulbous Roots, and Flower Seeds, not otherwise provided for	....	30
Turpentine, Spirits of, per gallon	0 15	..
Turtle, Green	....	20
Twines and Pack-thread, of whatever material composed, not otherwise provided for	....	35
Type Metal	....	25
Types, New	....	25
Umber, per 100 lbs.	0 50	..
Umbrellas, Parasols and Sun-Shades	....	35
Vandyke, brown	....	20
Vanilla Beans, per lb.	3 00	..
Varnish, valued at per gallon, $1 50 or less, per gallon	0 50	20
Valued at above $1 50, per gallon	0 50	25
Vegetables, not otherwise provided for	....	10
Velvet, when printed or painted	....	35
Venetian Red	....	20
Verdigris, per lb.	0 06	..
Vermillion	....	20
Vinegar, per gallon	0 06	..
Vitriol, Blue or Roman, or Sulphate of Copper	....	20
White or Sulphate of Zinc	....	20
Wafers	....	35
Watches and parts of Watches and Watch Materials, and unfinished parts of Watches	....	20
Water Colors	....	35
Wood, unmanufactured, not otherwise provided for	....	20
Webbing, composed of Wool, Cotton, Flax, or any other materials not otherwise provided for	....	35
Whalebone, the produce of Foreign Fisheries	....	20
Wheat, per bushel	0 20	..
Whiting, when dry, per 100 lbs.	0 50	..
When ground in Oil, per 100 lbs.	1 50	..
Wines of all kinds	....	50
Imitations and Wines imported by any names whatever subject to same duty. Bottles containing Wines subject to ad valorem duty, pay the same duty as that fixed upon the Wines therein contained.		
Wool, Unmanufactured, and Hair of the Alapaca, Goat and other like animals Manufactured, the value whereof, at the last port or place from whence exported to the United States, shall be 18 cents or less per lb.	....	5
Ditto, above 18 cents, and not above 24 cents, per lb.	0 03	..
Ditto, above 24 cents per lb.	0 09	..
Ditto, if imported in any but the ordinary condition, changed in its character or condition for the purpose of evading duty, or reduced in value by the admixture of dirt or other foreign substance to 18 cents or less per lb., shall be subject to pay a duty of per lb.	0 09	..
Ditto, of different qualities imported in the same package. the aggregate value whereof is appraised at over 24 cents, per lb.	0 09	..
When bales of different qualities are embraced in the same invoice at the same price, whereby the average price is lessened more than 10 per cent., the value of the bale of the best quality shall be appraised, and the rate of duty applicable thereto shall be paid upon the whole.		
Woolen Manufactures, Cloths, Shawls, and all manufactures of wool of every description, made wholly or in part of wool, not otherwise provided for, per lb.	0 18	30
Ditto, when valued at over $1 per square yard, or weighing less than 12 oz. per square yard, per lb.	0 18	35
Endless Belts or Felts, for paper and blanketing for printing machines	....	30
Flannels valued at 30 cents or less per square yard	....	30
Ditto, valued above 30 cents per square yard, and all colored, printed or plaided, and flannels composed in part of cotton or silk	....	35
Hats of Wool	....	30
Woolen and Worsted Yarn, valued, per lb., 50 cents and not over $1 per lb.	0 12	20
Ditto, valued at over $1 per lb.	0 12	30
Ditto, or Yarns for Carpets, valued under 50 cents per pound, and not exceeding No. 14 in fineness	....	30
Ditto, ditto, exceeding No. 14	....	35
Clothing, ready made, and wearing apparel of every description, composed wholly or in part of wool, made up or manufactured wholly or in part by the tailor, seamstress or manufacturer, per lb.	0 18	30
Balmoral skirts, or goods of like description, or used for like purposes, made wholly or in part of wool, are subject to same duty as ready made clothing.		
Blankets of all descriptions, made wholly or in part of wool, valued at per pound not above 25 cents per lb.	0 06	15
Ditto, valued above 25 cents, but not above 40 cents, per lb.	0 06	30
Ditto, valued at above 40 cents, per lb.	0 12	25
Delaines, Cashmere Delaines, Muslin Delaines, composed wholly or in part of Worsted, Wool, Mohair, or Goat's Hair, and all goods of similar descriptions, not exceeding in value per square yard 40 cents, per square yard	0 02	20
Bunting, Worsted Yarns, and all other manufactures of worsted, or of which worsted shall be a component material, not otherwise provided for	....	35
Woolen Listings	....	30
Woven Articles, Caps, Gloves, Leggings, Mitts, Socks, Stockings, Wove Shirts and Drawers, and all similar articles made on frames, of whatever material composed, worn by men, women and children, and not otherwise provided for	....	35
Yarns	....	10
Zinc, Spelter and Teutenegue, unmanufactured in Blocks or Pigs, per 100 lbs.	1 25	..
In Sheets, per lb.	0 03	..

EXEMPTED ARTICLES.

Acids of every description, used for chemical and manufacturing purposes, not otherwise provided for.

Alcornoque. Ambergis.

Annatto, roncou or Orleans.

Animal carbon, (bone black.)

Animals, living, of all kind.

Articles in a crude state, used in dying or tanning, not otherwise provided for.

Bells, old, and bell metal.

Berries, Nuts, Flowers, Plants and Vegetables, used exclusively in dying or in composing dyes; but no articles shall be classed as such that has undergone any manufacture.

Birds, singing or other, and land and water fowls.

Bismuth. Bolting Cloths.

Bones, burnt, and bone dust.

Books, Maps and Charts, imported by authority of the Joint Library Committee of Congress for the use of the Library of Congress: *Provided*, That, if, in any case, a contract shall have been made with any bookseller, importer, or other person aforesaid, shall have paid the duty, or included the duty in said contract, in such case the duty shall be remitted.

Books, Maps, Charts, Matematical, Nautical Instruments, Philosophical Apparatus, and all other articles whatever, imported for the use of the United States.

Books, Maps, and Charts, Philosophical Apparatus, Instruments, Statues, Statuary, Busts, and Casts of Marble Bronze, Alabaster or Plaster of Paris; Paintings and Drawings, Etchings, specimens of Sculpture, Cabinets of Coins, Medals, Regalia, Gems and all collections of antiquities: *Provided*, The same be specially imported, in good faith, for the use of any society incorporated or established for philosophical, literary or religious purposes, or for the encouragement of the fine arts, or for the use, or by the order, of any college, academy, school, or seminary of learning in the United States.

Brazil Wood, Brazilleto and all other dyewoods in sticks.

Breccia, in blocks or slabs. Brime.

Bullion, gold and silver.

Burrstones, wrought or unwrought, but unmanufactured, and not bound up into millstones.

Cabinets of Coins, Medals and other collections of antiquities.

Cadmium. Calamine.

Cochineal. Cocoa Nuts.

Coins, gold, silver and copper.

Copper, when imported for the United States mint.

Cork-tree Bark, unmanufactured.

Divi Divi.

Felt, adhesive, for sheathing vessels.

Fish, fresh caught, for daily consumption.

Glass, when old, not in pieces which can be cut for use, and fit only to be remanufactured.

Goods, wares and merchandise, the growth, production, or manufacture of the United States exported to a foreign country and brought back to the United States in the same condition as when exported, upon which no drawbacks or bounty has been allowed: *Provided*, That all regulations to ascertain the identity thereof, prescribed by existing laws, or which may be prescribed by the Secretary of the Treasury, shall be complied with.

Guano.

Hair of all kinds, uncleaned and unmanufactured, and all long horsehair, used for weaving, cleaned or uncleaned, drawn or undrawn.

Household effects, old and in use of persons or families from foreign countries, if used abroad by them, and not intended for any other person or persons, or for sale.

Ice, Indigo, Irridium, Irris, Orris Root.

Junk, old, and Oakum.

Kelp.

Lac Dye, Lac Spirits, Lac Sulphur.

Leeches.

Madder, ground or prepared, and Madder Root.

Machinery suitable for the manufacture of flax and linen goods only, and imported for that purpose solely, but not including that which may be used for any other manufactures.

Manuscripts, Marine Coral, unmanufactured.

Medals of gold, silver or copper.

Models of Inventions, and other improvements in the arts: *Provided*, That no article or articles shall be deemed a model or improvement which can be fitted for use.

Munjeet, or Indian Madder.

Natron, Nutgalls, Nux Vomica.

Oils, Spermaceti, Whale and other Fish of American Fisheries, and all other articles the produce of such fisheries.

Ores of gold and silver.

Orpiment, or Sulphuret of Arsenic.

Paintings and Statuary, the production of American artists residing abroad: *Provided*, The fact as aforesaid shall be certified by the artist or by a Consul of the United States.

Palm Leaf manufactured.

Pearl, Mother of.

Personal and household effects, not merchandise, of citizens of the United States dying abroad.

Pine Apples.

Plaster of Paris, or Sulphate of Lime, unground.

Platina, unmanufactured; Platina Vases, or retorts.

Polishing Stones, Pumice and Pumice Stones.

Rattans and Reeds, unmanufactured.

Rottenstone.

Sandalwood, Seedlac.

Shingle Bolts and Stave Bolts.

Silk, raw or as reeled from the Cocoon, not being doubled, twisted or advanced in manufacture any way, and Silk Cocoons and Silk Waste.

Specimens of Natural History, Mineralogy and Botany.

Substances expressly used for Manure.

Tortoise and other shell, unmanufactured.

Turmeric, Types, old, and fit only to be remanufactured.

Wearing apparel in actual use, and other personal effects, (not merchandise,) professional books, implements, instruments and tools of trade, occupation or employment of persons arriving in the United States: *Provided*, That this exemption shall not be construed to include macinery, or other articles imported for use in a manufacturing establishment, or for sale.

Wold, Woad or Pastel.

Woods, namely: Cedar, Lignum-Vitæ, Lancewood, Ebony, Box, Granadilla, Mahogany, Rosewood, Satinwood, and all cabinet woods, unmanufactured.

UNENUMERATED ARTICLES.

All raw or unmanufactured articles not herein enumerated or provided for shall pay a duty of 10 per cent. *ad valorem*.

All articles manufactured in whole or in part, not herein enumerated or provided for, shall pay a duty of 20 per cent. *ad valorem*.

ADDITIONAL DUTY ON GOODS FROM BEYOND THE CAPE OF GOOD HOPE.

There shall be levied, collected and paid on all goods, wares and merchandise of the growth or produce of countries beyond the Cape of Good Hope, when imported from places this side of the Cape of Good Hope, a duty of 10 per centum ad valorem, and in addition to the duties imposed on any such articles when imported directly from the place of their growth or production.

*** In the act of Aug. 5, 1861, it states, "That all articles, goods, wares and merchandise, imported from beyond the Cape of Good Hope in foreign vessels, not entitled by reciprocal treaties to be exempt from discriminating duties, tonnage and other charges, and all other articles, goods, wares and merchandise not imported direct from the place of their growth or production, or in foreign vessels entitled by reciprocal treaties to be exempt from discriminating duties, tonnage and other charges, shall be subject to pay, in addition to the duties imposed by this act, ten per centum ad valorem; *Provided*, That this rule shall not apply to goods, wares and merchandise imported from beyond the Cape of Good Hope in American vessels.

DUTIES ON TONNAGE OF VESSELS.

Upon all ships, vessels or steamers which, after the 31st day of December, 1862, shall be entered at any Custom house in the United States from any foreign port or place, or from any port or place in the United States, whether ships or vessels of the United States, or belonging wholly or in part to subjects of foreign Powers, there shall be paid a tax or tonnage duty of 10 cents per ton of the measurement of said vessel, in addition to any tonnage duty now imposed by law: *Provided*, That the said tax or tonnage duty shall not be collected more than once in each year on any ship, vessel or steamer having a license to trade between different districts of the United States, or to carry on the bank, whale, or other fisheries, while employed therein, or on any ship, vessel or steamer to or from any port or place in Mexico, the British Provinces of North America, or any of the West India Islands: *Provided*, also, that nothing in this Act contained shall be deemed in any wise to impair any rights and privileges which have been or may be acquired by any foreign nation under the laws and treaties of the United States relative to the duty on tonnage of vessels.

DRAWBACK.

There will be allowed on all articles wholly manufactured of materials imported, on which duties have been paid, when exported, a drawback equal to the amount of the duty paid on such materials, less ten per cent.

Postage Stamps.

The United States postage stamps, which are now coming so freely into circulation, besides having the amount of their value in figures upon the upper corners, may be readily recognized by their colors and vignettes, which are as follows:—

Amount.	Vignette.	Color.
1 cent	Franklin	Blue.
3 cent	Washington	Pink.
5 cent	Jefferson	Chocolate.
10 cent	Washington	Green.
12 cent	Washington	Black.
24 cent	Washington	Lilac.
30 cent	Franklin	Yellow.
90 cent	Washington	Blue.

The Atlantic White Lead Co.

MANUFACTURERS OF

WHITE LEAD, DRY AND IN OIL.

CRUSHERS OF LINSEED OIL.

PURE WHITE ZINC PAINT,

Prepared from the best French Oxide, and ground in Refined Linseed Oil.

RED LEAD AND LITHARGE.

ROBERT COLGATE & CO.,

287 Pearl st., NEW YORK.

WATCHES.

10,000 WATCHES for sale at wholesale prices.

Silver Hunting Case Levers, worth $18.00 for $13.00. Celebrated American Timekeepers, worth $30 for $20. Send for Circular.

J. L. FERGUSON,

208 Broadway.



WATCHES.

RAILS AT BOSTON.

400 TONS RAILS—50 lbs. per lineal yard—T pattern—now ready for delivery at Boston. For sale by

CHAS. L. PERKINS,
Or, E. LIVINGSTON,
2m30 54 Exchange Place.

Burdon, Hubbard & Co.,

MACHINISTS,

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EVERY article necessary to DRILL the TUBE-PLATES and to SET the TUBES.
Tube CLEANERS, Steel Wire and Whalebone BRUSHES.
ARTESIAN OIL AND SALT WELL-TUBING.
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—o—
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CAST STEEL
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Steel for Rolls, Dies, Tools, Cannon, etc., etc.
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OF THE MOST APPROVED KIND,
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OAK-TANNED, STRETCHED AND RIVETED
LEATHER BELTING,
MANUFACTURED BY
PHILIP F. PASQUAY, {25 Spruce st., N. Y.
DOUBLE BELTS TWICE THE PRICE OF SINGLE
Best Lace Leather and Steel Hooks for round Belts always on hand.
☞ In comparing my List of Prices with others, it will be necessary to compare also the quality of Belting. 3m28

THE NEW YORK CENTRAL RAILROAD COMPANY, {
TREASURER'S OFFICE, ALBANY, July 19, 1862. {
EIGHTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend of Three per cent. on the Capital Stock thereof,—free of the United States Income Tax, which will also be paid by the Company—payable on the 20th day of August next, upon stock registered at New York, Boston and Albany, and on the 20th day of September next upon stock registered at London.
Stockholders whose stock is registered at New York, will receive their Dividends at the office of DUNCAN, SHERMAN & CO.; those whose stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose stock is registered at Albany, at the ALBANY CITY BANK; those whose stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s. 1d. to the dollar.
The Transfer Books will be closed at the close of business on Thursday, the 31st day of July inst., and will be re-opened at New York, Albany and Boston on the morning of Saturday, the 23d day of August next.
8t30 JOHN V. L. PRUYN, Treasurer.

SWITCH LOCKS,
CAR PADLOCKS,
BAGGAGE CHECKS.
(In ordering Locks, send key by mail to have Locks to match.)
WILLIAMS & PAGE,
RAILROAD SUPPLIES,
67 WATER ST., BOSTON.

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THE BORDEN MINING COMPANY
ARE now prepared to fill orders and to make contracts for the season of 1862, for **CUMBERLAND COAL,** DELIVERABLE ON BOARD VESSEL AT **Baltimore, Md., Alexandria, Va.,** or **Georgetown, D. C.** Purchasers may rely upon the Coal proving equal in quality to that heretofore furnished.
The Company also have the pleasure of announcing that they have completed, after two years' labor, their shaft and machinery upon their new property in the VALLEY OF GEORGE'S CREEK, and are lifting from the very heart of the Coal Basin a superior and perfect article of **BITUMINOUS COAL,** remarkably free from impurities of every description, and possessing qualities peculiarly adapting it to Locomotive use, and to generating steam under all circumstances. This Coal will be known in market as **"BORDEN'S PIT COAL."**
Our Railroad friends, and others requiring a superior Coal, will find it to their interest to give this a trial before contracting elsewhere.
For prices and other information apply to
WILLIAM BORDEN.
3m21 **Nos. 70 and 71 West st., New York.**

RENSSELAER
POLYTECHNIC INSTITUTE,
TROY, N. Y.
THE thirty-ninth Annual Session of this Institution for instruction in the MATHEMATICAL, PHYSICAL, and NATURAL SCIENCES, will commence on Wednesday, Sept. 17th, 1862. Appropriate quarters, and a full supply of apparatus, will be provided, so that all the Courses of Instruction can be given precisely as heretofore. The new buildings for the Institute will be placed on a more commanding site, and be constructed as soon as possible.
The ANNUAL REGISTER, containing full information, can be obtained from
8m27 Prof. CHARLES DROWNE, Director.

NOTICE TO HOLDERS OF
Construction Bonds of Dubuque & Pacific R. R. Co.
IN accordance with the order of the District Court of Dubuque County, Iowa, you are hereby required to present your bonds, on or before the 8th day of October, 1862, at the office of the Dubuque and Sioux City R. R. Co., in Dubuque, for conversion into preferred stock of last said company; otherwise the company will be under no obligation to convert the same.
JAMES M. McKINLAY,
July 12, 1862. 4t29 Secretary, D. & S. C. R. R.

CAR DUCK.
HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS, 4 to 10 inches. PLUSHES, BURLAPS, CAR HEAD LININGS, and all kinds of RAILROAD SUPPLIES.
For sale by
WILLIAMS & PAGE,
67 Water st., Boston.

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FOR MACHINERY AND
RAILROAD USE
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Patent Steam-Boilers
SAVE over 30 per cent. of the fuel required for flue or plain cylinder boilers, while they have all the advantages of strength, cheapness and simplicity of construction, convenience and safety in use, claimed for either. Send for a circular.
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FURNISH
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FOR CARS, TRUCKS, and TENDERS.
CHILLED
Driving Wheels and Tires
FOR LOCOMOTIVES.
ROLLED AND HAMMERED AXLES.
WHEELS and AXLES,
FITTED COMPLETE.

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BUSH & LOBDELL,
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TIRES,
FOR RAILROAD CARS
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Locomotive Engines,
ARE PREPARED TO EXECUTE PROMPTLY
ORDERS TO ANY EXTENT FOR THEIR
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EITHER SINGLE OR DOUBLE PLATE,
WITH OR WITHOUT AXLES.
WHEELS FITTED
To HAMMERED or ROLLED AXLES,
IN THE BEST MANNER, AT THE SHORTEST NOTICE,
AND ON THE MOST REASONABLE TERMS.

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HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either
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HAVING large facilities, and having had a long experience in the business, are prepared to furnish
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Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops.

The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention.

RICHARD NORRIS. HENRY LATIMER NORRIS.
RICHARD NORRIS & SON,
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SEVENTEENTH STREET, ABOVE CALLOWHILL,
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ENGAGED EXCLUSIVELY IN THE MANUFACTURE OF
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RAILWAY TOOLS AND
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MANUFACTURE to order, Locomotives of any Arrangement, Weight or Capacity. In Design, Material and Workmanship, the Locomotives produced at these Works, are equal to and cannot be excelled by any.

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NEW YORK,
BROADWAY AND TWELFTH STREET,
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Late of the Brevoort House, Fifth Avenue.
CHAS. W. NASH,
Formerly of the Great Republic.



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THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS,** etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.
Address HENRY RUTTAN,
Coburg, Canada.

THE GREAT FIRE IN TROY.
Unparalleled Triumph
OF
LILLIE'S SAFES!

The following certificates explain themselves:

TROY CITY BANK, May 21, 1862.

LEWIS LILLIE, Esq.—Dear Sir: I am sure it will give you as much pleasure to know as it does me to say, that in the recent fire of the 10th inst., which desolated our city and destroyed our Banking-house, the contents of our Bank vault, though the building itself was a heap of ruins, remained entirely unharmed. This result we attribute entirely to the fact that our old Wrought Iron Doors were, about two years since, exchanged for a set of your celebrated Chilled and Wrought Iron Doors and Frames. With the old doors, not a book or paper in the Vault could have been saved; as it is, nothing in it was even damaged, though exposed to the most intense heat.

Yours, respectfully, S. K. STOW, Cashier.

TROY, N. Y., May 14, 1862.

The undersigned, using **Lillie's Chilled and Wrought Iron Fire and Burglar Proof Safes,** at the time of the late disastrous fire in this city, would state that our safes were subjected to a severe test by fire, the heat varying in intensity, according to the locality and surroundings. The time they were exposed to the fiery ordeal, unprotected by water, varied from 24 to 72 hours. We would say that our money, papers, books, etc. were well preserved, and the Safes are suitable for further use. By comparison with Safes of other manufacture, equally exposed, we have no hesitancy in recommending Safes of Lillie's manufacture to the public on their demonstrated merit as entitled to unparalleled confidence as fire-proofs.

James Kenyon,	S. Bachelder,
S. O. Gleason,	Gates H. Barnard,
Percy & King,	W. D. Haight,
McCoy & Beadle,	Denio & Frejot,
Coon & Van Valkenburgh,	Walsh, Petit & Anthony,
S. S. McClure,	D. H. Snyder,
Ross & Smith, }	Jonathan Seaman.
Robert Green, }	

Not dug out—nothing in them.

TROY, May 19, 1862.

The undersigned had one of **Lillie's Wrought and Chilled Iron Safes,** which went through the fire of the 10th of May. The Safe was exposed to a severe fire for over 24 hours. In falling it turned on its face, and when turned up to open the doors was red-hot. The back of the lower part of the Safe (behind the books) was filled with pennies, which, in falling over, pressed against the books, and brought them directly in contact with the doors. The wrappers on the pennies were mostly good. The books were unfit for further use, but the writing on them was partially legible and could be copied.

DUSENBURY & ANTHONY.

TROY, May 19, 1862.

This is to certify that we had in our store, in this city, when it burned, one of **Lillie's Small Safes,** which was in the fire, without water on the building or Safe. Most of the valuables were removed before the fire, and therefore we were not in haste to get the Safe out of the burning ruins. Some of the papers left in the Safe were legible when taken out, but most of them were charred.

I. M. SINGER & CO.,
Per G. W. BABCOCK, Agent.

This is to certify that the undersigned had one of LILLIE'S Patent Chilled Iron Safes in their store, which was burned during the late severe fire in this city, and we are happy to state, the Safe preserved all its contents in first-rate condition. All the papers were legible, and the books will do for further use, without even rebinding.

GRANT, NUTTING & CO.

The foregoing comprises all the Safes of my manufacture that were in the fire, and below will be found certificates from all the owners of Safes manufactured several years since, by World's Safe Company, who used my Patent Chilled Iron Shell, but not my Fire-Proof Cement.

WORLD'S SAFE COMPANY'S SAFES.

TROY, May 19, 1862.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire of the 10th inst., in this city, would state that our Safes were exposed to a severe heat, being confined in the burning ruins, unprotected by water, from one to three days. On opening the Safes the contents were mostly legible, and to a far greater extent than could be reasonably expected of any Safe. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectors against fire, and by this test we are prepared to recommend them as such to public patronage.

Lyman Bennett,	Silliman, Matthews & Co.,
Flood & Dunham,	E. L. Mallory,
John Hutchinson,	E. H. Virgil,
Sup't National Express Co.	

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire in this city, would state, that on opening our Safes the contents were mostly legible. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectives against fire, and we are happy to recommend them to public patronage.

W. & L. E. GURLEY,
R. L. & G. DRAKE,
LEONARD SMITH,
H. E. & W. ALENDORPH, Absent.

TROY, May 19, 1862.

To whom it may concern: We would certify that when the recent fire broke out in this city, we took out from our Safe (which was made by World's Safe Company) all our books, papers, etc., and then left it to the flames without shutting the door, and the Safe will do for further use by being repaired, although the book case was destroyed by the door being left open through the fire.

ACKLEY & CO.

TROY, May 19, 1862.

The undersigned, using Safes manufactured by the World's Safe Company, at the time of the late disastrous fire on the 10th instant, in this city, would state that our Safes were filled with fire-brick for the fire-proof, and while several of this class preserved their contents, ours were considerably charred, and only a part legible. In justice to Mr. LEWIS LILLIE, we are pleased to state that Safes of his manufacture proved to be powerful protectors against fire, and have preserved their contents, after having been exposed to the fiery ordeal, unprotected by water, from one to three days.

Stephen Holton,	Luther Greenman,
Bennett, Strickland & Fellows,	E. W. Johnson,
Corloss & House,	J. H. Goodsell.

TROY, N. Y., May 17, 1862.

LEWIS LILLIE—Dear Sir: We were using at the time of the late severe fire of 10th inst., a Safe purchased in 1852 of the late World's Safe Company. The contents were considerably charred, but our Ledger is mostly legible, and we are able to copy it.

The Safe was subjected to a severe heat for over eighteen hours, and we are satisfied that if water had been thrown on the ruins, as is ordinarily the case, the contents would have come out uninjured. You will please repair our Safe, placing in it the improvements embraced in Safes of your manufacture, and oblige

SHELDON & GREENE.

N.B.—The above Safe is believed to have damaged the contents more than any of those named in this circular.

There were only seven Sheet Iron Safes, made by Herring and others, outside of the railroad depot, that were exposed to the fire, four of which were entirely burnt out; the fifth was saved by being early cooled off by water; the remaining two were not severely tested.

LEWIS LILLIE,
H. R. HUBBELL, Agent,
No. 198 Broadway, New York.

T. G. SELLEW,
MANUFACTURER OF
Desks and Office Furniture,
WAREROOM { No. 107 FULTON ST., Near Nassau, N. Y.

☞ LIBRARY FURNITURE made to order.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

EDITED BY

HENRY V. POOR AND JOHN H. SCHULTZ.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XVIII., No. 33.] SATURDAY, AUGUST 16, 1862. [WHOLE No. 1,374, VOL. XXXV.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, August 16, 1862.

Baltimore and Ohio Railroad--Loyalty of its Management.

The Baltimore and Ohio Railroad has suffered materially in public estimation since the events of April, 1861. It has been freely given out, and too generally believed, that the motive of its unwillingness to transport troops for the government was disloyalty, not inability to render the service required, or even a judicious care for the interests of its stockholders. In a late number of the Baltimore *American* we find several columns of extracts from the forthcoming report of the Contract Committee, a portion of which will suffice to set this matter at rest. The report sets out by observing:—

A natural consequence of the war was to bring the railroads of the entire loyal sections of the country, and a part of those in sections where loyalty and treason were in conflict, in active requisition. Railroads as a power in war became naturally prominent in diminishing distance and securing celerity. The importance of this mode of transportation was strikingly illustrated, and probably the safety of the Capital was attributable to its efficiency, and thus the extraordinary powers and prerogatives which have been conferred on many of the railroad corporations of the various States have been unexpectedly available for the safety of the country. And however effective this new agent of war might be, it was still an agent which the Government had fostered, and might rightfully employ on reasonable terms in its own preservation.

On the subject immediately before us a great deal of testimony was taken. The committee deem it proper to say that "the pretence that the disloyalty of the gentlemen controlling the Baltimore and Ohio Railroad furnished a sufficient reason for indifference to the safety of the said road by the government, is not sustained by the evidence. It will be seen that this road was prompt in expressing its willingness to transport the troops and supplies of the government until the very moment when the armed insurgents were prepared to obstruct the road if used by the government."

It is not our province to enter into the charges of unfair influences having been exerted for the purpose of directing business from the Baltimore and Ohio to a rival line. *That* belongs rather to the politician than the organ of the Railroad interest. Our duty is to clear the managers of the Baltimore and Ohio of unjust censures which have been very freely heaped upon them, for the obvious reason that the affair has been but partially known to the public. Mr. Wm. Prescott Smith, for nine years Master of Transportation on the B. & O., testified that up to the middle of April "*there was very little transportation done over the main road for the government*, in view of the fact that the last troops, prior to the mob in Baltimore and the active commencement of the war, were coming from the West to Washington by the Pittsburg and Harrisburg route; and we were told that Sherman's Battery and Morris' battalion or company had been diverted from our road, which we had expected them to take, from an apprehension that their coming would create some excitement in the then state of affairs. They arrived at Harrisburg about the 19th of April, after the President's Proclamation."

It thus appears that no troops had been carried by that route for some time before. Mr. Smith, indeed, adds that the transportation of them had been "solicited" by the company for several months, without success. The late Secretary of War was not indifferent to considerations of danger and expediency, when he ordered the troops coming from the West to Washington to be brought by a less exposed route than the Baltimore and Ohio main line.

It appears that parties claiming to be the agents of rival lines, had circulated reports over the West to the effect that the Baltimore and Ohio Company were unwilling to transport troops or munitions of war for the government. This brought forth the following telegraphic correspondence which will speak for itself:—

ZANESVILLE, April 16, 1861.

"It is reported here that your Company will not transport Government troops through Virginia to Washington city, if any are raised in the West, am I authorized to contradict it?

"H. J. JEWETT,

[President Central Ohio Railroad, between Bell Air, Ohio, and Columbus.]

"J. W. GARRETT, Baltimore."

"BALTIMORE, April 16, 1861.

"You *are* authorized to contradict the statement. Our Company is transporting Government troops to Washington. Our entire line is free from excitement or difficulty, and all descriptions of business are being transacted with usual regularity and dispatch. Anticipating the misrepresentations of rival lines, I forwarded to you yesterday a correspondence on this subject, which I hope you have received. You are further authorized to give all shippers the guarantee of this Company for any damage in transportation upon its road which may arise from political or military actions.

"J. W. GARRETT, President.

"H. J. JEWETT, Zanesville, Ohio."

"BALTIMORE AND OHIO RAILROAD,

"President's Office, Baltimore, April 16, 1861.

"I send you Jewett's despatch and my reply. Send copies of both to Sullivan, and authorize him, until further orders, to agree for transportation at regular rates for troops, &c., for Washington.

"J. W. GARRETT, President."

This is the tenor of a large number. Even as late as the 17th of April arrangements were made to send trains of extra passenger cars from Baltimore to Benwood and Parkersburg for the purpose of bringing forward the first detachment of the Ohio troops. But after the issue of the President's Proclamation the numbers who required transportation between Baltimore and Washington were such that no accommodations could be furnished them. The largest number ever before carried over the Washington Branch in one day was a single regiment. It was on this occasion that the following despatch was sent to Gov. Dennison

of Ohio, which was made the foundation of a report that the company refused *in toto* to carry United States troops:—

"BALTIMORE, April 17, 1861.

"Late this afternoon we are called upon for transportation of twenty-five hundred troops to Washington to-morrow, and find, therefore, that all our cars, except for regular passengers on the main stem, will be required.

"J. W. GARRETT, President.

"GOVERNOR DENNISON, Columbus, Ohio."

The same day the following despatch was sent to the officers of the connecting railroads in Ohio:

"BALTIMORE, April, 17, 1861.

"We find that we will be unable, after all, to bring troops from the West. Had arranged to send large trains—empty passenger cars—both to Benwood and Parkersburg for them, since receiving your advices; but Government has just unexpectedly notified us of nearly 3 000 men, with large stores, &c., from Philadelphia and Harrisburg to-morrow, to be followed by great numbers daily for some time to come, over our Washington Branch. Those numbers are so unprecedented, that they will exhaust our equipment in passenger cars, outside of our usual main stem trains. We had believed until to-night that the Northern troops would go to Washington by sea and Potomac river. "W. P. SMITH."

Gov. Dennison, in a letter to the President of the road observes: "The conduct of yourself and company in all matters relating to the transportation of supplies for the use of the Government, as well as of the troops in Western Virginia has been such as to entitle you and those you represent, to the full confidence of the government, both as regards loyalty and patriotism."

We should hardly have felt justified in going at such length into this question but for the fact that a general prejudice exists detrimental to the management of the Baltimore and Ohio road. This originated doubtless in a petty strife for business among noisy agents; and was then caught up by the press in its almost indiscriminate abuse of public men and public measures. That powerful instrument owes it to a company who have suffered so severely to set them right before a reading public.

Boston, Concord and Montreal Railroad.

The receipts and expenditures of the years ending March 31, 1860, 1861 and 1862, have been as follows:

RECEIPTS.	1860.	1861.	1862.
From passengers	$74,648 78	$79,865 30	$67,538 81
" freights	163,959 07	159,668 90	121,569 90
" mail	10,217 18	10,219 77	10,193 85
" express	3,125 01	3,000 00	3,000 00
" miscellaneous	1,477 49	970 55	1,056 17
Total receipts	$253,696 53	$252,724 52	$203,358 72
EXPENDITURES.			
Maintenance of way	$40,241 34	$41,927 70	$37,762 95
" motive power	26,241 89	26,578 03	19,999 66
Cost of working road	49,417 04	48,957 48	40,980 51
" management	6,595 13	7,210 17	5,720 65
Miscellaneous	11,710 87	6,378 12	6,132 53
Total expenses	$134,206 27	$131,051 55	$110,646 30
Net income	$119,420 26	$121,672 97	$92,712 43
From other sources	5,857 99	7,094 37	24,979 87
Total income	$125,276 25	$128,767 34	$117,692 30
Disbursed	114,348 72	120,095 12	113,537 50
Cash on hand	$10,929 53	$8,672 22	$4,154 80

The foregoing statement shows a decrease in the gross receipts of the road during the past, in comparison with those of the previous year, of $49,365 79; the expenses have however been reduced $20.405 25—leaving the net earnings only $28.960 54 less.

The following statement will show the financial condition of the company on the 31st of March, 1860, 1861, and 1862:

	1860.	1861.	1862.
Construction	$2,650,000 00	$2,850,000 00	$2,850,000 00
Wood and oil	8,367 43	8,202 72	6,605 33
Stock, etc., on hand	15,402 98	14,445 35	13,737 46
Trustees of Sinking fund	39,000 00	51,500 00	64,000 00
Bonds unsold	5,400 00	1,500 00	600 00
Notes receivable	2,252 35	252 35	.....
Superintendent	29,599 94	11,129 47	9,958 59
Cash for coupons unpaid	.....	7,553 00	.....
1860 bonds on hand	.....	9,000 00	9,000 00
Cash	94 55	10,584 24	4,154 80
	$2,950,117 25	$2,964,267 13	$2,958,256 18
Capital stock	$1,800,000 00	$1,800,000 00	$1,800,000 00
Bonds due in 1860	500,000 00	500,000 00	500,000 00
" 1870	350,000 00	350,000 00	350,000 00
" 1869	200,000 00	200,000 00	200,000 00
Notes payable	28,100 00	9,300 00	.....
Coupons due and unpaid	1,825 00	7,653 00	691 00
Dividends "	1,430 09	1,466 89	1,466 89
" not yet payable	29,125 00	28,125 00	28,125 00
Profit and loss	40,537 16	67,722 24	77,773 29
	$2,950,117 25	$2,964,267 13	$2,958,256 18

The only liability of the company, besides its bonds, is the balance due to Gilmore & Clapp, now amounting to $11,200 40, and the interest on the whole amount of the claim. All the notes given by the company in settlement of the floating debt, and all other claims known to the directors have been paid. The annual payments of $12,500 to the sinking fund has been regularly made which now amounts to $64,000. The fund, with the accumulated interest exceeds $82,000.

The extension for five years of the bonds which became due in 1860, has been effected, with the exception of a small amount, upon which the interest is regularly paid. The reduction of $10,000 of these bonds annually, as per vote of the directors, will be duly made.

The roadway and rolling stock are kept in thorough repair, and the whole equipment of the road is in as good an average condition as at any previous time.

The number of passengers carried in 1859-'60, was 72,832; in 1860-'61, 83,172; in 1861-'62, 68,449. Tons of freight carried in 1859 '60, 44,983; in 1860-'61, 44,582; in 1861-'62, 34,128.

This company was chartered on the 27th of December, 1844. Construction was commenced in 1846. The different sections of the road were opened as follows: from Concord to Sanbornton, 18 miles, in May, 1848; to Lake Village, 11 miles, in October, 1848; to Meredith Bridge, 8 miles, in March, 1849; to Plymouth, 14 miles, in December, 1849; to Warran, 20 miles in February, 1851; and to Wells River, Vt., 22½ miles, in May, 1853—the whole length of the line from Concord to Wells River being 93.54 miles.

On the 1st of February, 1859, the company took a lease of the White Mountains railroad, from Wells River to Littleton, 20.85 miles in length, for a period of five years, at an annual rental of $10,000, payable monthly, undertaking to operate and maintain the road during that time.

The following statement will show the length, earnings, expenses, etc., of the road yearly:

Year.	Miles of road.	Gross earnings.	Operating expenses.	Net earnings.
1850..	51	$118.805	$62,159	$56.646
1851..	51	100.003	54,719	45,254
1852..	70	111.204	68.880	72,324
1853..	70	150.538	70.879	79,659
1854..	93½	233.234	112,100	120,834
1855..	93½	295.283	154,331	140,952
1856..	93½	286.949	163,377	123.572
1857..	93½	263.111	155,740	107.371
1858..	93½	235 801	134,733	101,068
1859..	93½	227.720	150.803	76,917
1860..	93½	253.626	134.206	119,420
1861..	93½	252.724	131.051	121,673
1862..	93½	203,358	110,646	92,712
13 yrs.....		$2,762.356	$1,503,954	$1,258,402
Average ...		212 488	115,688	96,800

President—JOHN E. LYON, Boston, Mass.

Superintendent—J. A. DODGE, Plymouth, N. H.

Treas'r—THEODORE STANWOOD, Boston, Mass.

Railroad Companies not Liable for Goods taken from them by due Process of Law.

FREIGHT TO BE TRANSPORTED; WHEN TAKEN FROM THE POSSESSION OF THE COMPANY BY DUE PROCESS OF LAW, THE COMPANY MAY MAKE THIS DEFENCE. THE RULE AS TO BAILEES IN GENERAL APPLY TO COMMON CARRIERS.

The case of Bliven *et al. vs.* the Hudson River Railroad Company was recently decided by a General Term of the New York Supreme Court; and it holds that if goods are taken from a bailee by the authority of the law, exercised through regular and valid proceedings, it will be a defence to an action by the bailor, against him; and that this general rule as to bailees applies also to the case of common carriers, or railroad companies.

The action was brought against the defendants to recover the value of goods delivered to them to be transported from Sing Sing to New York, and alleged to have been lost through their negligence.

It appears that on the 2d of September, 1859, the plaintiffs delivered to the defendants at their station in Sing Sing, twenty-nine cases or boxes of merchandise, containing saw plates and saw handles of the value of $1,338 82, for the purpose of having it transported to New York, under an agreement or contract in writing, a copy of which was set forth in the plaintiff's complaint. The boxes of merchandise, after being received by the defendants were placed in their freight cars, for the purpose of being transported to New York. Before the regular hour for the departure of the train in which the cars containing the merchandise were to go to New York, a complaint was made on oath by one James L. Cheesman to Joakin Urmy, a justice of the peace for the town of Ossining, alleging in substance, that the said property belonged to the Eagle Saw Manufacturing Company, and had been stolen or embezzled by one Charles Bliven. The magistrate thereupon issued a warrant to search for the property and delivered it to a constable of the town of Ossining for service and execution. Under and by virtue of this warrant the constable forcibly opened the cars in which the merchandise was locked and took the same into his possession. By the direction of the Justice the constable took the merchandise to the premises of the Eagle Saw Manufacturing Company in the town of Ossining, and the magistrate

there delivered to Cheesman who claimed at the time to be the Secretary of that company.

The plaintiff claimed a right to the property under the following circumstances: The plaintiffs by an article of agreement made between them and the Eagle Saw Manufacturing Company, were to make advances to the company and sell their manufactured articles upon certain terms provided for in said agreement, and were made sole agents for the sale of the company's goods, and were to have the right to hold all goods of the company in their possession as security for any and all advances they might make to the company. On the 30th June, 1859, the company gave to the plaintiffs a chattel mortgage on "all the engines, shafts, tools, anvils and fixtures, stock manufactured and unmanufactured or in course of manufacture and all other goods and chattels of the company now or hereafter to be at the works in Sing Sing prison," etc., as security for the payment to the plaintiffs, on demand of all advances made or to be made by them to the company, which mortgage was duly filed in the office of the clerk of Ossining. On the 2d of Sept., 1859, E. S. Hawley claiming to be secretary of the company in connection with Bliven, went to the premises of the company, caused the articles of merchandise in question which had been manufactured by said company and which were not in a state of completeness for the market, to be boxed up, and Hawley delivered the same to Bliven for the plaintiffs who caused the same to be placed on the cars of the defendant at Sing Sing station as aforesaid, when and were they were taken from the defendants in the manner already described.

The referee reported in favor of the defendants, dismissing the plaintiff's complaint. The plaintiffs then appealed. The following was rendered at the decision of the case by the General Term of the court.

Emott, J.—It is no doubt true, as a general rale, that a bailee of property cannot set up against his bailor, that a third person has a better title to the property, and compel the latter to litigate the question of ownership. But it is also true that if the goods are taken from the bailee by the authority of the law, exercised through regular and valid proceedings, it will be a defense to an action by the bailor. The bailee must assure himself and show the court, that the proceedings are regular and valid, but he is not bound to litigate for his bailor, or to show that the judgment or decision of the tribunal issuing the process, or seizing the goods, was correct in law or in fact. This is the rule as to bailees in general, and it includes the case of common carriers.

The property which is the subject of the present controversy was delivered to the defendants by the plaintiff Bliven, at Sing Sing, and placed in a car for transportation. Before it had been removed from Sing Sing, a complaint was made to a magistrate by a third person, that the property had been stolen by Bliven. The magistrate issued a search warrant, and a constable, armed with this warrant, took the property from the defendants forcibly, brought it before the magistrate, and he ordered it delivered to Cheesman, the complainant, as the agent of a manufacturing company. This proceeding was within the jurisdiction of the justice; and his proceedings were regular in form, even if they were corrupt, or the result of a fraudulent combination with Cheesman, as is alleged by the plaintiffs. The defendants are not alleged to have been privy to any such scheme, and as long as the regularity and sufficiency of the proceedings of the magistrate cannot be questioned, the defendants will be protected. The possession of the defendants was terminated by the warrant, and as the justice, having jurisdiction of the subject matter of the complaint, delivered the property to Cheesman, if he had no right to make such a delivery, the remedy of the plaintiffs was against the magistrate, or against Cheesman, or to take the property out of the hands of the latter. The invalidity of the magistrate's order did not revest the possession of the goods in the defendants, or renew their liability. The law had, by a valid act of one of its officers, assumed the custody of the property, and put an end to the control and the liability of the defendants; and unless, or until the magistrate remanded the property to them, they could not again become responsible for it. Nor did it affect the question, that the plaintiff Bliven went before the magistrate, and all proceedings against him, which may have involved the proceedings to search for and take the property, were terminated by his discharge, that might have given him a right to take the property, or to sue Cheesman for it. But it did not redeliver it to the defendants, or renew their obligation to transport it to New York. If that were so, the same consequences might follow if Bliven had been arrested, examined, committed, tried, convicted, and then his conviction reversed. Would it be said, if upon his commitment or his conviction the alleged stolen property had been taken from the custody of a carrier, where he had placed it, and delivered to the complainant, that after the conviction had been reversed he could forthwith sue the carrier for a non-delivery of the goods? This point disposes of the case. The judgment should be affirmed.

Grain Crops of California.

The commencement of the harvest and prospect of a good crop, and the healthy condition of the various productive interests of the state have contributed to strengthen the views of dealers in the expectation of an increased consumption of merchandise, and means to pay.

The wheat crop of 1861, is estimated at 3,700,000 sacks. The average price of wheat for the year just closed was $2 04 per 100 lbs., at which price the crop has yielded a value of $7,548,000. Thus it will be seen that, although short of last year's crop in the number of sacks produced, its value has been nearly $1,000,000 in excess.

The barley crop of 1861 is estimated at about 1,200,000 sacks. The average price has been $1 15⅝ per 100 lbs., which gives the value of the crop in round numbers at $1,250,000; about $100,000 below that of last year.

The crop of oats produced in 1861 is estimated at about 250,000 sacks. The average price has been $1 22½ per 100 lbs. Total value in round numbers, $275,240.

RECAPITULATION.

	Sacks.	Value.
Wheat crop	3,700,000	$7,548,000
Barley crop	1,200,000	1,250,000
Oats crop	250,000	275,240
Total value of grain crops of 1861		$9,073,240
Totel value of grain crops of 1860		8,247,840
Excess of value in 1861		$825,400

The sack of wheat is estimated at 100 lbs., the sack of barley at 90 lbs., and the sack of oats at 80 lbs.

The Eighth Census.

The following is a continuation of the preliminary chapters of the Census Report of 1860, now in course of preparation at Washington, under the direction of Jos. C. G. Kennedy, Esq.

COMPARATIVE INCREASE OF POPULATION.

Thus far in our history no State has declined in population. Vermont has remained nearly stationary, and is saved from a positive loss of inhabitants by only one-third of one per cent. New Hampshire, likewise, has gained, but slowly, her increment being only 8,097, or two and one-half per cent. on that of 1850. Maine has made the satisfactory increase of 45,110, or 7.74 per cent. The old agricultural States may be said to be filled up, so far as regards the resources adapted to a rural population in the present condition of agricultural science. The conditions of their increase undergo a change upon the general occupation and allotment of their areas. Manufactures and commerce then come in to supply the means of subsistence to an excess of inhabitants beyond what the ordinary cultivation of the soil can sustain. This point in the progress of population has been reached, and, perhaps, passed in most, if not all of the New England States. But while statistical science may demonstrate within narrow limits the number of persons who may extract a subsistence from each square mile of arable land, it cannot compute with any reasonable approach to certainty the additional population, resident on the same soil, which may obtain its living by the thousand branches of artificial industry which the demands of society and civilization have created. This is forcibly illustrated by the returns relative to the three other New England States—Massachusetts, Rhode Island and Connecticut—which contain 13,780 square miles. The following table shows their population in 1850 and 1860:

	1850.	1860.
Massachusetts	994,514	1,231,066
Connecticut	370,792	460,147
Rhode Island	147,545	174,620

Their density (or number of inhabitants to the square mile) is as follows:

	1850.	1860.
Massachusetts	127.49	157.88
Connecticut	79.33	98.42
Rhode Island	112.97	133.63

The aggregate territorial extent of Maine, New Hampshire and Vermont, is 48,336 square miles; the number of their inhabitants 1,269,460, or 26.26 to the square mile. The stated point of density was passed by the three States named in the table more than fifty years ago, and yet they go on increasing in population with a rapidity as great as at any former period of their history.

South Carolina has gained, during the decade, 25,201 inhabitants of all conditions, equal to 5.27 per cent. Of this increase 16,825 are whites, and the remainder free colored and slaves. It is, perhaps, a little remarkable that the relative increase of the free colored class in this State was more considerable than that of any other. As their number, 9,914, is so small as to excite neither apprehension or jealousy among the white race, the increase is probably due both to manumission and natural causes. This State has made slower progress during the last term than any other in the South, having advanced only from 27.28 to 28.72 inhabitants to the square mile.

Tennessee, it will be observed, has made but the moderate gain of 10.68 per cent. for all classes. Of this aggregate increase, the whites have gained at the rate of 9.24 per cent. upon 1850, the free colored 13.67, and slaves 15.14.

The next lowest in the rate of increase in the list of Southern States is Virginia, whose gain upon her aggregate population, in 1850, was 174,657, equal to 12.29 per cent. The white class gained 152,611, or 17.06 per cent., the slaves 18,337, or 3.88 per cent.

These are examples of the States wherein the

population has advanced with slowest progress the past ten years. Turning now to the States which have made the most rapid advance, we find that New York has increased from 3,097,394 to 3,880,735, exhibiting an augmentation of 783,341 inhabitants, being at the rate of 25.29 per cent. The free colored population has fallen off 64 since 1850, a dimunition to be accounted for probably by the operation of the fugitive slave law, which induced many colored persons to migrate further North.

The gain of Pennsylvania has been in round numbers 595,000. In that State the free colored have increased about 3,000. The greater mildness of the climate, and a milder type of the prejudices connected with this class of population, the result of benevolent influences and its proximity to the slaveholding States, may account for the fact that this race holds its own in Pennsylvania, while undergoing a diminution in the State next adjoining on the North.

Minnesota was chiefly unsettled territory at the date of the seventh census; its large present population, as shown by the returns, is, therefore, nearly clear gain.

The vast region of Texas ten years since was comparatively a wilderness. It has now a population of over 600,000, and the rate of its increase is given at 184 per cent.

Illinois presents the most wonderful example of great, continuous and healthful increase. In 1830, Illinois contained 157,445 inhabitants; in 1840, 476,183; in 1850, 851,470; in 1860, 1,711,951. The gain during the last decade, was, therefore, 860,481, or 101.06 per cent. So large a population, more than doubling itself in ten years, by the regular course of settlement and natural increase, is without a parallel. The condition to which Illinois has attained, under the progress of the last thirty years, is a monument of the blessings of industry, enterprise, peace, and free institutions.

The growth of Indiana in population, though less extraordinary than that of her neighboring State, has been most satisfactory, her gain during the decade having been 362,000, or more than thirty-six per cent. upon her number in 1850.

Michigan, Wisconsin, and Iowa have participated to the full extent in the surprising development of the Northwest. The remarkable healthfulness of the climate of that region seems to more than compensate for its rigors, and the fertility of the new soil leads men eagerly to contend with and overcome the harshness of the elements. The energies thus called into action have, in a few years, made the States of the Northwest the granary of Europe, and that section of our Union which, within the recollection of living men, was a wilderness, is now the chief source of supply in seasons of scarcity for the suffering millions of another continent.

Looking curiously over the returns, it appears that the fifteen slaveholding States contain 12,240,000 inhabitants, of whom 8,039,000 are whites, 251,000 free colored persons, and 3,950,000 are slaves. The actual gain of the whole population in those States from 1850 to 1860 was 2,627,000, equal to 27.33 per cent. The slaves advanced in numbers 749,931, or 23.44 per cent. This does not include the slaves of the District of Columbia, who decreased 502 in the course of ten years. The nineteen Free States and seven Territories, together with the Federal District, contained, according to the eighth census, 19,201,546 persons, including 27,749 Indians; of whom 18,936,579 were white, and 237,218 free colored. The increase of both classes was 5,598,603, or 41.24 per cent. No more satisfactory indication of the advancing prosperity of the country could be desired than this general and remarkable progress in population. North and South we find instances of unprecedented gains, as in the case of Illinois, just adverted to. In the Southwest the great State of Missouri has increased by the number of 500,000 inhabitants, which is within a fraction of 74 per cent. It is due to candor to state that the marked disproportion between the rate of gain in the North and South respectively, is manifestly to some extent caused by the larger number of immigrants who settle in the former section, on account of congeniality of climate, the variety of occupation, the dignity wherewith respectable employment is invested, and the freedom of labor.

Owing, among other causes, to the extremes of climate in the more Northern States, and in other States to expulsive enactments of the Legislatures, the free colored show a decrease of numbers during the past ten years, according to the census, in the following ten States: Arkansas, Florida, Indiana, Maine, Mississippi, New Hampshire, New York, Oregon, Texas and Vermont.

The free colored have gained eleven thousand in Ohio, three thousand in North Carolina, and one thousand in Maryland. In the latter State the prejudice against this class appears to exist only to a limited extent, and constituting as it does 12¼ per cent. of the whole population, it forms an important element in the free labor of Maryland.

It is important to observe the growing disparity between the pace at which the white and colored races are advancing in this country. While the whites, from 1850 to 1860, gained 38 per cent., the slaves and free colored increased somewhat less than 22 per cent.; and the total increase of the free colored and slaves for seventy years was but 485 per cent. against 757 per cent. for the whites.

TABLE showing the number of inhabitants of the States and Territories at each census from 1790 to 1860, inclusive, and the number of whites, free colored and slaves, respectively, together with the rate of increase of each class during the several decennial terms and for the whole period.

Agg'te Population.	1790.	1800.	Per cent. of Incr.
Population	3,929,827	5,805,825	35.02
White population	3,172,464	4,304,489	35.68
Free colored popul'n.	59,466	108,395	82.28
Free population	3,231,930	4,412,884	36.54
Slave population	697,897	893,041	27.97
Colored population	757,363	1,001,436	32.23

Agg'te Population.	1810.	Per ct. of Increase.	1820.
Population	7,239,814	46.45	9,638,131
White population	5,862,004	36.18	7,861,937
Free colored popul'n.	186,446	72.00	233,524
Free population	6,048,450	37.06	8,095,461
Slave population	1,191,364	33.40	1,538 038
Colored population	1,377,810	37.58	1,771,562

Agg'te Population.	Per ct. of Increase.	1830.	Per ct. of Incr.
Population	33.13	12,866,020	33.59
White population	34.11	10,537,378	34.03
Free colored population.	25.23	319,599	36.87
Free population	33.84	10,856,977	34.11
Slave population	28.79	2,009,043	30.61
Colored population	28.58	2,328,642	31.45

Agg'te Popula'n.	1840.	Per ct. of Increase.	1850.
Population	17,069,458	32.67	23,101,876
White population	14,195,635	34.72	19,553,114
Free colored pop.	386,303	20.87	434,449
Free population	14,581,998	34.31	19,987,563
Slave population	2,487,455	23.81	3,204,313
Colored population.	2,873,758	23.41	3,688,762

Agg'te Popula'n.	Per ct. of Increase.	1860.	Per ct. of Increase.
Population	35.87	31,445,089	35.59
White population	37.74	26,975,575	37.97
Free colored pop.	12.46	488,005	12.33
Free population	36.07	27,463,580	37.40
Slave population	28.82	3,958,760	23.39
Colored population	26.62	4,441,765	22.07

	Rate per cent. of Increase from 1790 to 1860.
Population	700.16
White population	750.30
Free colored population	720.65
Free population	747.66
Slave population	466.53
Colored population	486.48

TOTAL POPULATION IN 1860, INCLUDING INDIAN TRIBES.

Total population of the States and Territories	31,445,089
White population of Indian Territory west of Arkansas	1,988
Free colored population of Indian Territory west of Arkansas	404
Slave population of Indian Territory west of Arkansas	7,369
Population of Indian tribes	294,431
Total	31,749,281

With regard to the future increase of the African race in this country, various extravagant speculations have been recently promulgated. An attentive survey of the statistics of the census will guide to a more satisfactory approximation.

Here the rate of increase will be seen at a glance to have been gradually diminishing, especially during the last thirty years. The greater apparent increase among slaves from 1840 to 1850 is connected with the admission of Texas in 1845. For the future, the rate will probably continue to diminish; and to apply unchanged the rate of the last ten years, must give results exceeding, rather than falling short of the truth. The following estimates, therefore, have been computed on the assumption that the rate of the last ten years, 21.9, shall continue twenty years longer, or until 1880, after which the rate is diminished to 20.0 until the close of the present century, for the colored population. And, to facilitate comparison, the next column exhibits the aggregate of whites, free colored and slaves, based on the well known and very correct assumption of a mean annual increase of three per cent.:

Probable future Population of the United States.

Year.	Free colored and slaves.	Aggregate of whites and col'd.	Per centage of col'd.
1870	5,407,130	82,328,422	12.77
1880	6,591,292	56,450,241	11.68
1890	7,909,550	77,266,989	10.24
1900	9,491,459	100,355,802	9.46

Thus, according to the best estimates, the total population of the United States at the close of the present century will be about a hundred millions. All observing persons will perceive that the relative increase of the whites exceeds that of the colored, and that the disparity is gradually becoming more and more favorable to this part of our population. Leaving the issue of the present civil war for time to determine, it should be observed, if large numbers of slaves shall be hereafter emancipated, so many will be transferred from a faster to a slower rate of increase. In this case, nine millions of the colored, in the year 1900, appears a large estimate. Of these a great portion will be of mixed descent, since in 1850 one-ninth part of the whole colored class were returned as mulattoes. In regard to emigration, the number colonized by the American Colonization Society and its auxiliaries during the past ten years, has averaged about 400 per annum, besides the Africans captured on several slave ships. The total number of colored emigrants sent to Liberia from 1820 to 1856, inclusive, is stated at 9,502, of whom 2,676 were free born.

With regard to manumission, it appears from the returns that during the census year they numbered a little more than three thousand, being more than double the number who were liberated in 1850, or at the rate of one each to 1,309, whereas, during 1850, the manumissions were as one to every 2,181 slaves. Great irregularity, as might naturally be expected, appears to exist for the two periods whereof we have return on this subject. By the eighth census it appears that manumissions have greatly increased in number in Alabama, Georgia, Louisiana, Maryland, Mississippi, North Carolina and Tennessee, while they have decreased in Delaware and Florida, and varied but little in Kentucky, Missouri, South Carolina and Virginia, and other slaveholding States not mentioned.

The number of slaves who escaped from their masters in 1860 is not only much less in propor-

tion than in 1850, but greatly reduced numerically. The greatest increase of escapes appears to have occured in Mississippi, Missouri, and Virginia, while the decrease is most marked in Delaware, Georgia, Louisiana, Maryland and Tennessee.

That the complaint of insecurity to the slave property by the escape of this class of persons into the free States, and their recovery impeded, whereby its value has been lessened, is the result of misapprehension, is evident, not only from the small number who have been lost to their owners, but from the fact that up to the present time the number of escapes has been gradually diminishing to such an extent that the whole annual loss to the Southern States from this cause bears less proportion to the amount of capital involved than the daily variations which, in ordinary times, occur in the fluctuations of State or Government securities in the city of New York alone.

It appears that while there escaped from their masters 1,011 slaves in 1850, or one in each 3,165 held in bondage, (being about 1.30 of 1 per cent.,) during the census year ending June 1, 1860, out of 3,949,557 slaves, there escaped only 803, being one to about 5,000, or at the rate of 1.50 of one per cent. Small and inconsiderable as this number appears, it is not pretended that all missing in the border States, much less any considerable number escaping from their owners in the more southern regions, escaped into the free States, and when we consider that in the border States not 500 escaped out of more than 1,000,000 slaves in 1860, while near 600 escaped in 1850 out of 910,000, and that at the two periods near 800 are reported to have escaped from the more Southern slaveholding States, the fact becomes evident that the escape of this class of persons, while rapidly decreasing in ratio in the border slave States, occurs independent of proximity to a free population, being in the nature of things incident to the relation of master and slave.

It will scarcely be alleged that these returns are not reliable, being, as they are, made by the persons directly interested, who would be no mere likely to err in the number lost than in those retained. Fortunately, however, other means exist of proving the correctness of the results ascertained, by noting the increase of the free colored population, which, with all its artificial accretions, is proven by the census to be less than 13 per cent., in the last ten years, in the free States, whereas the slaves have increased 23½ per cent., presenting a natural augmentation altogether conclusive against much loss by escapes; the natural increase being equal to that of the most favored nations, irrespective of immigration, and greater than that of any country in Europe for the same period, and this in spite of the 20,000 manumissions which are believed to have occured in the past ten years. An additional evidence of the slave population having been attended from year to year, up to the present time, with fewer vicissitudes, is further furnished by the fact that the free colored population which from 1820 to 1830 increased at the rate of 36 1-5 per cent., in 1840 exhibited but 20 4-5 per cent. increase, gradually declining to 1860, when the increase throughout the United States was but one per cent. per annum.

New Brunswick and Canada Railway.

The 10th of July, was a stirring day in the usually still and always pretty town of St. Andrews. On that day, the line to the Woodstock road was formally opened, and the N. B. and C. Railway, after long delay, much anxiety and trouble, and difficulties, only overcome by great determination and perseverance, was completed, and high holiday was kept on the occasion. The 10th was a glorious summer day, the pretty town was dressed out with flags and banners, while the beautiful bay looked alive with vessels and boats, gay with bunting and streamers. From St. Stephen, Calais, St. George, Maguaguadavic, visitors arrived at an early hour, amongst the most distinguished of whom were the volunteer companies. About a quarter past eleven the train [having done the distance of eighty-five miles in little over four hours] from Woodstock and Houlton arrived, crowded with passengers, amongst whom were Capt. Baird's rifles, without their rifles. The forenoon was passed pleasantly, the chief point of attraction being the bay and the boats. Several exciting races took place. At half after two there was a public dinner, at which two or three hundred were present, chief amongst whom were Capt. Robinson, Commissioner, in the chair, supported by Colonel Boyd, the Hon. G. L. Hatheway, Hon. Charles Fisher, H. Osborne, Esq., &c., &c. There was some congratulatory speaking after "the cloth was removed," and some post prandial information was given about the Intercolonial, which awaits authentication.—*New Brunswick Head Quarters,*

The New Federal Currency.

The following is a description of the new change currency of the Federal Government, and also the U. S. Notes of larger denomination:

The Stamps are fundable into Notes, and the Notes are fundable into 5.20 6 per cent Bond.

Denomination.	Size in Inches.	Vignette.	Color.
5 cts.	1⅛ by 2⅛	5c. P. O. stamp.	brown.
10 "	1⅛ " 2⅛	10c. P. C. stamp.	green.
25 "	1⅛ " 3	Five 5c. P.O. stamps.	brown.
50 "	1⅛ " 3	Five 10c. P.O. stamps,	green.
$1	3 " 7⅛	Chase	black and green.
2	3 " 7⅛	Hamilton	black and green.
5	3 " 7⅛	Figure 5	black and green.
10	3 " 7⅛	Spread Eagle	black & green.
20	3 " 7⅛	Female stand'g.	blk & green
50	3 " 7⅛	Hamilton	black and green.
100	3 " 7⅛	Eagle flying	black and green.
500	3 " 7⅛	Wsshington,	black and green.
1000	3 " 7⅛	Chase	black and green.

Under act of Feb. 25, 1862—5s to 1000s—$150,000,000; but as long as any portion of the above sixty millions was not redeemed, this issue should be restricted, so that the currency outstanding should not exceed the 150 millions. There is now in circulation, issued under the above acts, 150 millions, less say ten millions on hand in the Treasury and various sub-Treasuries. Deducting 10 millions on hand, and 38 millions old Demand Notes that have ceased being used for currency, we find that the people are using 102 millions of Government currency. Under recent acts the Secretary of the Treasury can, and is preparing to issue stamp currency, under $1, say..$36,000,000
Do., of 1s, 2s and 3s..... 35,000,000
Do., of 5s to 1,000s..... 65,000,000
and to prepare for use, in case the temporary deposits are drawn out 50,000,000
This gives an entire volume of Government paper money of $336,000,000, all of which is virtually and practically fundable into a 6 per cent. 20-year Federal Stock, redeemable, however, at the option of the Government, at any time after 1867.

Erie and Pittsburg Railroad.

The contracts for the completion of this road from its present southern terminus to New Castle, Lawrence county, has been awarded to W. L. Scott, Esq., of Erie. The work of grading and laying the cross-ties will be finished this summer, though it is possible the track may not be laid for another season. At New Castle the Company will have a connection with the Pittsburgh and Cincinnati by means of the Pittsburg, Fort Wayne and Chicago route. The Cleveland and Erie road furnishes the rolling stock for the portion now in operation.

Northern Central Railroad.

The ordinance to extend the time allowed the Northern Central Railway Company to complete its connection with tidewater at Canton, which was vetoed by the Mayor, was declared yesterday by the First Branch of the City Council to be a law, for the reason alleged, that the Mayor did not return said ordinance with his veto within five days as prescribed by law. The ordinance confirms a donation to the Company, as stated by the Mayor, of over $1,000,000.—*Baltimor Sun, August 7.*

Delaware and Raritan Bay Railroad.

The Delaware and Raritan Canal and Camden and Amboy Railroad and Transportation Companies agt. The Raritan and Delaware Bay Railroad Company, The Camden and Atlantic Railroad Company and others.

Under a legislative act of March 2, 1832, and its supplements, the Camden and Amboy Railroad Company has claimed the exclusive right of the transportation business between New York and Philadelphia. The grant is, in substance: "That it shall not be lawful at any time during the continuance of the charter to constructa ny other railroad, without the consent of the Companies, which shall be intended or used for the transportion of passengers or merchandise between the cities of New York and Philadelphia or to compete in business with the Camden and Amboy Railroad."

The rival road, however, is in process of construction, the intention being to have it completed toward the close of August, with the low rate of fair of $2 between New York and Philadelphia. The new line is known as the Raritan and Delaware Bay Railroad, the Company being granted general powers to construct a railroad from some point on the shore of the Raritan Bay to the lower peninsula of New Jersey, intersecting the Camden and Amboy Railroad. The northern terminus of the line is on Raritan Bay, 23 miles distant from New York. The main line diverges gradually to the southwest, and, crossing Ocean and Burlington counties, reaches the Camden and Atlantic Railroad in Camden county, where it is proposed to form the connection with the last named road, about 20 miles from Philadelphia.

Action has been brought to restrain the defendants from the construction of the road. The complainants filed their bill on the 18th ultimo. On Tuesday morning at ten o'clock, the case was brought before Chancellor Greer, at Trenton, N. J. Messrs. Jos. P. Bradley of Newark, John B. Stockton of Trenton, Courtland Parker of Newark, and R. S. Field of Princetown, appeared for the complainants, and Chancellor Williamson, Attorney-General Frelinghuysen of New Jersey, ex-Gov. Peter D. Vroom, A. O. Zabriskie of New-Jersey, Judge T. B. Carpenter of Camden, and Theodore Cuyler of Philadelphia, for the defendants.

The latter were ready for the proceedings, but the complainants asked for time to read the answer and affidavits of defense. This was granted, the Court adjourning for that purpose to three o'clock p. m., when the case was resumed and continued till six o'clock in the evening.

The answer denies the entire equity of the complainant's bill, and also the constitutional validity of the special privileges of the Company. It moreover asserts that the complainants acquiesced in the obtaining of their charter by the defendants, and that they have stood by, after being notified in writing of the defendants' intention to construct this road, and permitted the investment of large sums of money, and the road to approach almost completion, before applying for an injunction; and that in consequence, they have no equity for the special relief they seek.

The reading of the answer and affidavits having been resumed, and when the argument was about to proceed, Mr. Bradley on behalf of the complainants, asked leave of the Court for further time to amend their bill in one respect, and to provide affidavits in answer to the new matter, which, he contended, was presented by the respondents in their answer. The amendment proposed to the bill was in stating the acceptance by the Company of the act of 1854, modifying their charter. The new matter to which it was proposed to make reply, consisted in allegations of the acquiescence by the complainants in the obtaining of their charter by the defendants, and in the line adopted by them for their road; also, of allegations in the answer that the route they had selected was in conformity with their charter, and was the best the topography of the country through which the road passed would permit.

Mr. Bradley further asked for a restraining order of the Court, preventing the defendants from

proceeding with their work during the pending of thecase. After argument by Messrs. Bradley and Field, for the complainants, and ex Governor Vroom and Mr. Frelinghuysen for the respondents, the Court refused to discontinue the progress of the work. The request for the amendment of the bill was allowed, and the case was continued to August 12, the complainants to take further affidavits if so desiring, and the respondents to make answer in reply.

Railroad Earnings--Weekly.

The Chicago and Northwestern Railroad earned in the 1st week of August, 1862 ..... $16,573 29
Do., 1861 ..... 12,488 24

Increase $4 085 05

The earnings of the St. Louis, Alton and Chicago Railroad for the 1st week in August, 1862 were $21,837 51
Do., 1861 ..... 20.405 75

Increase $1,431 76

The Chicago and Rock Island Railroad earned the 1st week in August 1862 ..... $24 024 00
Do., 1861 ..... 19 824 00

Increase $4,200 00

The Galena and Chicago Railroad earned the 1st week in August, 1862 ..... $23 827 00
Do., 1861 ..... 25,132 00

Decrease $1,305 00

The Michigan Central Railroad earned in the 1st week of August, 1862 ..... $42.060 37
Do., 1861 ..... 24 891 71

Increase $17,168 66

The traffic of the Great Western Railway of Canada for the week ending August 1, 1862, was as follows:

Passengers $17,449 01
Freight and live stock 18,562 81
Mails and sundries 1,763 99

$37 775 81
Corresponding week of last year..... 27,393 29

Increase $10.382 52

The receipts of the Grand Trunk Railway of Canada for the week ending August 2, 1862, were:

18 805 passengers $25,577 46
Mails and sundries 2.933 68
Freight and live stock, 8,959 tons.... 30.192 70

Total $58.703 84
Corresponding week of last year 63,306 68

Decrease $4,602 84

Atlantic and St. Lawrence Railroad.

A contemporary states that the stockholders of the Atlantic and St. Lawrence Railroad, at a recent meeting held in Portland, *accepted* the new arrangement proposed by the Grand Trunk Company of Canada. It remains to be seen how the English stockholders, who are a majority, will decide; though we suppose they will acquiesce in the plan as the best that can be adopted under the circumstances. The details of it were published in the last number of the JOURNAL.

American Silver Coinage.

Prior to 1853 the weight of the American dollar was 412½ grains of standard silver, nine-tenth fine. After February, 1853, the weight of the dollar was fixed at 484 grains, and that of the smaller coins reduced to correspond with this weight. The quality of the silver is the same as that of the previous coinage. It is now proposed that eights and sixteenths of a dollar shall be coined at the rate of 320 grains to the dollar, which would be a further reduction of about 17 per cent., and so forbid export.

The Gold Question.

We know of nothing more remarkable and anomalous in commercial affairs than have been the recent fluctuations in the price of gold, which at the same time have been unaccompanied by corresponding fluctuations in the prices of all other kinds of property. It would be naturally inferred, as the common measure of values fluctuated in price, that of all other products and values would show a corresponding change. That such has not been the fact, proves that the causes that have acted upon prices have been to a very considerable extent accidental, and that we cannot get at the actual measure of the depreciation of the currency put forth by the United States, until these causes cease to exert their influence.

The cause that has so far acted chiefly upon the price of gold has been the demand for exportation created by the sale of very large amounts of the securities issued by our State and National Governments, and by Municipal and Corporate bodies, which have been recently sent home for that purpose. Had it not been for such demand, the premium for gold might not have gone above 10 per cent. All beyond we may regard as extraordinary, to be held or lost, for the present, in ratio as we shall receive back our securities for sale. Had the full rise of 20 per cent. been entirely natural, everything else would have gone up with it. But as it was not, prices of all other kinds of property remain very nearly stationary, having not yet advanced 10 per cent. from the depreciation of the currency alone. Other causes have operated to put up prices for many kinds of merchandise, but these are entirely independent of that of currency.

While Treasury Notes can never perform the office of money, in its proper sense, their values as *merchandise* must depend upon the value of the bonds of government into which they are convertible. Such bonds cannot be considered as being at a discount of more than 5 per cent., with a specie basis. The 20 year bonds of government were not long since at a premium for gold. Treasury Notes convertible into them would have commanded a similar premium. Its credit since that time can hardly be said to have been weakened. Railroad securities are at very nearly the prices they were with a specie standard. In proportion as the credit of government is maintained, that of the Treasury Notes, as merchandise, must be, which renders it entirely impossible, without a much greater experience, to state the per centage of the advance of gold due to the introduction of a new currency, and a new standard of value.

Prices for the future must depend upon the demand for export, and upon the credit of government. Only a few years ago, its 20 year bonds sold at 122, which would be at a premium at the highest price gold has yet touched. The value of a bank bill depends upon the value of the constituent of which it is a representative. The value of a Treasury Note, in the same way, is measured by the value of its constituent—the promise of, and the confidence placed in, the Government of the United States.

A certain degree of depreciation is the necessary result of an attempt to substitute a currency, the value of which depends upon the credit of government, instead of upon *cost*. This depreciation must in the long run be in ratio to quantity. But we are not certain but that the effect of such depreciation may be to cause a flow of the precious metals into, instead of from the country; or, perhaps we should say, such depreciation will have of itself no tendency to check such importations which must always be controlled by the laws of trade. As soon as the return of our securities cease, the balance of trade must be largely in our favor. It was in our favor in 1861 to the amount of more than $50,000,000, notwithstanding that our importations for the first six months of the year were from orders that were sent out under a belief that the peace of the country would remain undisturbed. Since then, two highly protective tariff bills have been passed, while from a passion for economy, there has been a very large reduction in the consumption by our people of foreign merchandise. Our exports for 1862 are on a larger scale than for the previous year, while our imports must be greatly reduced. In 1861 the government imported very largely of munitions of war. Such importations are now at an end. The large balance that must result in our favor must be discharged, as in 1861, by shipments to us of gold. We do not see how it can be otherwise. In fact, gold must soon come to this country in obedience to the laws of trade. A few days ago it was at a premium of 20 per cent., while nearly all other kinds of property remained at former prices. Such a state of things would give the possessor of the precious metals, the benefit of the premium in the purchase of merchandise and property. If prices adjusted themselves according to the gold standard, he would realize the advance. If the price of gold fell back to its former relative value, his gains would, in effect, be the same.

There is every reason, consequently, why gold should flow rapidly into this country, except for the apprehension felt in reference to the disturbed condition of political affairs. But we believe such apprehensions will be speedily quieted. The effect of the prosecution of the war will be to consolidate only the more firmly the unity and power of the loyal States. They will more than ever constitute a nation, whose industries and commerce will rest upon the most solid foundation. Nowhere does society stand upon a firmer basis. All this will soon be seen, and that property is nowhere more safe or productive, and that no obligations are more likely to be met, than those of our people. On the whole therefore, our commercial strength, with the increased confidence which must henceforth be felt in the stability of our affairs, must turn the flow of gold toward us, a fact which must greatly mitigate the effects of a vicious system of national finances; and, when the evil of this is fully seen and appreciated, will show a comparatively easy solution for them.—*Hallett's Financial Circular.*

Watertown and Rome Railroad.

The extension of this Railroad, from Watertown to Ogdensburgh, will be formally opened on Wednesday next. A large number of invited guests from this city expect to be present on that occasion.

Advance in Railway Fares.

A meeting of Presidents of railroads leading from Cincinnati was held in that city on Saturday, at which it was agreed to advance the fares on and after Sept. 1, about five cents on every fare that exceeded thirty cents, to meet the tax levied by the General Government, of 3 per cent. on the gross receipts of passenger fares. It was understood that the advance in the fare to New York would be about one dollar.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66–'76	----
Androscoggin and Kenebec :				
Million Dollar Loan	468,600	6	'61–'64	70
$1,100,000 Loan	535,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63–'66	----
Atlantic and Great Western :				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence :				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68–'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	96
" "	700,000	6	1880	99
" "	1,128,500	6	1875	100
" "	1,000,000	6	1867	97
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica :				
1st Mortgage	370,000	7	1889	----
Boston Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie :				
1st Mortgage coupon	2,000,000	7	1877	83½
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	106
Income ⅓ in '59, ⅔ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78–'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	100
Mort. (chgd from Sterl'g)	888,000	5	1864	100
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
*Catawissa :				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Central of Georgia :				
Mortgage	86,067	7	1863	----
Central of New Jersey :				
1st Mortgage	1,400,000	7	'65–'70	108
2d Mortgage	600,000	7	1875	100
Central Ohio :				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	64
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	108
Consolidated 2d Mort. (S. F.)	813,000	8	1890	108
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	103
Chicago and Northwestern :				
1st Mortgage (preferred)	1,250,000	7	------	95
1st Mortgage (general)	3,600,000	7	------	63
Bonds issued for coupons of do.	756,000	7	------	----
2d Mortgage	2,000,000	6	------	30
Appleton Extension Bonds	184,000	7	------	----
Flagg Trust Bonds	245,000	8	------	----
Cincinn., Hamilton and Dayton :				
1st Mortgage	394,000	7	1867	100
2d Mortgage	950,000	7	1880	100
*Cincinn., Wilm. and Zanesville :				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning :				
1st Mortgage	850,000	7	------	90
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	99
2d Mortgage	393,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	96½
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	91
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	79
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	68½
Clev., Columbus and Cin. :				
1st Mortgage, Coupon	509,000	7	'64–'90	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	299,000	7	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	1872	65
Junction 2d Mortgage	221,000	7	1862	----
Tol., Nor and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	1863	75
Junction Income	27,500	7	1862	----
C. and T. Income Mortgage	104,400	7	1863	75
C. and T. Income (convertible)	174,000	7	1864	----
C. and T. Income (convertible)	256,000	7	1864	----
C. and T. Dividend (convert.)	151,495	7	1865	75
C. and T. Income (convertible)	39,000	7	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	1885	94½
Columbus and Xenia :				
Dividend (due 1860, '61, '62, '66)	115,900	---	var.	93½
Connecticut River :				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60) :				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware :				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	108
1st Mortgage (E. Extension)	1,499,000	---	1875	108
2d Mortgage	2,516,500	---	1881	105
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000	----------	------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	275,000	6	var.	100⅞
2d Mortgage (convertible)	710,000	5	'62–'72	98
3d Mortgage (convertible)	450,000	6	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,088	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tenness.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Galena and Chicago Union :				
1st Mortgage Coupon	1,971,000	7	'62–'63	102½
1st Mortgage (Extended)	22,000	7	1882	104
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	103½
*Great Western, Ill. :				
1st Mortgage Eastern Division	1,000,000	10	------	----
" Western "	1,350,000	7	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	47
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster :				
New Dollar Bonds	661,000	6	1883	93½
Hartford and New Haven :				
1st Mortgage	927,000	6	1873	99
Housatonic :				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69–'70	108
2d Mortgage	2,000,000	7	1860	100
3d Mortgage	1,840,000	7	1875	90
Convertible	1,002,000	7	1867	89
Illinois Central :				
Optional Right bonds	38,000	7	1868	----
Construction	10,798,500	7	1875	99
Construction	4,115,000	6	1875	99
Eight per cent bonds	326,000	8	1865	----
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1868	68
Ind., Pittsb. and Clev. (1 Jan. '60) :				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville :				
1st Mortgage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
*Kennebec and Portland :				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6	1861	----
3d Mortgage	250,000	6	1862	----
*Kentucky Centr. (Cov. and Lex.)				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8	------	----
City of Keokuk, (special tax)	150,000	10	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,900	6	1870	103
La Crosse and Milwaukee :				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	21
2d Land Grant (Western Div.)	353,600	†	------	21
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort :				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami :				
Mortgage (Coupon)	1,300,000	6	1883	89
Long Island :				
1st Mortgage	500,000	6	1870	92
Extension Bonds	175,000	7	1890	82½
Long Dock Co. :				
Mortgage Bonds	500,000	7	1882	----
Mortgages on Land	473,809	7	------	----
Louisville and Frankfort :				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville :				
State (Tenn.), 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester :				
State (Tenn.)	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis :				
Mortgage	600,000	7	1861	83
Marietta and Cincinnati :				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston :				
State Tenn.) Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv. :				
State (Tenn.) Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	1889	108
1st Mortgage (S. F.), convertible	4,434,000	8	1882	106
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	9 4,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	85½
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	101
Detroit and Toledo	684,000	7	1876	86½
1st General Mortgage (S. F.)	3,030,000	7	1885	100½
2d General Mortgage	2,572,000	7	1877	85
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien				
1st Mortgage (Coupon)	2,526,000	7	1891	96
1st Preferred stock	1,060,000	---	------	90
2d Preferred stock	1,020,000	---	------	66
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,866	6	------	----
Alabama State Loan	389,410	5	------	----
Income	1,508,070	8	'61-'67	----
Sterling	578,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	99
Preferred Stock	1,176,000	10	------	118
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,225,000	8	------	----
N. Hav., N. Lond. and Stonington:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
N. Orl'ns, Jackson and Gt. North.				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,605,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	102
Funding (S. F.) Bonds	1,533,000	7	1876	104½
Stock Exchange (S. F.) Bonds	680,000	6	1883	102½
Real Estate (S. F.) Bonds	166,000	6	1883	102½
Real Estate Bonds	391,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	103
Convertible Bonds	970,000	7	1876	109
B. and N. F. R. R (S. F.) Bonds	82,500	6	1883	102½
New York and Erie:				
1st Mortgage	3,000,000	7	1867	109½
2d Mortgage	4,000,000	7	1864	108
3d Mortgage	6,000,000	7	1883	104½
4th Mortgage	4,900,000	7	1880	92½
5th Mortgage	1,792,500	7	1883	84
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	106
2d Mortgage	1,000,000	7	1864	100½
3d Mortgage	862,300	7	1867	83
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----

Description.	Amount.	Interest.	Due.	Price.
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	85
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	70
2d Mortgage	3,077,000	7†	1861	8
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	74½
Chattel Mortgage	360,000	10	1893	100
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1880	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1885	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage	4,990,000	6	1880	103
2d Mortgage	2,421,000	6	1875	99½
2d Mortgage Sterling	2,126,400	6	1876	----
State Works Bonds	7,100,000	5	------	87½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	288,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germantn'n and Norristn:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	----
" 1836, "	192,000	5	1880	99
" 1849, "	3,103,600	6	1870	86
" 1861, "	436.00	6	1871	----
" 1843, "	1,548.300	6	1880	101
" 1844, (convertible)	863,000	6	1880	100½
" 1848, "	124,000	6	1880	99
" 1849, "	83,000	6	1880	102
" 1857, "	3,586,500	6	1886	84½
" 1856, "	1,475,000	7	1886	89½
Bonds and Mortg's—real estate	592,200	---	------	----
Preferred Stock	1,551,800	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	94½
2d Mortgage	5,100,000	7	1911	77½
3d Mortgage	2,000,000	7	1911	62½
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----

Description.	Amount.	Interest.	Due.	Price.
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	33
2d Mortgage	937,500	7	1863	1½
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1858	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	91
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	94½
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Terre Haute, Alton and St. Louis				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	107½
2d Mortgage (convertible)	2,000,000	7†	'68-'70	83½
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	92
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	92
2d M. (Toledo and Wabash)	1,000,000	7	1869	68
2d M. (Wabash and Western)	1,500,000	7	1899	63
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Dollar Bonds	802,000	6	1875	----
Albany City Bonds	1,000,000	6	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	85
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	89½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (–) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities	Road operated, incl. road leased, &c.	Mileage run of locomotives with trains	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	----	----	----	*Alabama and Florida*	1,451,726	*	—	877,053	503,500	105,255	1,515,704	54 0	----	101,102	37,869	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30 3	----	55,791	31,856	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,0.3	109.6	----	207,626	111,23	—	----
30 Jun. '59	57.0	—	----	171.3	----	----	----	*Mobile and Girard*	1,500,000	*	—	----	----	----	----	57.0	236,791	76,773	21,000	—	----
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	----	—	—	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	----	----	----	----	—	----	1,402,858	695,057	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,50	116.9	----	505,156	260,26	6	----
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	----	----	—	----	----	----	----	—	----	—	—	—	----
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	----	----	—	----	----	----	----	—	----	—	—	—	----
30 Nov. '58	38.5	—	----	107.5	----	----	----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,944	—	----	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	—	—	----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	----	229,251	104 59	—	----
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	----	23.8	45,543	77,028	34,86	6	----
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,905,455	302,511	—	1,936,739	1,810,500	319,444	4,3 3,02	22.1	25,380	359,14	149.4	—	----
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,296	254,000	102,888	2,250,000	927,000	13,350	3,9 5,05	72.0	323,491	712,876	384,139	4	142
31 Dec. '60	74.0	—	----	—	11	11	240	Housatonic	2,439 775	*	6,247	2,000,000	197,000	52,461	2, 85,55	120.0	218,25	319,106	77,05	—	----
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,613	283,206	94,52	8	----
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,558	750,000	156 429	1,644,987	62.0	127,390	135,072	—	—	----
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,424,500	55.2	120,671	149,31	149,31	5	----
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,200	24,901	688,5.2	66.0	145,762	116,897	102,72	2	----
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,749	710,403	—	3,000,000	1,899 00	—	5,626,549	17.4	4 8,5 0	905 06	390,07	—	----
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,013,694	*	200,000	2,122,500	809,300	62,477	----	66.4	----	88,612	109 02	—	43
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552.257	—	—	406,132	870,000	271,877	1,607,68	84.3	136 631	138,97	41 16	—	----
31 Oct. '61	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749.54	5.4	----	22.0	7,90	—	----
								FLORIDA.													
— — '62	154.2	—	----	150	----	----	----	*Florida*	----	----	—	----	----	----	----	—	----	—	—	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	19,11	32.0	----	7,857	3,68	—	----
— — '62	59.9	—	5.0	—	—	—	—	*Fla., Atlantic and Gulf Central*	----	----	—	----	----	----	----	—	----	—	—	—	----
— — '62	100.0	3.9	10.0	153.5	----	----	----	*Pensacola and Georgia*	----	----	—	----	----	----	----	29.4	----	—	—	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	----	418,039	265,82	8	125
— — '62	92.6	—	8.7	70.9	----	----	----	Atlantic and Gulf—M. Trunk	----	----	—	----	----	----	----	20.0	----	—	—	—	----
31 Dec. '60	53.0	—	----	—	----	----	----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	----	53.0	----	168,988	95,61	—	----
30 Apr. '60	43.5	—	----	23.7	----	----	----	Brunswick and Florida	755,000	*	—	151,887	----	----	----	5.0	----	—	—	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,1 7	224	879 468	1,75 ,02	764,3	—	----
31 Mar. '60	171.0	61.0	----	—	—	—	----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,50	—	8,123 34	232	----	1,1 1	528,0	—	00
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,29	1,658,97	102.	226,241	404 01	212,07	—	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026 84	50.0	----	102,71	110,51	—	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,4 3,14	71.0	----	—	—	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770 425	*	—	2,921,900	396,500	19,91	3,822,91	28.8	----	—	—	3	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own d by		State.	—	138.0	----	382 54	154,2	—	----
								ILLINOIS.													
31 Dec. '61	220.0	—	----	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	----	—	5,500,000	4,500,000	----	10 000,000	20.0	----	1,098,4 2	452,69	4	----
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689.340	3,814,516	----	10,195,25	68.0	----	1,514,47	242,56	—	82½
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,868	188,0 5	2,050,06	45 0	14 mo	245,28	135,98	—	----
1 Apr. '62	242.0	—	----	29.0	36	23	647	Chicago and Northwestern	11,135,646	456,637	—	2,955,936	8,185,000	264,67	11,81 ,52	243.0	----	849,71	414,82	—	----
31 Mar. '62	181.8	—	----	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,94	1,054,7 4	415,97	5	69½
10 Nov. '58	33.2	—	----	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	----	84.0	----	—	—	—	----
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	361.	1 123 4 4	1,720, 9	811,8	—	72
31 May, '61	175.0	—	----	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2 391,000	—	----	175.0	----	485,943	81,52	—	----
31 Dec. '61	454.8	252.5	----	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	3,504,024	7 8.3	2,458,023	2 965,75	1,150,90	—	61½
— — —	—	—	—	81.5	—	—	—	Illinois River	----	----	—	----	----	----	----	—	----	—	—	—	----
— — —	148.0	—	----	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,730,295	3,292,403	----	----	148.0	----	—	—	—	----
— — —	46.6	—	----	—	—	—	—	Peoria and Bureau Valley	----	----	—	----	600,000	----	----	ope	by Chic.	& R. Is	125,00	—	----
— — —	—	—	----	129.0	—	—	—	Peoria and Hannibal	----	----	—	----	----	----	----	—	----	—	—	—	----
— — '58	186.0	—	----	—	----	----	----	Peoria and Oquawka	5,400,000	*	—	1,569 889	2,200,000	----	----	186.0	----	—	—	—	----
31 Dec. '58	100.0	—	----	—	----	----	----	Quincy and Chicago	1,978,555	*	—	800,000	1 200,000	—	2,000,000	100 0	oper. by	Bur. &	Quincy	—	----
— — —	1.0	—	----	—	----	----	----	Rock Island Bridge	----	----	—	----	----	----	----	oper	by Chic.	& R. Is	—	—	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,968	628,487	—	3,026,903	5,035,615	741,040	8,865,25	208.3	----	823,767	----	—	----
								INDIANA.													
— — —	108.0	—	----	—	----	----	----	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	----	----	108.0	----	----	----	—	----
— — —	29.0	—	----	73.0	----	----	----	Cincinnati, Peru and Chicago	----	----	—	----	----	----	----	29 0	----	----	----	—	----
31 Aug. '57	109.0	—	----	—	----	----	----	Evansville and Crawfordsville	2,233.413	*	2,750	986,061	1,219.100	51,772	2,283,748	109.0	----	249,867	119,34	—	----
31 Dec. '60	72.4	—	----	—	19	15	374	Indiana Central	1,667,039	274,081	26.641	610,0 0	1,178,000	40,550	2,108,011	109.0	36 ,122	400,397	133,00	—	58
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,36 ,284	140.689	3,458,10	10 0	----	448,858	230,834	9	20
31 Dec. '60	84.0	—	----	—	----	----	----	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37,219	2,031,942	84.0	----	277,952	119,746	—	----
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,41	—	----
— — '59	64.0	—	----	—	----	----	----	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	----	2,000,000	64.0	----	----	----	—	----
1Dec. '60	86.0	49.0	----	—	25	----	----	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,086	—	----
— — '58	288.0	—	----	—	----	----	----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----	845,827	371,40	—	----
— — '58	74.0	—	----	—	----	----	----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	----	—	—	—	----
30 Nov. '61	73.0	—	----	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,976,801	73 0	325,707	377,692	216,184	10	120
								IOWA.													
11 Jan. '58	75.5	—	----	201.5	----	----	----	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	----	----	----	—	----
31 Dec. '59	86.0	—	----	—	----	----	----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,0 4	----	86.0	7 mo's	85,239	46,77	—	----
31 Dec. '61	111.0	—	----	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,77	—	----
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	----	----	—	245,000	755,000	----	----	—	----	—	—	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	----	----	38.5	11 mo's.	458,821	21,35	—	----
1 Jun. '59	11.2	—	----	57.3	----	----	----	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	----	----	----	—	----
— — '59	55.0	52.6	----	312.0	----	----	----	Mississippi and Missouri	4,198,000	*	—	----	----	----	----	107.6	----	----	----	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	----	----	----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,99	111.8	----	426,406	227,534	—	85
30 Jun. '57	20.0	—	----	113.0	----	----	----	Lexington and Big Sandy	644,024	*	—	sold, 1859,	for $26,0 00.	----	----	20.0	----	----	----	—	----
— — '58	13.0	—	----	22.0	----	----	----	Lexington and Danville	765,500	----	—	694,444	71,000	----	----	13 0	oper. by	Cov. &	Lex.	—	----
30 Jun. '61	29.0	—	----	— }	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	----	108,944	43,267	—	80
30 Jun. '61	65.1	—	----	— }				} Louisville and Frankfort	1,383.526	126,735	6,540	1,104,587	414,519	—	1,649,51	65.1	244,773	245,911	98,678	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,289	9,455,250	269 0	613,803	716,478	371,12	—	----
— — '59	18.8	—	----	70.2	—	—	—	Maysville and Lexington	----	----	—	----	----	----	----	18.8	oper. by	Cov. &	Lex.	—	----
								LOUISIANA.													
— — —	22.0	—	----	—	—	—	—	Clinton and Port Hudson	750,666	*	—	----	----	----	----	22 0	----	----	----	—	----
— — —	27.0	—	----	—	—	—	—	Mexican Gulf	662,911	*	—	----	----	----	----	27.0	----	----	----	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	----	2,665,000	1,150,717	----	206.0	----	1,232,624	555 434	—	----
31 Aug. '60	58.7	—	----	136.3	----	----	----	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,989	108.434	1,710,819	58.7	----	----	----	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	*444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,850	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,998	1,859,147	54.7	oper. by	An.&K.	70,566	—	—
31 May,'61	51.3	—	.....	—	11	13	118	Portland,Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	104
31 May,'59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,765	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	.....
31 May,'61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,306,788	6	65½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	26
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,500	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	—	57.7	.....	449,051	128,733	7	93½
31 May,'61	74.3	8.8	49.7	—	32	54	606	Boston and Maine	4,300,849	*	465,758	4,076,974	—	86,655	—	118.3	.....	776,065	315,071	6½	112½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	132,720	—	—	61.8	.....	588,871	272,429	8	119
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	—	83.6	.....	928,932	408,594	8	120½
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	—	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	—	52.3	.....	250,836	122,956	6	91
30 Nov. '61	44.2	36.4	26.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	70
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	—	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,188,851	250,149	—	3,540,000	—	—	—	71.6	.....	543,158	217,054	6	103½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,863	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	—	ope	r. by N.	H.&N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	—
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	110
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	—	21.6	.....	123,015	24,907	2	53
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	—	—	.....	—	—	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	—	—	.....	18,291	—	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	—	87.3	.....	505,320	219,608	6	107
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	—	—	.....	36,538	19,060	6	—
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	—	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	—	ope	r. by B.	and L'll	.....	—	—
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	—	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	—	ope	r. by Ho	usatonic.	31,409	7	—
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	•	—	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	—	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	—	77.0	.....	200,648	95,759	—	13½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb.& W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	131½
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	—	45.7	.....	196,069	83,188	5.3	55
								MICHIGAN.													
1 Jun, '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	.....
30 Sep. '60	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,960,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	.....	—	...	...	.....	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	.....	183.0	...	...	.....	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May,'62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	66
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	27½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,650	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	...	...	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	—
31 Aug.'60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- -- --	—	—	—	.....	...	...	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,809,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	53.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	58½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	104½
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	62½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	168,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	104
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,166	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	50½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	126½
31 Dec. '60	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	132
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,236	1,768,241	53.0	163,703	263,496	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	...	...	.....	New Jersey	3,609,089	400,378	1,249,621	4,397 820	688,000	—	5,628,931	33.8	.....	992,767	579,951	10	132
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	90
31 Dec. '60	13 0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	66,532	.....	—	—	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '60	—	—	—	140.0	—	—	—	Albany and Susquehanna	548,221	—	—	507,957	—	46,139	554,096	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Rens. & Sarat.	—	—	6	100
30 Sep. '60	38.3	—	44.0	—	—	—	—	Albany and West Stockbridge	2,389,559	—	—	1,000,000	1,389,559	—	2,389,559	ope	r. by Western.	—	—	—	—
30 Sep. '60	34.9	—	2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445	—	822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,009	—	—
30 Sep. '60	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	470,000	14.8	22,712	54,340	19,886	—	—
30 Sep. '60	14.5	—	7.0	—	—	28	—	Brooklyn Central and Jamaica	546,372	40,247	—	448,750	85,000	42,102	575,852	14.5	326,499	68,676	28,168	3½	—
30 Sep. '60	24.7	0.9	23.4	5.5	—	158	—	Brooklyn City	926,356	335,870	—	1,000,000	—	130,000	1,130,000	24 7	2,904,887	520,855	110,898	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212 072	3,633,579	176 0	483,412	393 845	187,704	—	—
30 Sep. '60	68.3	—	14.0	—	28	34	327	Buffalo and State Line	2,267,158	521,126	—	1,950,950	1,049,000	27,546	3,027,496	87.8	317,850	911,020	498,047	10	130
30 Sep. '60	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	719,050	—	—	343,500	300,000	75,550	719,050	39.6	61,430	57,049	10,427	—	—
30 Sep. '60	17.4	—	2.1	—	—	—	—	Chemung	400,000	—	—	380,000	70,000	—	450,000	ope	r. by Erie.	—	24,000	6	—
30 Sep. '60	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	ope	r. by Erie.	—	30,000	6	—
30 Sep. '60	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	17.3	46,981	—	—	—	—
30 Sep. '60	144.0	—	115.1	—	58	107	554	Hudson River	10,618,073	1,182,372	—	3,758,466	9,107,000	182,106	—	150.0	967,065	2,047,145	778,121	—	47½
30 Sep. '60	84.0	2.5	10.8	—	17	40	126	Long Island	2,077,132	489,138	—	1,852,716	755,998	12,285	2,620,997	101.5	258,763	843,021	119,454	—	16½
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,977	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	—	7,709,942	2,807,963	6	98½
30 Sep. '60	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	485.0	3,019,900	5,180,521	—	—	57
30 Sep. '60	138.0	2.1	29.6	—	33	93	576	New York and Harlem	8,022,786	*	—	5,717,190	6,055,752	—	—	152.9	—	1,142,851	433,716	—	16
30 Sep. '60	8.0	—	—	—	2	8	8	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	40,880	36,352	25,346	—	—
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Central.	—	60,000	6	—
30 Sep. '60	118.0	3.8	17.7	—	28	14	578	Northern (Ogdensburg)	4,809,856	—	—	1,500,000	3,077,000	—	4,577,000	121.8	395,128	458,912	153,080	—	—
30 Sep. '60	35.9	—	2.2	—	7	6	46	Oswego and Syracuse	791,002	*	—	396,340	213,500	4,875	—	35.9	69,759	119,665	64,753	8	—
30 Sep. '60	75.4	—	2.3	—	6	4	33	Pottsdam and Watertown	1,537,509	62,517	—	665,419	1,000,000	192.748	—	75.0	79,240	80,611	37,456	—	—
30 Sep. '60	25.2	—	2.0	—	5	13	70	Rensselaer and Saratoga	755,124	157,048	—	610,000	140,000	750,000	—	59.2	119,225	269,356	131,525	6	—
30 Sep. '60	18.5	—	1.2	21.3	—	—	—	Rochester and Genesee Valley	654,021	—	—	557,560	150,000	19,980	—	ope	r. by B., N. Y. & E.	22,047	—	—	—
30 Sep. '60	18.0	—	1.0	—	—	1	—	Sacketts Harbor, Rome & N.Y.	70,468	1,050	—	10,305	—	61,213	71,518	18.0	3,365	624	54	—	—
30 Sep. '60	21.0	—	1.6	—	2	2	11	Saratoga and Schenectady	480,684	—	—	300,000	83,000	—	—	ope	r. by Rens. & Sar.	—	—	5	—
30 Sep. '60	40.8	6.7	3.8	—	9	11	84	Saratoga and Whitehall	820,518	81,166	—	500,000	378,000	3,376	—	47.3	114,731	175,604	60,112	—	—
30 Sep. '60	13.0	—	0.3	—	2	6	6	Staten Island	251,389	36,445	—	62,731	162,087	63,374	—	13.0	—	45,729	11 800	—	—
30 Sep. '60	81.3	—	7.6	—	13	12	117	Syracuse and Binghamton	2,854,212	*	—	1,200,120	1,643,159	121,065	—	81.0	191,579	227,488	139,817	—	—
30 Sep. '60	31.9	—	3.5	—	10	9	123	Troy and Boston	1,366,326	168,437	—	605,911	806,500	247,155	—	112.0	280,643	312,066	160,257	—	—
30 Sep. '60	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud. s River.	—	—	6	—
30 Sep. '60	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	—	ope	r. by other Cos.	—	—	—	—
1 Jan. '62	10½	—	½	30.0	—	—	—	Warwick Valley	185,000	—	—	100,000	85,000	—	185,000	10½	oper. by Erie R. W. Co.	—	—	—	—
30 Sep. '60	96.7	—	11.0	—	17	11	288	Watertown and Rome	1,948,040	327,304	—	1,499,000	772,400	66,112	—	90.7	202,255	351,167	178,067	—	6
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,933	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	266,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	599,358	309,955	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102.391	3,114,954	171.0	323,069	477,564	230,200	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	32.0	—	—	—	—	—
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256 750	118.2	—	314,091	102,765	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	689,716	230,551	—	98
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	—	646,205	329,714	7	98
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,192	1,085,739	580,621	10	118
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369 849	238,003	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,35 ,000	—	—	96.6	—	1,120,3 0	662,948	14	114
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,415	772,093	382,093	4	22½
31 May '62	109.2	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,187	543,488	3	49
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,765	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	54,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit. Miami.	—	177,371	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	—	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,900	80,845	—	36.6	—	62,026	5,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	34,000	22,000	—	—
1 Nov. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	102,180	52,408	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,258,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	—	89,952	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,300	31,126	10,460	—	—
30 Nov. '61	83.5	—	—	37.8	—	28	22	380	Little Miami	3 532,296	500 524	4 2,002	2,981,28	1,1 ,000	—	4,960,780	138.0	81 ,90	1,3 4,994	632,114	8	106
31 Jan. '62	182.0	21.6	—	—	37	25	677	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,286	226.6	—	434,290	99,554	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	898,818	169,943	—	1½
31 Aug. '58	117 0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	163.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,900	5,523,155	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	—	385,934	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C., C. & C.	—	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	865,502	1,012,236	400,599	—	16
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Allegheny Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1 410,900	2,000	—	1,412,900	20.5	—	371,201	164,554	10	57½
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	219,548	22,490	—	4
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,208,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744 579	11,780,945	202.0	—	2,169,946	1,339,680	—	96
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	6 0,000	400,000	—	1,000,000	ope	r. b. Buf. & S. L.	—	—	10	—
31 Aug. '60	36.9	15.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	54½
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,415	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,660	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	52½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C., W. & E.	—	—	—	16½
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	—	753,318	679,227	6	49½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	50½
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	—	3,147,180	2,860,000	22,320	6,205,067	65.7	247 062	364 225	202,124	—	9½
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	28,541,156	3,447 522	1,421,980	13,264,100	16 6 ,400	1,322,915	34,234,569	423.0	4,413,036	7,200 001	3,646,938	6	47½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,455	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	49½
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	—	25,225,48	151.4	1,795,927	2,905,838	1,412,905	—	30
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by Cam. & Amboy	—	—	—	125½
1 Oct. '61	98.0	6.0	—	—	82	109	565	Phila., Wilmington and Balt.	7,021 713	744,425	142,840	5,600,000	2,475,500	140,993	8,742,000	200.5	439,750	1,516,985	675,484	6½	51½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	PENNSYLVANIA, (*Continued.*) Pittsburg and Connellsville	2,828,895	90,803		1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217		
31 Dec. '61	467.5		68.7		104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 323	18,999 851	467.5	2,434,641	3,031,787	1,299,721		31
30 Sep. '59	31.0			11.0				Pittsburg and Steubenville	1,947,462	*		1,221,277	280,000								
30 Sep. '59	54.0		3.0		7	7	26	Schuylkill and Susquehanna	1,258,700	*		1,258,700	97,000		1,355,700	54.0					
30 Sep. '59	9.2	15.3	14.9					Schuylkill Valley	573,616	*		568,150			573,616	24.5		34,501	29,004	3½	
31 Mar. '61	28.0	1.2	2.0		4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	383,004	864,450	789,970	60,821	1,724,227			96,227	54,582		
31 Dec. '59	148.0		20.0	140.0				Sunbury (Phila.) and Erie	6,393,712	107,252		4,506,920	4,369,070	861,271	10,169,869	148.0		114,126	61,848		16
30 Nov. '59	29.6	6.5	31.9		8	3	127	Tioga	703,349	85,932		97,550	396,000			29.6		83,072	47,007	6	
30 Sep. '59	26.4		2.1		4	11	9	Westchester and Philadelphia	1,410,638	74,077		662,170	944,169	52,434	1,679,301	26.4		125,597	4,502		
30 Sep. '60	78.0		6.0		16	8	125	Williamsport and Elmira	4,050,514	*		1,500,000	2,200,000	293,895		78.0	109,378	238,420	800,339		12½
								RHODE ISLAND.													
1 Jan. '60	50.0		2.0		12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	276,800			62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6		0.5			3	5	Providence, Warren & Bristol	448,666	*		427,917	8,500			13.6		26,454	6,914		
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539							13.2					
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9					
31 Dec. '58	109.6	—	....		13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000			109.6		283,263	151,536	6	
— — '58	40.3	—	....	—	—	—	....	Cheraw and Darlington	600,000	*		400,000	200,000			49.3					
1 Jan. '59	143.2	21.3	....	—	—	—	....	Greenville and Columbia	2,439,789	324,161		1,429,008	1,145,000	245,546	2,919,554	184.5		341,190	125,871		
31 Aug. '58	22.5	—	....	—	—	—	....	Kings Mountain	196,230	*		200,000			200,000	22.5				5	
31 July '58	32.0	—	....	—	—	—	....	Laurens	543,403	*		400,000	106,218		575,729	32.0		27,568	8,527		
28 Feb. '59	102.0	—	....	—	—	—	....	North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0		220,014	98,145		
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina					2,643,833					1,499,636	701,943	7	
31 July '58	25.1	—	....	41.9	—	—	....	Spartanburg and Union								25.1					
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	—	—	....	Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19,137		
1859	....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*		333,204	612,000	60,900		30.0	29,845	9,359	7,486		
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000		140.0		318,718	187,466		
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407		130.3	150,142	297,806	3 149,167		
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0		1,635,096	873,597		
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000							
1859	100.0	—	30.6	55.8	—	—	....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000								
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518		59.4	69,870	177,256	60,029		
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	652,500	22,369		47.4	54,175	83,129	44,666		
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		34.2	30,065	23,808	13,892		
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000			159.0		734,118	337,284	6	
1859	....	—	....	—	—	—	....	Nashville and Northwestern													
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,953	87,243		
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama				216,962	413,000	408,477		30.0		1,248			
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	....	158.0	—	—	....	Buffalo Bayou, Braz. & Col'r'do								32.0					
— — '58	56.0	—	....	184.0	—	—	....	Galvest., Houst. & Henderson								56.0					
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*		275-000	240,000	171,566		50.0	31,300	32,670			
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000		70.0	102,200	282,846	196,568		
— — '59	25.0	—	....	110.0	—	—	....	San Antonio & Mexican Gulf								25.0					
— — '59	28.0	—	....	756.0	—	—	....	Southern Pacific								28.0					
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422		1,280,400	800,000	60 589		90.7	118,219	183.750	92,683		80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743		2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318		
31 Aug. '60	62.0	....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*		950,000				62.0	142,839	150,318	30,288		
31 Aug. '60	119.0	—	20.0	—	42	28	835	Vermont Central	8,402,055	*		5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727		
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695			1,350,000			1,380,695	ope	r. by Vt.	Central			123½
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612		516,164	793,200			23.7	47,950	45,930	8,522		
31 Aug. '60	54.0	10.5	....	—	—	—	....	Western Vermont	1,083,500	*		332,000	700,000		1,083,500	ope	r.b.Troy	& Bost.	55,858		
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194						
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		113.7	703.034	136,302	43,062		
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	10,332		
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*		468,605	5,719,229			103.5	345,427	248,004	loss		
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria				2,063,655	2,517,500	590,056		167.7	270,846	450,427	222,214		
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365.300	1,851,500	292,842	4,745,256	133.4		410,166	201.344		
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5		326,554	213,852	7½	
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*		1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328		57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828		78.6	169,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,808	26,853		43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554		657,812	85,000			23.7	12,542				
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0		240,446	121,053	7	
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957		
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000		300,000	120,000	24,736		32.0	30,000	49,971	14,469		
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000		800,000	700,000	25.000		55.0					
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*		4,940,000	2,460,000			199.9		756,476	329,580		
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182		
— — '57	42.0	—	....	27.8	—	—	....	Milwaukee and Horicon	919,757	*		1,101,200				42.0	10 mos.	60,066			
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*		4,826,800	2,467,000	58,549	8,036,604	234.4		1,108,354	436,039		34
— — '57	50.0	—	....	85.0	—	—	....	Milw., Watertown & Baraboo	514,238			345,861	132,000			50.0		121,401			
10 May, '61	104.0	—	....	38 8	8	7	321	Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438		
— — '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000						operated	by	Fox Riv	er Vall.			
								CANADA.													
31 July '61	161.0	—	....	—	31	27	40	Buffalo and Lake Huron	7,056,450	*		6,819,800	188,000		7,150,000	16.10	400,075	1,771,780	363,670		
— — '59	81.0	—	....	—	16	17	214	Montreal and Champlain								81.0	166,245				11
— — '59	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa								48.0					12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*		15,603,128	31,351,133		46,954,261	761.0	2,049,997	1,069,219	4,000	6	35
— — '59	229.0	128.0	....	—	87	126	1,689	Great Western	22,153,321	*		14,054,908	8,480,849			357.0	1,360,900			3	
— — '59	24.0	—	....	—	2	2	52	London and Port Stanley								24.0	37,081				
— — '59	96.0	1.6	....	—	17	20	337	Northern (O. S. & H.)								96.6	254,530				
— — '59	54.0	—	....	—	5	8	118	Ottawa and Prescott								54.0	89,222				
— — '59	25.0	—	....	—	4	—	57	Welland								25.0					
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	—	14	18	235	European & North American	4,548,564	*		4,637,852			4,637,852	108 0		130,678	36,482		
1 July, '61	60.0	—	....	—	—	—	—	New Brunswick and Canada	1,402,748	102,388		1,380,000	13,100	136,000	1,799,232	60.0		132,555	36,670		
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	....	60.1	—	—	—	Nova Scotia	4,263,717	*						61.5		120,918	26,803		
								NEW GRANADA.													
31 Dec. 60	48.7	—	....	—	—	—	....	Panama	8,000,000	*	620,804	5,000,000	2,400,000		9,608,530	48.7		1,539,859	1,110,652	15	187

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12	W.13.
Federal Stocks:—						
U. S. 5s, 1871	----	----	----	----	----	----
U. S. 5s, 1874	85⅞	86⅛	86⅛	86⅝	86⅝	87⅛
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	98⅛	----	----	100	100	100
U. S. 6s, 1881, cou.	99	99⅛	99⅛	98⅝	99⅛	100
U. S. 6s, 1862	100	----	----	100	----	----
U. S. 6s, 1867	----	----	----	----	----	----
U. S. 6s, 1868	----	----	97	97⅛	----	----
Treasury 7 3-10 Notes	102⅛	103⅛	103⅜	103⅛	103⅜	103⅛
State Stocks:—						
California 7s	96⅛	96⅛	97	96⅛	----	----
Georgia 6s	----	----	----	----	----	----
Illinois Coupon bonds	97	----	----	97	97⅛	97⅛
" Canal bonds	----	----	----	----	----	----
Illinois War Loan	97	----	----	97⅛	98⅛	98⅛
Indiana War Loan	----	----	----	----	94⅛	95
Kentucky 6s	94	94	94	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	45⅛	45⅝	46	46	46	46⅛
Do. iss. to H. & St. J. R.	----	----	----	----	60	62½
New York 7s, 1870	----	----	----	----	----	119½
North Carolina 6s	65	----	----	----	65	----
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	----	102	104½	105½	----
Tennessee 6s, 1890	50	50	50⅛	50⅞	50⅞	51⅛
Virginia 6s	51	----	52	----	54	53½
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. and Q.	80	80⅛	81	----	----	82½
Chicago and Rock Isl.	64⅛	65	64⅜	----	65⅛	66⅛
Clev., Col. and Cin.	----	----	119	----	----	118
Clev. and Pittsburg	22⅛	22⅜	22⅛	----	22⅛	22⅜
Clev. and Toledo	48⅛	48⅛	48⅛	48⅛	48⅛	49
Del., Lack. and West	95	----	----	96	----	----
Galena and Chicago	69	69⅝	69⅛	70	70⅛	72
Hudson River	46	46⅛	----	47	46⅛	47⅛
Illinois Central (scrip)	59⅛	60	59	----	59⅞	61⅛
Michigan Central	62⅛	63⅛	63⅛	63⅛	64⅛	66
M. S. and N. I. guar'd,	58⅛	59⅛	59	59⅛	59⅛	60
M. S. and N. I.	26⅜	27⅛	26⅜	27	27⅛	27⅜
Mil. and P. du Chien	32⅛	32⅛	34	32⅛	----	34
M. and P. du C. 1st pref.	----	----	----	----	----	----
M. and P. du C. 2d pref.	----	----	----	70	----	----
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	92⅜	93⅛	92⅛	92⅛	92⅜	93⅜
Erie	34⅜	35⅜	36	35⅛	35⅛	37
Erie pref.	64⅛	65⅛	66	65⅛	66⅛	68
N. York and Harlem	16	15⅛	15⅝	----	----	16
N. Y. and H. "pref."	37	40	39⅛	38⅛	38⅛	39⅛
Panama	134⅛	137	----	136	137	----
Phila. and Reading	58	59	58	58⅛	59	59⅛
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	41	----	----	41⅛
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	88	----	----	----	----
Chic. and N. W. 1st M.	----	63	----	----	----	----
" " 2d M.	28⅛	29⅛	29⅛	----	30	30
" " S. F.	----	95	94⅛	94⅛	----	----
Cl. & Tol. S. F. 7 p.c.	94	----	108	----	94⅛	94⅛
Chi., Bur. and Q. 8 p.c.	108	----	----	----	----	----
Chi. and R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1M. 8p.c. '71-5	----	----	----	----	----	----
" 2M. 8p.c. '81	----	----	----	----	----	----
Gal. & Ch. 1M. 7p.c. '63	----	----	----	104	----	----
" 2M. 7p.c. '75	104	----	----	----	----	103⅛
Hann. & St. J. bonds	----	----	----	45	----	----
Hudson R. 1M. 7p.c. '69	----	----	108	----	----	----
" 2M. 7p.c. '60	----	----	----	----	100	----
" 3M. 7p.c. '75	93	----	93	----	----	----
" sink. fund.	106	----	----	----	105	----
Illinois Central bonds	95⅞	97	96	97	93	99
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. and P. du C. 1st M.	95	95	----	96	96	96⅛
Mich. Cen. S. F. 8p.c. '82	----	----	106	106	----	----
" conv. 8p.c. '69	108	109	----	----	108	----
M. S. & N. I. 1 M. S. F.	99⅛	99⅞	100	----	100⅛	100⅛
" " 2 M.	----	----	84⅛	84⅛	----	85
N. J. Central 1st M.	----	----	108	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif. '83	----	----	----	----	----	----
" 1 M. 7p.c. '64	----	103⅛	----	103	----	----
" bonds 1876	----	----	----	109	109⅛	----
N. Y. & E. 1 M. 7p.c. '67	----	----	----	108	----	109⅛
" 2 M. 7p.c. '64	----	----	----	108	----	----
" 3 M. 7p.c. '83	100	100	100⅛	100⅜	101⅛	101⅜
" 4 M. 7p.c. '80	----	91	91	91⅛	91⅛	92⅛
" 5 M. 7p.c. '83	84⅛	84	----	----	----	----
N. Y. & H. 1 M. 7p.c. '73	106	----	----	----	----	----
" 2 M. 7p.c. '64	----	----	----	----	----	----
" 3 M. 7p.c. '67	----	----	----	----	----	----
Pitts., Ft. W. & Chi., 1M.	93	94	----	94	94	94⅛
" " " 2d M.	77	----	----	----	77	77⅛
" " " 3d M.	----	----	----	----	----	----
St. L., Alt. & Chi., 1 M.	----	----	----	----	----	91
Terre H. & Alton, 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Toledo & Wab. 1 M.	88⅛	----	91	----	----	92
" " 2 M.	64⅛	64⅛	64⅛	64⅛	65	68
Miscellaneous:—						
American Gold	114⅛	114	112⅝	113⅛	113⅛	114
Del. and Hud. Canal	----	98	98	----	98	----
Penn'a Coal Co.	----	98	----	98⅛	98⅛	----
Pacific Mail S. S. Co.	109	111⅛	111⅛	111⅛	110⅛	112⅛

The following are the closing prices in the London Market on the 2d August:

United States 5s, 1874	63	to	65
Maryland 5s	70	"	72
Virginia 6s	43	"	46
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	x. c. 65	"	67
Erie shares, ex assessment scrip	26	"	28
Erie shares, 7 per cent. preference	47	"	49
Erie shares, assessment scrip	1⅛		1⅜
Illinois Central 6s, 1875	70	"	72
Illinois Central 7s, 1875	x. c. 76	"	78
Illinois Central $100 shares, $90 paid, dis.	51	"	50
Illinois Central, all paid	47	"	49
Michigan Central 8s, Convertible, 1869	75	"	80
Michigan Central Sinking Fund 8s, 1852	78	"	82
Michigan South. and North. Indiana 7s, 1885.	70	"	75
Do. do. do. $100 shares.	18	"	20
New York Central 6s, 1883	74	"	76
New York Central 7s, 1864	x. c. 76	"	78
New York Central 7s, 1876	74	"	78
New York Central 7s, 1876	74	"	78
New York Central $100 shares	65	"	67
New York and Erie 7s, 1867	85	"	90
New York and Erie, 2d mort., 1859	78	"	82
New York and Erie, 3d mort., '83, assented	73	"	75
New York and Erie, 4th mort.	67	"	69
New York and Erie, 5th mort.	63	"	68
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	102	"	104
Panama, 2d mortgage 7s, 1872	101	"	103
Pennsylvania Central 6s	x. c. 75	"	78
Pennsylvania Central 2d mortgage	83	"	85
Pennsylvania Central $50 shares	33	"	37
Philadelphia and Reading $50 shares	18	"	22

American Railroad Journal.

Saturday, August 16, 1862.

Stock and Money Market.

During the past week the Stock Market has improved considerably; and with some slight fluctuations, the price of gold has tended rather downward. The advance on securities is, therefore, real, not nominal, as it was while the standard of value (the paper dollars) was depreciating.

In Railroad Bonds there has been an active movement with an upward tendency in prices. On Wednesday their figures were higher on the whole than at any time during the month preceding. New York Central Stock closed at 92⅞; Erie, at 37¼; Erie Preferred, at 67¾; Illinois Central, at 61⅛; Chicago and Galena, at 76½. The facts that Europe will continue to call largely on us for breadstuffs, and that we have these in abundance to export are doubtless influencing the values of our principal railroad securities.

The most noticeable circumstance in the money market is the enormous amount of deposits which have accumulated in the banks of this city. The last weekly statement shows that these amounted to $139,544,680 *net*, an increase during the week of $2,431,743, and for the present year of over $28,000,000. The specie line also shows a gain of over half a million, notwithstanding the loss of the California steamer with $1,400,000 on board. The sum total of gold and silver is now $34,611,069, but this should have been increased by about a quarter of a million which was actually on hand last Saturday, though not reported. This increase, in spite of heavy shipments to Europe, is undoubtedly owing to the premium on specie, which brings into bank large amounts that used to pass current among the people, their places being now taken by stamps and other inferior descriptions of paper accepted as currency.

The accumulation of deposits denotes such a plethora in money as has never before been witnessed in this country. Bankers are eager to lend on five and even four per cent. for a short period on first-class security. Money is even advertised to loan on bond and mortgage for a term of years at one per cent. below the legal rate of interest in this State. It is evident that manufacturers, importers and other classes of business men are unwilling to engage in any enterprises, the profits on which are uncertain or remote. The supply of the more pressing wants of the community and those of the government are alone thought of, consequently, money goes begging profitable employment, almost on the borrower's own terms. It is noteworthy that a similar state of things exists in England at the present time, where the rate of interest has been reduced to two per cent. per annum.

The price of exchange on London was, on Wednesday, 126, which, by deducting the premium on gold, is equal to 111½, or two per cent. above par, indicating that moderate shipments of the precious metals to Europe may still be expected for a time. United States 7.30 notes, the same day, closed at 103½; Custom House notes, at 106½; and United States bonds of 1881 at 100¼.

An Argument for the Pacific Railroad.

The loss of the Steamer Golden Gate with nearly one million and a half of treasure and two hundred lives, is a powerful argument for building the Pacific Railroad. Adding to the specie the cost of the vessel, her cargo, effects in passengers' hands, and the pecuniary value of those lives, the aggregate would foot well up to three millions of dollars—enough to build the first fifty miles of road. The painful lesson should not be lost upon the people of this country.

Galena and Chicago Railway.

By reference to the following from the Chicago *Tribune*, it will be seen that this Company have taken a perpetual lease of the Chicago, Iowa and Nebraska Railroad, extending 122 miles west from Clinton, Iowa, a point on the Mississippi river opposite Fulton, Ill., the western terminus of the Air Line road. This gives the Galena and Chicago Railroad Company control of a line of road, extending 258 miles due west from Chicago, through the richest and most prosperous section of the West. The length of line hitherto operated by this Company has been about 261 miles; this will now be increased to 383 miles.

The following is a statement of the earnings of the road for the first seven months of 1862, as compared with the same months of 1861 & 1860:

	1860.	1861.	1862.
January	$60,653	96,983	106,180
February	62,698	77,079	101,691
March	80,793	100,767	76,175
April	93,254	103,499	86,654
May	115,506	140,692	158,194
June	93,449	164,933	215,708
July	80,709	144,127	190,971
Total 7 months	$587,062	828,080	935,473

The earnings of last year enabled the directors to pay eight per cent in dividends. At the rate of increase indicated above, and with the present harvest, there is no reason why these should be diminished. It is thought that the earnings of the road this fall will be the largest in its history. The *Tribune* says:—

We learn that the negotiations for some time past pending between the Galena and Chicago, the Iowa and Nebraska and the Cedar Rapids and Missouri railroad companies, have resulted in the permanent lease of their roads by the latter companies to the former, which commenced on the 1st instant. By this arrangement, the Galena Air Line, *via* Fulton, is virtually extended to Otter

Creek, a station on the C. R. and M. line, 122 miles west of the Mississippi, at Clinton, Iowa, to which place this line is now operated. The road bed from thence to Marshalltown, the county seat of Marshall county—a distance of thirty miles—is nearly ready for the iron, and by the terms of the contract, is to be constructed before the 1st of January, 1863.

It is expected that this work will be continued next year west of Marshalltown, to the Missouri River, at a point not yet designated, but upon a line favorable to a connection with the proposed road to the Pacific coast.

We truly congratulate the Galena and Chicago road upon the completion of this contract. It cannot but be beneficial to this old and well established company, and add greatly to its present enormous business. It will, we doubt not, prove equally advantageous to the other lines—making one trunk line of the three. We shall thus have an unbroken line, under one direction, without change of cars, (the crossing of the Mississippi being accomplished mainly by a bridge and a short stream ferry,) into the centre of Iowa, opening up to this city a country unsurpassed in beauty or fertility.

Advance in Railway Freights.

The following are the new rates of freight which went into operation at Cincinnati on the 4th inst.:

	1st Class.	2d Class.	3d Class.	4th Class.	Flour, p.bbl.	Cotton, p.bale.
To New York, rail	$1 65	$1 30	$1 15	$1 40	$6 50	
To New York, rail and lake	1 57	1 22	1 10	1 30	6 10	
To Boston, rail	1 75	1 37	1 20	1 50	6 86	
To Boston, rail & lake	1 67	1 29	1 15	1 40	6 45	
To Baltimore, rail	1 32	1 04	79	1 20	5 20	
To Philadelphia, rail	1 42	1 14	85	1 30	5 70	
To Albany and Troy, rail	1 65	1 30	1 15	1 40	6 50	
To Schenectady, rail and lake	1 57	1 22	1 10	1 30	6 10	
To Pittsburg	70	58	44	64	2 90	
To Toledo	45	35	32	45	1 75	
To Detroit	45	35	30	45	1 75	
To Cleveland	45	35	30	45	1 75	
To Sandusky	45	35	30	45	1 75	
To Dunkirk and Buffalo, rail	75	62	50	70	3 10	
To Dunkirk and Buffalo, rail and lake	67	54	45	60	2 79	

St. Louis, Alton and Terre Haute Railroad.

This company have commenced issuing their first mortgage bonds in exchange for the old surrendered bonds. The new issue consists of Series A, $1,100,000 bonds, due 1894, interest payable January 1 and July 1; Series B, $1,100,000 bonds, due 1894, interest payable April 1 and October 1.

The company will soon commence delivering second mortgage bonds in exchange for the old issues of the Terre Haute and Alton Company. The new issue of Second Mortgage Bonds will be as follows:—Series C, $1,400,000, coupons due February and August, preferred; Series D, $1,400,000, coupons due May and November, preferred; Series E, $1,600,000, coupons due May and November, income. All secured by one mortgage. The holder of one thousand dollars of the old bonds will get $1,000 in bonds of the new series C or D, and about $620 in bonds of the new leries E.

Central Railroad of New Jersey.

The following is a statement of receipts and expenses for the six months ending June 30th, compared with the corresponding six months of 1861; a similar comparison of the coal tonnage; and a condensed statement of the company's position on the 1st July instant:

MONTHS.	Passengers, merchandise, mails, etc.	Coal.	Total, 1862.
1862. January	$53,954 24	$36,035 34	$89,989 58
February	56,706 59	21,328 46	78,035 05
March	61,611 32	37,459 97	99,071 29
April	60,482 37	50,736 34	111,218 91
May	70,619 14	59,772 71	130,391 85
June	55,475 31	21,105 12	76,580 43
Total	$358,749 17	$226,487 94	$585,237 11
1861. Same months	291,870 30	270,624 66	562,494 96
Increase	$66,878 87	dec $44,136 72	$22,742 15

	1862.	1861.	
Receipts for 6 months	$585,237 11	$562,494 96	Increase. $22,742 15
Expenses	274,843 23	240,517 32	34,325 91
Net earnings	$310,393 88	$321,977 64	dec $11,583 76

	1862.	1861.	
Lackawanna coal tonnage for 6 mos	229,456	263,717	Decrease. 34,231
Lehigh do.	102,923	114,449	11,636
Total	332,309	399,166	66,857

CONDENSED BALANCE SHEET, JULY 1ST, 1862.

Railroad, 64 miles, (50 being double track)		$4,513,482 04
Land and wharves at Elizabethport		298,469 00
Station houses, shops, etc.		132,000 00
Engines and cars		508,762 22
Ferry interest and boats		257,200 00
Property accounts		208,143 10
Cash balances, etc.	$196,400 84	
Less accounts payable	113,260 90	
		83,139 94
		$6,001,196 30
Castal stock		$3,630,000 00
Bonds, 1st mortgage	$1,400,000	
" 2d "	600,000	
		2,000,000 00
Interest fund; interest accrued not yet payable		47,833 33
Dividend No. 29, payable July 16th		90,750 00
Renewal fund, balance to credit		172,855 39
Net earnings	$310,393 88	
Less—		
Interest acc't.	$69,136 30	
Dividends	181,500 00	
	250,636 30	
		59,757 58
		$6,001,196 30

The net earnings of the six months are thus shown to be $310,393 88, being a decrease of $11,583 76 on those of the corresponding six months of 1861. This is owing to the damage done to the coal roads by the great freshet of June, which cut off the whole coal trade for a fortnight, and that from the Lehigh region for a month, making a reduction of over $44,000 in the receipts from coal. This will be more than made up before the close of the season, as there is a great demand for coal and better prices are obtained for transportation.

After deducting the balance of the interest account and two quarterly dividends of 2½ per cent. each, there remains a surplus of profits of $59,757 58. Of this amount $32,585 25 has been expended on the work at the High Bridge and on the extension of the second track westward from Hampton Junction.

Rome, Watertown and Ogdensburg R. R.

The new line of the Rome, Watertown and Ogdensburg Railroad has been opened, by bringing into use the nineteen miles of new road, giving a short and direct route to Ogdensburg. Trains leave Ogdensburg at 5 A. M., reaching Rome at 11, Albany at 3.30 P. M., and New York at 9.30 P. M. Passengers leaving New York at 7 A. M., and Albany at 12.20 M., reach Ogdensburg, at 10.30 P.M. Passengers leaving Ogdensburg at 3 P. M., and New York at 5 P. M., connect directly through, and reach New York and Ogdensburg respectively during the next forenoon. This new line makes the distance between Ogdensburg and Albany and New York seventy-three miles less than by any other railroad route.

Commerce of San Francisco.

The exports of merchandise from San Francisco for the first six months of the present and two preceding years have been as follows:

To	1860.	1861.	1862.
New York and Boston	$839,800 00	$931,521 70	$1,450,820 99
England		1,688,295 33	877,967 99
Mexico	539,916 44	576,388 55	871,795 94
Peru	24,629 65	88,718 80	141,115 87
Sandwich Islands	108,617 34	103,588 02	130,808 42
China	194,008 67	295,024 60	304,730 69
Australia and New Zealand	329,276 89	258,462 40	93,696 18
Victoria, B. C.	869,866 36	557,346 49	1,172,447 87
Japan	14,910 65	5,486 50	4,578 00
Other countries	464,632 28	490,455 62	494,768 61
Totals	$3,431,688 28	$4,947,956 71	$1,542,728 61

The merchandise and treasure exports were:	1860.	1861.	1862.
Merchandise exports	$3,431,688	$4,947,957	$1,542,728
Treasure exports	21,886,045	18,536,143	16,832,616
Total	$25,317,733	$23,514,100	$21,375,344

The custom house duties for the six months were:

January	$137,935 64
February	229,687 88
March	235,756 88
April	307,023 01
May	308,413 17
June	256,830 00
Total	$1,475,696 58

Incrustation in Steam Boilers.

Since the success of Mr. WINANS' Anti-Incrustation Powder has become apparent to the world, and particularly to the Pirates who are ever ready to take advantage of other people's successes, there are certain unscrupulous parties in different sections of the country trying to introduce a material, for a similar purpose, similar in appearance and similar in name. Parties will do well to be cautious how they use such imitations, as they will probably be dealt with according to law; but at all events, they should give the preference to that which is best and original in the field, besides being sure of no bad effects from its use, which may be said of Mr. Winans' Powder, having stood the test for six years, by many of the leading railroads. For sale only by H. N. WINANS, New York.

Railroad Earnings--Monthly.

The earnings by the Chicago, Burlington and Quincy Railroad for July, 1862, were. $220,210 76
Do., 1861 .... 169,465 07

Increase $50,745 69

The business of the Illinois Central Railroad for July, 1862, was:

Land Department.

Acres Construction Lands sold	4,196.19	for	$46,479 90
Acres Interest Fund L'ds sold	998.61	"	11,248 64
Acres Free Lands sold	2,351.26	"	26,109 86
Total sales during the month	7,546.06	for	$83,838 40
To which add Town Lot sales			1,088 40
Total of all			$84,926 80
Acres land sold since Jan'y 1, 1862	51,969.80	for	$600,604 21
Acres sold prev'sly (net sales)	1,260,273.46	for	16,147,983 91
Total	1,312,243.26	for	16,748,588 15

Construction bonds canceled previous to June 30 .... $2,121,500 00
Cash collected in July 34,182 63
53,000 bushels corn received, in July, on hand.
Net collections to June 30, 1862... 4,244,607 85

Traffic Department.

Receipts from passengers		$82,293 45
" freight		153,136 50
" mails		6,358 34
" rent of road		5,333 33
" other sources		2,808 23
Total receipts for July, 1862		$249,929 85
Do. do. 1861		189,279 75

Increase $60,650 10

Original land grant, 2,595,000 acres; railway, 706 miles of main track, and 97 miles of sidings, 113 engines, 2,456 cars. Funded debt, $15,234,500.

The receipts of the New York and Harlem Railroad for July, 1862, were. $101,857 00
Do., 1861 .... 92,802 23

Increase $9,054 77

The earnings of the Michigan Central Railroad for July, 1862, were $172,188 80
Do., 1861 .... 123,377 30

Increase $48,811 50

The Michigan Southern Railroad earned in July, 1862 .... $181,000 00
Do., 1861 .... 126,000 00

Increase $55,000 00

The earnings of the Galena and Chicago Railroad Company in July, 1862, were 190,971
Do., 1861 145,389

Increase $45,582

The gain on the last week of July was $6,860.

The Chicago and Rock Island Railroad earned in July, 1862 .... $114,057
Do., 1861 88,992

Increase $25,065

The last week showed an increase of $7,107.

The Cleveland and Toledo Railroad earned in July, 1862 .... $69,938 00
Do., 1861 .... 56,134 00

Increase $13,804 00

The last week in July gave an increase of nearly $5,000. These are the highest July earnings since the road opened.

The earnings of the Hudson River Railroad for July, 1862, were $159,768 73
Do., 1861 .... 114,804 23

Increase $44,964 50

The earnings of the Toledo and Wabash Railroad for July were.

	1861.	1862.
Passengers	$13,782 05	$19,274 00
Freight	77,682 21	95,940 00
Total	$91,464 26	$115,214 00
Increase		23,750 00

The earnings of the St. Louis, Alton and Chicago Railroad for July, 1862, were ... $89,215 71
Do., 1861 .... 73,474 19

Increase $15,741 52
Total since Jan. 1st, 1862 .... $608,163 17
Same time, 1861 .... 513,356 41

Increase $94,806 76

The earnings of the Chicago and Northwestern Railroad for July, 1862, were $93 021 72
Do., 1861 .... 76,897 10

Increase $16,124 62

The earnings of the Milwaukee and Prairie du Chien Railroad in July, 1862, were.. $108,721 51
Do., 1861 .... 107,116 61

Increase $1,604 90

The earnings of the Buffalo, New York and Erie Railway, for July, 1862, were $58,180 55
Do., 1861 .... 46,413 75

Increase $11,766 81

The July business of the New York Central for the past ten years has been as follows:

July, 1853	$330,000	July, 1858	$158,000
" 1854	425,000	" 1859	504,000
" 1855	471,000	" 1860	544,000
" 1856	624,000	" 1861	523,000
" 1857	505,000	" 1862	748,000

Hudson River Railroad.

The earnings of this road for seven months ending July 31, 1861 and 1862, have been as follows:

	1861.	1862.
January	$223,157	$307,330
February	205,343	281,568
March	167,560	307,963
April	139,751	202,346
May	150,808	192,442
June	123,382	151,427
July	114,804	159,769
	$1,124,805	$1,603,845

Increase in seven months, $479,040.

Cleveland, Columbus and Cincinnati R. R.

The following is a comparative statement of the gross and net earnings of this road for the first six months of the past and preceding years:

	1861.	1862.
Gross earnings Jan. 1 to June 30	$504,459 61	$701,530 79
Expenses, interest and taxes	281,960 25	324,590 52
Net earnings	$222,499 36	$376,940 27
Dividend of 5 per cent.		237,310 06
Surplus		$139,630 21

—exhibiting an increase in gross earnings of $197,071 18; and in net earnings of $154,440 91.

Self-Acting Car Couplings.

Messrs. Editors of the
American Railroad Journal.

In looking over the business advertising in your excellent Journal I find no advertisement of "Self-couplers" for coupling railroad cars. I know that numerous contrivances of the kind have been patented, but I know of none in use, nor the names of the parties interested. Can you direct me to such parties?

"Chief Engineer."

The above comes to us in a letter from a well-known Civil Engineer of the West, and we call to it the attention of inventors and manufacturers o self-acting car couplings.

We have seen any quantity of devices of this kind, but we know of no particular one having such marked and conceded superiority over others as to be generally used. Neither can we call to mind the name or description of any such invention, to which to refer our correspondent, so little publicity has been given in the proper journals to the various plans which have been patented. If inventors or manufacturers of such articles who have printed circulars or lithographs, will forward one to us with a statement of the use and success of the device, we will convey the information to our correspondent.

(From the London Artizan, May, 1862.)

On Single and Continuous Straight Girders.

By Mr. Francis Campin.

After a few preliminary remarks upon the impulse given to the progress of bridge building by the introduction of wrought iron as a material for that purpose, the author proposed to explain a simple and practical method of proportioning the flanches of straight girders. The amount of strain upon any part of a straight girder, might be calculated to the greatest nicety by formulæ deduced from mathematical investigations, which, however, are generally too complicated to be practically available.

The curve of strain upon a girder simply supported at each extremity is a parabolic segment, which, however, may be closely approximated by a circular segment, hence the least area of any section of the flanches may be measured on the ordinates of a curve drawn as follows:—

Find the area at the centre of the girder, from which point lay off to scale at right angles to the girder, an ordinate representing such area, then describe a circle passing through the extremities of the ordinate and line of girder. It is desirable that the vertical scale of areas be as small as possible in proportion to the horizontal scale. The area of either flanch at the centre, including loss by rivets, may be found from the expression, $0.0313 \frac{w\,l^2}{d}$, where w = load in tons per foot run, l = space in feet, d = depth in feet, the result being the area in square inches.

One span of a continuous girder may be regarded as virtually divided into two or more parts, a central part acting as a girder supported at each end, and limited in length by the points of contra-flexure, which part may be treated exactly as any ordinary single girder as described above, and one or two end parts, of which each acts as a girder fixed at one end and free at the other, bearing an uniform load, w, per foot run distributed over its length, and a concentrated load at its extremity, equal to half the total load on the central part of the girder. The area at the point of fixture being found for either flanch from the expressions, $\frac{w\,x}{8\,d}$, where w = total load on half beam, and on central part, d = depth of girder, x = distance of point of contra-flexure from point of support = length of half beam. All that remains to be de-

termined is the value of x, which corresponds to a minimum area of the curve of strain.

The author then explained the process of finding x, which gives for a beam fixed at both ends, $0.25\,l$. And for a beam fixed at one end and supported at the other, $0.215\,l$.

In the case of a continuous girder, the values of the x's are assumed first as equivalent to one of the above quantities, and then reduced to give an equivalent of area over the points of support, whichever span such area is calculated from.

The author then proceeded to find the actual saving from the use of continuous girders, and from a calculation of numerous existent cases found that it sometimes amounted to 25 per cent. of the weight, averaging about 18 per cent.

These results were obtained from an empirical formula, for the weight of metal in a bridge, supposing single spans to be used, it is $\frac{b\ l^{2.25}}{10{,}000}$, giving the weight in tons, b = the breadth, and l = the span, both in feet, the quantity 2.25 being found from the expression

$$n = \frac{\log. w - \log. w' + \log. b' - \log. b}{\log. l - \log. l'},$$

in which w, b, l, w', b', l', are the weights, breadths, and spans for two cases; $n = 2.25$ was the mean result of solutions of the above equations. —*Proceedings Inst. Civil Engineers, Apr.* 10, 1862.

Interest and Dividends.

Holders of the second morigage bonds of the New York and Erie Railroad Company, extended to 1879, are notified that the interest due September 1, 1862, will be paid on that day on presentation of the proper coupons. It will be necessary for the holders of the bonds not thus extended to present them at the office of the company, where they can receive the principal and interest to September 1, 1862. The privilege of extending such bonds will cease at that date.

The Oswego and Syracuse Railroad Company have declared a semi-annual dividend of three per cent., payable on the 20th inst. New York stockholders will receive their payment from the transfer agent, H. A. Oakley, at the office of the Howard Insurance Company. Dividends not called for within thirty days can be collected at the Treasurer's office only, in Oswego.

The Naugatuck Railroad Company have declared a semi-annual dividend of two per cent., payable 15th instant.

The Pennsylvania Coal Company has declared a semi-annual dividend of 3½ per cent., payable on the 16th inst. The transfer book will be closed from the 13th to the 16th inst., both inclusive.

The Pacific Mail Steamship Company has declared a quarterly dividend of five per cent, payable August 22d. The transfer books will close on the 14th, and re-open on the 25th instant.

Horse Railways in Switzerland.

The horse railway from Geneva to Carouge, the first section of the lines of horse railways to be constructed in the Canton of Geneva, under the concession granted to Mr. Burn, C. E., was opened with the greatest success on June 19th. The opening of the line was celebrated by a local *fete* at Carouge, when 7,000 people were carried from Geneva and back. The fares on this line are the lowest ever attempted, and amount to a fraction more than three farthings per passenger per mile. This is the first line of horse railway that has been laid down on the continent on the American system. The rail used is a grooved rail of peculiar form, which presents no obstruction or inconvenience to the ordinary traffic of the roads.

FOREIGN TRADE OF NEW YORK.

Value of exports and imports and revenue from customs, at New York, for four years:

Years.	Exports.	Imports.	Customs Rev
1859	$106,443,600	$220,247,300	$34,899,800
1860	138,036,600	233,698,700	36,661,700
1861	150,386,500	224,394,200	28,223,100
1862	162,830,700	143,970,100	36,203,000

Value of exports, exclusive of specie, from New York to Foreign Ports for three fiscal years:

	1859-60.	1860-61.	1861-62.
First quarter	$17,637,200	$26,079,300	$30,075,900
Second quarter	18,733,800	33,845,200	31,917,800
Third quarter	20,727,100	33,477,700	32,075,600
Fourth quarter	22,840,800	33,123,500	29,798,300
Total	$79,938,909	$126,523,500	$133,867,600

Export of specie from New York to Foreign Ports for three fiscal years:

	1859-60.	1860-61.	1861-62.
First quarter	$24,728,500	$17,777,500	$30,400
Second quarter	11,789,400	2,833,900	956,400
Third quarter	4,212,300	1,463,600	8,906,400
Fourth quarter	17,367,500	1,785,800	19,069,900
Total	$58,097,500	$23,860,800	$28,963,100

Total value of exports from New York to Foreign Ports, for three fiscal years:

	1859-60.	1860-61.	1861-62.
First quarter	$42,465,700	$43,856,800	$30,106,300
Second quarter	30,526,200	36,679,100	42,874,200
Third quarter	24,939,400	34,941,300	40,982,000
Fourth quarter	40,108,300	34,909,300	48,868,200
Total	$138,036,600	$150,386,500	$162,830,700

Summary of exports to Foreign Ports for three years:

	1859-60.	1860-61.	1861-62.
Domestic merchandise	$70,249,800	$116,189,900	$128,764,000
Foreign, dutiable	6,354,100	6,111,200	4,315,500
Foreign, free	3,335,000	2,224,600	788,100
Total merchandise	$79,938,900	$126,525,700	$133,867,600
Specie	58,097,700	23,860,800	28,863,100
Total exports	$138,036,600	$150,386,500	$162,830,700

Exports from New York to Foreign Ports, for six months from January 1:

	1860	1861.	1862.
Domestic merchandise	$38,755,900	$61,477,400	$59,006,400
Foreign, dutiable	3,092,500	3,438,500	2,550,200
Foreign, free	1,719,500	1,685,300	318,300
Total merchandise	$53,567,900	$66,601,200	$61,874,900
Specie	21,579,700	3,249,500	27,976,300
Total exports	$65,147,600	$69,850,700	$89,850,200

Value of imports at New York from Foreign Ports, for three fiscal years:

	1859-60.	1860-61.	1861-62.
First quarter	$68,579,300	$67,081,000	$31,130,000
Second quarter	47,421,300	53,461,400	27,779,700
Third quarter	61,692,800	61,366,400	45,222,800
Fourth quarter	53,005,300	42,485,400	39,837,600
Total	$233,698,700	$224,394,200	$143,970,100

Summary of imports at New York from Foreign Ports for three fiscal years:

	1859-60.	1860-61.	1861-62.
General merchandise	$124,481,100	$107,005,600	$93,882,400
Dry goods	106,840,300	83,313,400	38,155,200
Total merchandise	$231,321,400	$190,319,000	$132,937,600
Specie	2,377,300	34,075,200	11,932,500
Total imports	$233,698,700	$224,394,400	$143,970,100
Withdrawals	29,657,000	36,262,290	45,295,700
Warehoused	38,523,600	54,498,300	36,082,400

Imports at New York from Foreign Ports for six months from January 1:

	1860.	1861.	1862.
For consumption	$79,945,700	$31,991,200	$46,639,600
For warehousing	20,894,900	28,672,000	23,682,300
Free goods	16,170,600	17,278,900	14,226,000
Total merchandise	$117,011,200	$77,942,100	$84,547,900
Specie	686,900	25,909,700	512,500
Total imports	$117,698,100	$103,851,800	$85,060,400
Withdrawals	14,315,700	19,374,100	24,052,200

Receipts of revenue from customs at New York for three fiscal years:

	1859-60.	1860-61.	1861-62.
June	$2,024,193	$885,062	$4,664,927
May	2,466,463	979,145	4,704,925
April	2,444,268	1,643,262	4,149,952
Qr. ending June 30	$6,934,924	$3,507,469	$13,519,804
Qr. ending March 31	10,754,755	7,067,765	11,543,584
Qr. ending Dec. 31	7,319,294	5,598,690	5,858,849
Qr. ending Sept. 30	12,002,767	12,039,102	5,270,797
Total	$34,011,780	$28,223,126	$36,193,034

Imports of Foreign Dry Goods at New York for the month of July.

Entered for consumption:

	1860.	1861.	1862.
Manufactures of wool	$9,700,030	$330,175	$2,484,944
" cotton	1,504,437	76,602	614,020
" silk	4,426,960	182,807	1,092,964
" flax	421,291	52,125	547,689
Miscellaneous dry goods	740,867	38,981	290,165
Total entered for consumption	$11,793,585	$680,690	$5,020,782

Withdrawn from warehouse for consumption:

	1860.	1861.	1862.
Manufactures of wool	$488,655	$181,141	$467,852
" cotton	175,232	70,275	414,218
" silk	133,646	87,976	430,369
" flax	40,700	39,207	222,343
Miscellaneous dry goods	14,924	7,289	210,743
Total withd. from warehouse	$853,157	$385,738	$1,745,525
Add entered for consumption	11,793,585	680,690	5,029,782
Total on market	$12,646,742	$1,066,428	$6,775,307

Entered for warehousing:

	1860.	1861.	1862.
Manufactures of wool	$447,232	$401,282	$338,222
" cotton	178,703	151,547	36,664
" silk	182,427	202,510	165,447
" flax	75,029	9,912	29,008
Miscellaneous dry goods	30,237	30,847	28,891
Total warehouse entries	$913,628	$796,197	$598,232
Add consumption entries	11,793,585	680,690	5,029,782
Total entered at the port	$12,707,218	$1,476,887	$5,628,014

[From the Civ. Eng. and Arch. Jour., April, 1862.]

Description of the Loch Ken Viaduct, Portpatrick Railway.

By E. L. J. Blyth, *M. Inst. C. E.*

This viaduct was situated on a curve of half a mile radius, and carried a single line of railway over the loch at an oblique angle, so that the width of the water-way was increased from 265 feet to 360 feet, the depth of the water at the point of crossing being 29 feet in summer. It consisted of 7 openings—three of 130 feet each in the centre, spanned by wrought iron girders of the bow-and-string form; two semicircular arches of masonry, of 20 feet span, in the abutments; and two openings of 20 feet each at the ends, provided with flat cast iron girders. Owing to there being scarcely any current, it was not deemed necessary to set the piers in the line of the loch, but they were placed at right angles to the viaduct, and each pair of girders was at a slight angle to the adjacent ones.

The foundations consisted of strong gravel, except in the case of the east abutment of the main openings, where a running sand was met with, and in this instance the lower courses of the masonry were laid on a bed of hydraulic lime concrete 2 feet in thickness. The two deep water piers were each formed of two towers, 8 feet in diameter, placed 8 feet apart, and connected above the water level by semicircular arches of masonry. For each tower of the piers a cast iron tube 8 feet in diameter, in six pieces, was sunk, the tubes being 36 feet and 42 feet in length for the east and west piers respectively. When the masonry was brought up to the surface, the upper castings of the tubes were removed. Around the piers 4000 cubic yards of loose rubble stone were deposited, so as to produce an artificially deeper foundation. The tubes when placed in position, sank from 1 foot to 2 feet by their own weight, until they reached the gravel and sand, where they remained quite firm. This formed a good test of the sufficiency of the foundation, as the weight of the tubes on their narrow edges was equal to from 8 to 9½ tons per square foot, while the total weight on the foundations of the finished structure, including the moving load, was only about 6¼ tons per square foot.

The method adopted in sinking the tubes was that of ordinary well-sinking. Two plate-iron screw-pans, of an inverted cone shape, were employed; one 2 feet in diameter at the top and 1 foot deep, and the other was only used for the harder portions of the excavation, 1 foot in diameter at the top and 1 foot deep. There were openings in the sides, covered with leather flaps, to prevent the material from escaping when the pans were filled. Three arms of round iron projected through the sides of the pans, and, being connected to a long rod with a cross handle at the upper end, the screw pans were worked by four men, and when full were raised by tackle. The larger pan raised about 1 cubic foot of material each time, and the smaller one about one-fourth of that quantity. By these means the tubes were sunk in some instances as much as 18 inches in one day, the minimum being 2 inches per day in the case of the north tube of the west pier, where large boulder stones were encountered, rendering necessary the use of a screw pick. When the tubes had been lowered the desired depth, concrete was deposited within them, varying from 12 feet to 18 feet in depth in each tube. On this concrete, ashlar masonry was laid, the cordon course being of granite in large blocks, for receiving the ends of the girders, which rested on wrought iron plates, laid on thick sheets of vulcanized india-rubber to lessen the effect of vibration.

The bow-and-string girders were each 136 feet 8 inches in length, and were segmental in form, the rise being 17 feet 6 inches, so that the segment was almost identical with a catenary curve, or the true curve of equal pressure. The sections of the upper and the under booms were identical. They consisted of a main plate, 24 ins. broad and ¾ of an inch thick, and of two channel irons, each 8 ins. by 4 ins. in section and ½ an inch thick, placed at a distance of 8 inches apart, between and to which the struts and ties, of the same sec-

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Exports from New York to Foreign Ports of certain leading articles of domestic produce for the first seven months of the year:

	1860.	1861.	1862.
Ashes, Pots, bbls.	10,119	8,724	5,859
Ashes, Pearls, bbls	1,886	1,786	1,263
Beeswax, lbs	157,700	183,368	88,549
Breadstuffs—			
Wheat Flour, bbls	713,081	1,484,599	1,780,733
Rye Flour, bbls.	5,197	6,557	5,581
Corn Meal, bbls	55,884	64,304	97,720
Wheat, bush	2,734,350	11,990,578	9,906,370
Rye, bush	100	257,842	938,457
Oats, bush	99,994	142,464	23,433
Barley, bush	8,280	1,000	22,128
Peas, bush.	....	95,065	86,079
Corn, bush	1,827,577	5,178,335	7,222,475
Candles, Mold. boxes	33,289	42,735	60,117
Candles, Sperm, boxes.	12,839	7,765	27,036
Coal, tons	24,138	15,868	61,318
Cotton, bales	115,589	149,360	6,956
Hay, bales	14,184	12,513	21,408
Hops, bales	887	10,299	4,827
Naval Stores—			
Crude Turpentine, bbls	37,893	21,565	....
Spirits Turpentine, bbls	38,370	18,618	337
Rosin, bbls	341,734	174,618	10,029
Tar, bbls	18,728	25,118	1,367
Pitch, bbls.	3,968	2,244	61
Oils—			
Whale, galls	222,509	214,836	825,462
Sperm, galls	426,665	718,149	379,432
Lard, galls	26,356	69,100	225,722
Linseed, galls	22,644	20,222	24,222
Provisions—			
Pork, bbls.	56,667	61,516	121 414
Beef, bbls.	21,468	18,955	18,091
Beef, tcs.	44,817	23,918	33,735
Cut meats, lbs	13,541,705	40,224,821	114.628,174
Butter, lbs.	4,910,863	7,332,567	10,803,847
Cheese, lbs.	9,164,583	14,276,884	14,287,010
Lard, lbs.	13,831,867	28,927,691	84,678,861
Rice, tcs	19,196	14,900	377
Rice, bbls.	19,925	13,275	4,726
Tallow, lbs	7,966,658	14,160,912	22,662,616
Tobacco, crude, pkgs	43,865	58,185	58,547
Tobacco, manuf. lbs	4,127,493	2,572,597	435,933
Whalebone, lbs	408,032	613,746	573,188

Of the foreign trade for the year ending 30th June, the part taken by New York was, in imports, 70.73 per cent., and of exports, 63.61 per cent., viz:

	Imports.	Exports.	Total Trade.
New York State	$237,402,726	$158,606,518	$396,009,244
Other States	98,247,427	90,738,395	188,985,822
Total United States	$335,650,153	$249,344,913	$584,995,066

The relative proportions between the State of New York and other States being as follows:

	Importations.	Exports.	Total Trade.
New York	70.73 per ct.	63.61 per ct.	67.61 per ct.
Other States	29.27 per ct.	36.39 per ct.	32.39 per ct
	100.	100.	100.

The imports from, and exports to, foreign countries, by each collection district of the State of New York, for the year ending 30th June, 1861, were as follows:

	Imports.	Exports.	Totals.
New York	$222,966,274	$150,691,451	$373,657,725
Oswego	5,864,130	2,351,160	8,215,290
Buffalo	2,573,322	642,992	3,216,304
Champlain	2,187,675	1,559,915	3,747,690
Niagara	1,900,271	2,594,818	4,495,089
Cape Vincent	753,113	320,112	1,073,225
Oswegatchie	675,917	198,183	874,100
Genesee	337,467	245,254	582,721
Sag Harbor	129,170	.....	129,170
Sackett's Harbor	15,387	2,643	18,030
New York State	$237,402,726	$158,606,518	$396,009,244
All others	68,247,427	90,738,395	188,985,822
Total U. S., 1860–61	$335,650,153	$249,344,913	$584,995,066

NEW YORK CANALS.

The quantity of flour, wheat, corn and barley left at tide-water, from the commencement of navigation to the 31st July, inclusive, during the years 1861 and 1862, was—

	Flour, bbls.	Wheat, bush.	Corn, bush.	Barley, bush.
1861	463,446	11,447,608	6,791,925	181,020
1862	701,515	11,834,939	7,570,633	373,091
Increase	238,069	387,331	775,708	192,071

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase of 355,535 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of July in the years indicated:

	1860.	1861.	1862.
Canal opened	April 25.	May 1.	May 1.
Flour, bbls	351,776	462,446	701,515
Wheat, bush	3,599,483	11,447,603	11,834,939
Corn, bush	6,455,432	6,794,925	7,579,633
Barley, bush	75,913	181,020	373,091
Oats, bush	3,294,874	2,244,548	1,650,385
Rye, bush	113,421	359,494	386,116
Beef, bbls.	4,511	332	11,250
Pork, bbls	5,825	3,397	119,587
Bacon, lbs	451,564	432,500	5,151,096
Butter, lbs	131,190	116,615	398,467
Lard, lbs	426,085	294,841	5,396,030
Cheese, lbs.	154,300	147,880	386,525

GRAIN TRADE OF BUFFALO.

The following is a comparative table of imports of grain into Buffalo, from the opening of navigation to August 1, in the years 1859, 1860 and 1861, and from January 1 to August 1 in 1862:

	Grain, bush.	Flour, bbls.	Total grain, including flour reduced to wheat.
1859	3,373,354	542,926	5,937,984
1860	9,695,863	388,003	11,635,878
1861	17,295,934	794,603	21,269,024
1862, 7 months	23,286,746	1,312,811	29,850,801

The canal exports of flour and grain from the opening of navigation May 1, to August 1 186 , will be shown by the following:

Flour, bbls	212,657	Oats	762,143
Wheat, bush	19,688,789	Barley	96,202
Corn, bush	9,020,364	Rye	349,192

The revenue from tolls collected at Buffalo is as follows:

May	$428,078 78	July	$443,055 30
June	407,505 05		
Total since opening, May 1			$1,278,639 13
Corresponding time in 1861			702,434 91
Corresponding time in 1860			442,344 74

tion of channel iron, were riveted. The transverse girders for carrying the roadway were 6 inches in depth at the ends where they rested on the channel irons of the under booms, and 15 inches deep in the centre. The middle web of these girders was ¼ of an inch in thickness, and there were angle-irons, three inches by three inches by half an inch in section, at the top of the web on each side. Every alternate girder projected 2 feet, from which T iron struts were carried up to the crossings of the diagonal bracing. The weight of the girders and roadway between the points of support was 88 tons, and of the ballast (2 inches in depth) 14 tons, making a total dead load of 102 tons; and taking the rolling load at 1 ton per lineal foot, the total load on one span would be 232 tons. The area of the upper boom was 33 inches, and of the under boom, exclusive of rivets, 27.04 inches. The distance between the centres of gravity of the upper and the under booms was 17.04 inches. The tensile strain on the under boom amounted to 4.04 tons per inch, and the compressive strain on the upper boom to 3.35 tons per inch. When the whole of the load was upon the girders there was no compressive strain on any of the diagonals, but there were tensile strains varying 3.4 tons to 7.5 tons, or equal respectively to 9 cwts. and 1 ton per square of section.

The author considered that the bow-and-string girder possessed advantages over the Warren or other lattice girders, with parallel top and bottom members; as in the latter class it was not possible to make the top and bottom members theoretically correct, without great labor and waste of material, and as owing to the great variation in the strains on the diagonals, it was necessary that they should be of varying dimensions, involving in some cases even different sections of iron.

The girders were built in position on staging, and the greatest amount of deflection of any one girder from its own weight was ⅜ths of an inch. Subsequently, when a locomotive engine, weighing 34 tons, was placed in the centre of each span, and afterwards was run over, first at 10 miles an hour, and then at 25 miles, the deflection amounted to from 3 16 to ¼ of an inch in each girder, there being no perceptible difference in either case. Finally when four engines were coupled together, so as to give a load equal to 1 ton per lineal foot, the deflection only amounted to from ½ to 5/8ths of an inch.

It was stated, that the total cost of this viadnct had amounted to about £13,000.—*Proc. Cir. Eng. Soc.*

Recent Organization of Railroad Companies in New York.

The following companies have been organized under the General Railroad Law of New York:

Albany Railroad Company		March 2, 1861
Brooklyn City and Ridgewood C'o		Feb. 1, 1861
Buffalo branch of Erie Railway Co.		June 13, 1861
Coney Island & Brooklyn R. R. Co.		Dec. 10, 1860
East New York and Jamaica	"	Nov. 22, 1860
East and North River	"	April 2, 1861
Erie Railway	"	June 25, 1861
Hudson and West Shore	"	Oct. 3, 1860
International	"	Feb. 15, 1861
New York	"	Jan. 11, 1861
New York and Lake Mahopac	"	Jan. 11, 1861
Port Morris and Westchester	"	April 2, 1861
Rome, Watertown and Ogdensburgh Railroad Co		July 10, 1862
Third Avenue & Fordham R. R. Co.		April 5, 1861
Utica and Black River	"	May 22, 1861
Van Brunt street & Erie Basin	"	Feb. 15, 1861

The articles of association of the Buffalo branch of the Erie Railroad have been filed; the portion of the Buffalo and New York City Railroad Company, lying between Attica and Hornellsville, having been sold under foreclosure of mortgage, on the 21st of March, a new company was formed under the name of the Buffalo Branch.

The Erie Railway Company was formed pursuant to chapter 169 of laws of 1860, and chapter 119 of laws of 1861—the New York and Erie Railroad having been sold under foreclosure of mortgage a new company was formed under that name.

Lehigh Canal.

Extract of a letter dated Manch Chunk, August 2, 1862, from the Superintendent and Engineer of the Lehigh Coal and Navigation Company: "We have now about 2,250 men employed on the repairs between Packer's Dam and Allentown. This is a larger force by about 300 men than we had between the same points before the turn-out. We have 230 men on the Deep Level and Lock No. 4, and 250 on the new Canal at Bowman's. By the end of next week we expect to increase the force at these points to 275 on the former, and to 350 on the latter. The water is, at this writing, lower than at any time since the flood, and the work throughout the line is progressing satisfactorily."—*Philadelphia Ledger, August 5.*

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Stockholders whose stock is registered at New York, will receive their Dividends at the office of DUNCAN, SHERMAN & CO.; those whose stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose stock is registered at Albany, at the ALBANY CITY BANK; those whose stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s. 1d. to the dollar.

The Transfer Books will be closed at the close of business on Thursday, the 31st day of July inst., and will be re-opened at New York, Albany and Boston on the morning of Saturday, the 23d day of August next.

8t30 JOHN V. L. PRUYN, Treasurer.

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IN accordance with the order of the District Court of Dubuque County, Iowa, you are hereby required to present your bonds, on or before the 8th day of October, 1862, at the office of the Dubuque and Sioux City R. R. Co., in Dubuque, for conversion into preferred stock of said company; otherwise the company will be under no obligation to convert the same.

July 12, 1862. 4t29 JAMES M. McKINLAY, Secretary, D. & S. C. R. R.

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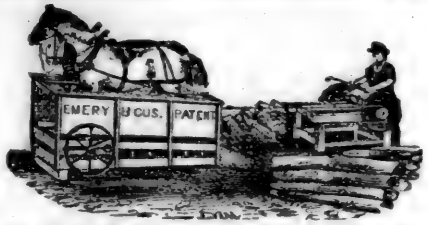
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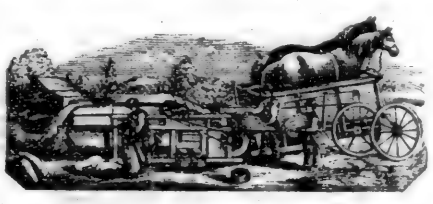
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PHILADELPHIA,

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RAILWAY TOOLS AND

MACHINERY.

MANUFACTURE to order, Locomotives of any Arrangement, Weight or Capacity. In Design, Material and Workmanship, the Locomotives produced at these Works, are equal to and cannot be excelled by any.

IRVING HOUSE,

NEW YORK,

BROADWAY AND TWELFTH STREET,

ENTRANCE, 45 TWELFTH STREET.

THIS House is now open for the accommodation of FAMILIES and TRANSIENT GUESTS, and will be conducted upon the **EUROPEAN PLAN.**

PROPRIETORS:

GEO. W. HUNT,
Late of the Brevoort House, Fifth Avenue.

CHAS. W. NASH,
Formerly of the Great Republic.



LEMUEL W. SERRELL,
SOLICITOR OF
AMERICAN & FOREIGN PATENTS,
No. 121 NASSAU ST.,
NEW YORK.

VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS,** etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price

Address HENRY BUTTAN,
Coburg, Canada.

THE GREAT FIRE IN TROY.

Unparalleled Triumph
OF
LILLIE'S SAFES!

The following certificates explain themselves:

TROY CITY BANK, May 21, 1862.

LEWIS LILLIE, Esq.—Dear Sir: I am sure it will give you as much pleasure to know as it does me to say, that in the recent fire of the 10th inst., which desolated our city and destroyed our Banking-house, the contents of our Bank vault, though the building itself was a heap of ruins, remained entirely unharmed. This result we attribute entirely to the fact that our old Wrought Iron Doors were, about two years since, exchanged for a set of your celebrated Chilled and Wrought Iron Doors and Frames. With the old doors, not a book or paper in the Vault could have been saved; as it is, nothing in it was even damaged, though exposed to the most intense heat.

Yours, respectfully, S. K. STOW, Cashier.

TROY, N. Y., May 14, 1862.

The undersigned, using **Lillie's Chilled and Wrought Iron Fire and Burglar Proof Safes,** at the time of the late disastrous fire in this city, would state that our safes were subjected to a severe test by fire, the heat varying in intensity, according to the locality and surroundings. The time they were exposed to the fiery ordeal, unprotected by water, varied from 24 to 72 hours. We would say that our money, papers, books, etc. were well preserved, and the Safes are suitable for further use. By comparison with Safes of other manufacture, equally exposed, we have no hesitancy in recommending Safes of Lillie's manufacture to the public on their demonstrated merit as entitled to unparalleled confidence as fire-proofs.

James Kenyon,
S. O. Gleason,
Percy & King,
McCoy & Beadle,
Coon & Van Valkenburgh,
S. S. McClure,
Ross & Smith,
Robert Green,
S. Bachelder,
Gates H. Barnard,
W. D. Haight,
Denio & Freiot,
Walsh, Petit & Anthony,
D. H. Snyder,
Jonathan Seaman.

Not dug out—nothing in them.

TROY, May 19, 1862.

The undersigned had one of **Lillie's Wrought and Chilled Iron Safes,** which went through the fire of the 10th of May. The Safe was exposed to a severe fire for over 24 hours. In falling it turned on its face, and when turned up to open the doors was red-hot. The back of the lower part of the Safe (behind the books) was filled with pennies, which, in falling over, pressed against the books, and brought them directly in contact with the doors. The wrappers on the pennies were mostly good. The books were unfit for further use, but the writing on them was partially legible and could be copied.

DUSENBURY & ANTHONY.

TROY, May 19, 1862.

This is to certify that we had in our store, in this city, when it burned, one of **Lillie's Small Safes,** which was in the fire, without water on the building or Safe. Most of the valuables were removed before the fire, and therefore we were not in haste to get the Safe out of the burning ruins. Some of the papers left in the Safe were legible when taken out, but most of them were charred.

I. M. SINGER & CO.,
Per G. W. BABCOCK, Agent.

This is to certify that the undersigned had one of LILLIE'S Patent Chilled Iron Safes in their store, which was burned during the late severe fire in this city, and we are happy to state, the Safe preserved all its contents in first-rate condition. All the papers were legible, and the books will do for further use, without even rebinding.

GRANT, NUTTING & CO.

The foregoing comprises all the Safes of my manufacture that were in the fire, and below will be found certificates from all the owners of Safes manufactured several years since, by World's Safe Company, who used my Patent Chilled Iron Shell, but not my Fire-Proof Cement.

WORLD'S SAFE COMPANY'S SAFES.

TROY, May 19, 1862.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire of the 10th inst., in this city, would state that our Safes were exposed to a severe heat, being confined in the burning ruins, unprotected by water, from one to three days. On opening the Safes the contents were mostly legible, and to a far greater extent than could be reasonably expected of any Safe. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectors against fire, and by this test we are prepared to recommend them as such to public patronage.

Lyman Bennett,
Flood & Dunham,
John Hutchinson,
Silliman, Matthews & Co.,
E. L. Mallory,
E. H. Virgil,
Sup't National Express Co.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire in this city, would state, that on opening our Safes the contents were mostly legible. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectives against fire, and we are happy to recommend them to public patronage.

W. & L. E. GURLEY,
R. L. & G. DRAKE,
LEONARD SMITH,
H. E. & W. ALENDORPH, Absent.

TROY, May 19, 1862.

To whom it may concern: We wou'd certify that when the recent fire broke out in this city, we took out from our Safe (which was made by World's Safe Company) all our books, papers, etc., and then left it to the flames without shutting the door, and the Safe will do for further use by being repaired, although the book case was destroyed by the door being left open through the fire.

ACKLEY & CO.

TROY, May 19, 1862.

The undersigned, using Safes manufactured by the World's Safe Company, at the time of the late disastrous fire on the 10th instant, in this city, would state that our Safes were filled with fire-brick for the fire-proof, and while several of this class preserved their contents, ours were considerably charred, and only part legible. In justice to Mr. LEWIS LILLIE, we are pleased to state that Safes of his manufacture proved to be powerful protectors against fire, and have preserved their contents, after having been exposed to the fiery ordeal, unprotected by water, from one to three days.

Stephen Holton,
Bennett, Strickland & Fellows,
Corless & House,
Luther Greenman,
E. W. Johnson,
J. H. Goodsell.

TROY, N. Y., May 17, 1862.

LEWIS LILLIE—Dear Sir: We were using at the time of the late severe fire of 10th inst., a Safe purchased in 1852 of the late World's Safe Company. The contents were considerably charred, but our Ledger is mostly legible, and we are able to copy it.

The Safe was subjected to a severe heat for over eighteen hours, and we are satisfied that if water had been thrown on the ruins, as is ordinarily the case, the contents would have come out uninjured. You will please repair our Safe, placing in it the improvements embraced in Safes of your manufacture, and oblige

SHELDON & GREENE.

N.B.—The above Safe is believed to have damaged the contents more than any of those named in this circular.

There were only seven Sheet Iron Safes, made by Herring and others, outside of the railroad depot, that were exposed to the fire, four of which were entirely burnt out; the fifth was saved by being early cooled off by water; the remaining two were not severely tested.

LEWIS LILLIE.

H. R. HUBBELL, Agent,
No. 198 Broadway, New York.

T. G. SELLEW,

MANUFACTURER OF

Desks and Office Furniture,

WAREROOM } No. 107 FULTON ST.,
Near Nassau, N. Y.

LIBRARY FURNITURE made to order.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

EDITED BY

HENRY V. POOR AND JOHN H. SCHULTZ.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, August 23, 1862.

Caboose Passengers--Accidents to--Companies liable for.

WHERE THERE IS NO APPARENT CAUSE FOR AN ACCIDENT IT IS A REASONABLE PRESUMPTION THAT IT ARISES FROM THE COMPANY'S NEGLIGENCE. WHEN A PASSENGER HAS A RIGHT TO LEAVE A TRAIN AND RESUME HIS JOURNEY UPON AN OTHER.

This action was brought by one Edgerton against the New York and Harlem Railroad Company to recover damages for personal injuries sustained by him while traveling in a caboose car upon that company's road, on the 29th of Feb'ry, 1859. As the train entered the village of Chatham Four Corners, and whi[illegible] plaintiff was seated in the after part of the [illegible]nd near the middle of it, the rear truck o[illegible] ran off the track; the car was twisted a[illegible]oken in two, the after part of it smashed in pieces, and the plaintiff thereby thrown from it, among the wreck of the car, receiving severe injuries. The defendants were in the habit of carrying passengers in this caboose car at regular and fixed rates of fare, the same rates as in passenger trains, and other passengers were in the car at the time of the accident. The train was going as the conductor stated from five to six miles an hour; as the engineer stated from five to eight miles an hour. The car was an old one, and a wagon maker testified that the timbers "were not strong, and were insufficient for the business." There was no explanation whatever offered for the cause of the accident; and the engineer testified that the cause was unknown to him. The plaintiff had paid his fare from New York to Albany, and taken a ticket at the office of the company. He left New York in one of the ordinary passenger trains, in which he rode to Hillsdale. On this train he gave up his ticket, and received a check from the conductor in exchange. He remained at Hillsdale on Sunday, and on Monday morning got upon this train, which was a freight train with no passenger car attached, except what is called a "caboose car," nto which the plaintiff got.

At the close of the testimony the action and complaint was dismissed upon the ground that negligence on the part of the plaintiff contributed to the injury, and that no negligence upon the part of the defendants was shown. The plaintiff then appealed to the Orange General Term of the New York Supreme Court. The following opinion was rendered, reversing the judgment of the court below, and ordering a new trial.

EMOTT, J.—There was some objection to recognizing his (the plaintiff's) right to be carried without paying fare upon the ticket or check which he had received in the other train, and his fare was at first demanded and paid. Subsequently the conductor returned him the money, and allowed him to ride in the train by virtue of his ticket. There was, however, no objection made to his getting on the train or being carried in it, at all. The only question was whether his ticket was good for that train, or whether he should be compelled to pay fare over again from Hillsdale to Chatham, or to Albany. That was a question which the company no doubt might have decided by any reasonable regulation, which they saw fit to make and publish upon the subject.

They were not bound to issue tickets which should be good for all their trains. They might restrict their tickets in terms to one train, or one day only. But after receiving a passenger on a train upon which other persons were carried for hire, demanding fare from him, then returning it and recognizing his ticket as evidence of a contract authorizing him to be carried without further charge, it is too late for the company to say that he was wrongfully there, or was guilty of any fault in leaving the ordinary passenger train and embarking upon this freight train. The allegation that the plaintiff was guilty of negligence in taking a seat in a freight car is at least equally inadmissible.

It was said that this was contrary to the rules of the company; but I do not perceive any evidence to that purpose, while the fact that passengers are transported by the company in this kind of conveyance, that the plaintiff was carried on board with others and fare demanded of him, and only returned because it had been already paid at the company's office, go directly to the contrary conclusion. This car was the means and the only means of transportation offered by the defendants on this train. The plaintiff might have supposed that it would be over-uncomfortable; but I am not aware of any reason why he should have believed it to be an unsafe method of travel. The defendants placed it upon their road, used it to convey persons, received compensation from those who rode in it, and from the plaintiff among others. It does not lie in their mouths to say that it was so manifestly dangerous that the plaintiff was guilty of negligence in getting into it to ride. There is nothing in the conduct of the plaintiff to prevent his recovering for his injuries, if these were sustained in consequence of any fault or misconduct of the defendants.

After all the evidence was in, the Judge before whom the cause was tried non-suited the plaintiff, no doubt because in his opinion such fault or misconduct was not shown. It appeared that when approaching Chatham, the car in which the plaintiff was riding, and which was the last car of the train, ran off the track, was dashed against a freight car which was standing upon the adjoining track, and broken in pieces, and the plaintiff was injured by the collision. There was some contrariety of evidence as to the rate of speed of the train at the time, but the weight of evidence undoubtedly is that it was going at very slow speed. At the place where it occurred, the track of the Hudson and Berkshire railroad crossed the

defendants' road, using what is known as a frog, at the passage of the rails. Whether the car was made to leave the track by any imperfection in this frog, or what was the cause of the occurrence, is left in doubt. There must have been some cause for such a result. It is not an incident to the ordinary motion of a properly constructed car upon a properly constructed road, that it should jump off the track and be broken in pieces, either according to the laws of mechanics or the rules of a carriers' duty. At least it was a question for the jury whether a vehicle would be overturned in such a way, without some assignable cause in itself, or in the track. There was some evidence tending to show that the immediate and entire disruption and distension of the car was occasioned by the feebleness of its materials, and it was a fair inference that the plaintiff's injuries were aggravated, if not occasioned, by its breaking to pieces as it did.

It will be observed that the testimony on both sides was concluded before the complaint was dismissed. The case does not, therefore, present precisely a question as to what the presumption should be, or where the burden of proof should fall, to establish negligence in such a case. The question is whether upon the whole case the jury would have been bound to find that the occurrence took place without any fault or negligence of the defendants in the construction or use of their road or their cars.

It is an elementary principle in regard to the duty and responsibility of carriers of passengers, that they are bound to carry safely those whom they undertake to carry, as far as human care and foresight will go. Where an injury is sustained by a passenger in consequence of anything in the construction or management of the vehicle or the machinery of transportation, the carrier is responsible, if any exercise of care or foresight would have prevented it. In the case at bar no evidence was given by the defendants, to explain the occurrence or show its occasion; nor was there any evidence of the exercise of any skill, or foresight or precaution in the preparation or examination of the vehicle or the track, except the very slight evidence of the belief of the conductor and the engine driver on the train, that they were in good order, and the fact that no accident had hitherto occurred to that car, or at that place. The responsibility of a railroad company extends to all the means employed in transportation. Not only the motive power and the vehicle, but the track upon which they run, are prepared and provided by them, and are in their exclusive control and charge. When a collision occurs, or a vehicle is overturned or destroyed, they are at least better able than any one else to explain how it took place. I do not say a presumption necessarily arises from the fact that the railroad company do not explain or account for such an occurrence, that they are to blame. That is not necessary at present. But when it is proved that a car running at a very moderate speed went off the track, and coming in collision with a stationary object, was dashed in pieces and destroyed, it is not an unjustifiable or an unreasonable inference that this was occasioned by some defect in the construction of the car or road, or both. It was for the defendants in the present case to show that they had used every means which skill and prudence could dictate, to see that their road was in perfect order, and their cars constructed of the best materials, and in the most approved manner. Upon such evidence it would be for the jury to say whether the overturn of the car was unavoidable by human skill, or whether if due precaution had been taken it would have occurred; and whether if the car had been properly built it would have been destroyed as it was, and the plaintiff thus seriously injured, even if it had left the track. When no cause is directly or positively assigned by the evidence for such an occurrence as that by which the plaintiff was injured, we are not required nor allowed to presume that it inevitable. It is a more legitimate inference that it was occasioned by some defect in the vehicle or track. Whether that defect could have been discovered and remedied, was a question for a jury. We are of opinion that this case should have been left to the jury, under proper instructions. The nonsuit was erroneously granted and it must be set aside and a new trial ordered.

Subsequently a new trial was had in this case, and a verdict rendered by the jury awarding the plaintiff $4,500 damages. A motion was made for a new trial by the company which motion was denied by a Special Term; and this judgment was affirmed by the General Term, which held that a company cannot escape liability because the passenger was transported in a freight train and in a car not especially constructed to carry passengers, where it appears that he was so carried with the knowledge and consent of the company: notwithstanding the 40th section of the general railroad law; when there is no proof that there were any printed regulations of the company posted up in the train, and there were no passenger cars attached.

Our City Passenger Railroads.

The City Avenue Railroad Stocks continue in high favor, and most of them are scarce on the market. The Third, Sixth and Eighth stocks are largely above par, and quoted as follows:

Third-avenue Railroad Shares.....180 per cent.
Sixth-avenue Railroad Shares.....135 "
Eighth-avenue Railroad Shares.....150 "

The shares of the Second-avenue have ruled below par, say 70 *a* 80 per cent., owing to the temporary suspension of quarterly dividends last year from the general depression on the breaking out of the war; but these, it is expected will soon be resumed, after placing the equipment and station property of the road in the most complete condition. The capital is $650,000. The Funded Debt is $450,000. The finances of the concern are rapidly taking shape for steady quarterly dividends hereafter, like the other Avenue roads, and the traffic daily improving to a point which will justify liberal returns upon the Stock, besides the prompt payment of interest upon the mortgages.

New Railroad System of M. L. D. Girard—Sliding Cars.

This new method, which is said to have attracted the attention and excited the astonishment of the Emperor, so that he condescended to take a ride on the modal road 40 yards long; and which is, of course, occupying the attention of all journals, appears to consist in this: The cars are supported upon hollow sleigh-runners, from which water is forced under a pressure sufficient to lift the weight almost entirely off the rails: the escaping water moreover lubricating the rail. A water turbine is the mode of propulsion suggested, but it is not precisely stated that this was the mode used in the *immortal* experiment. M. Girard says that his last experiments gave a friction of 4.3 kil. (9.48 lbs.) per ton (about 1.236); while, so soon as the water was shut off the friction rose to 550 kil. (1102.37 lbs.) (about ½). Now, according to Gen. Morin's experiments, the friction with water as a lubric is about ¼. It appears, therefore, that the hydraulic pressure was sufficient to lift 59-60ths of the weight. Make the calculation for an ordinary railroad train, freight or passengers, and see what is the practical value of this "*most important discovery.*"—*Journal of the Franklin Institute.*

Terre Haute and Richmond Railroad.

This company was chartered on the 6th of January, 1847, with authority to construct a railroad from "some point on the western line of the State of Indiana, through Terre Haute, Greencastle and Indianapolis, to Richmond in the county of Wayne." The capital was fixed by the charter at $800,000, in $50 shares, but might be increased at the discretion of the directory. By subsequent arrangement the portion of the line east of Indianapolis was abandoned, and constructed by the Indiana Central Railroad Company. On the 20th December, 1848, the first division of the road, extending from Terre Haute to Greenville, 20 miles, was put under contract. The second division of 20 miles from Indianapolis was commenced on the 20th December, 1849, and the intermediate division on the 10th May, 1850. Track laying was commenced at both ends of the line in the fall of 1851, and on the 16th February, 1852, the road was so far completed as to permit of the passage of trains and was fully opened during the ensuing spring. By resolution of the directors in 1855, the construction account was closed and since that time all improvements and additions to equipment have been charged against income.

The road is 73 miles in length extending from Terre Haute to Indianapolis, Indiana. The equipment consists of 18 locomotives; 17 passenger, 6 baggage, 103 freight, 30 stock, 71 coal, 48 platform, 37 gravel ond 13 hand cars.

Capital stock authorized *ad libitum*, in $50 shares—paid in $1,381,450, on 27,629 shares.

Funded debt, $230,000, described as follows:

1st mortgage 7 per cent. coupon bonds (convertible), $230,000—issued 1st March, 1851, and payable, principal 1st March, 1866, and coupons semi-annually 1st March and 1st September, in New York. Total issue $600,000, of which $370,000 has been converted into stock.

Floating debt—none.

Cost of road and equipment, $1,611,450—no detail. This amount includes the investment of $25,641 in the Union track and depot at Indianapolis.

Operations in Transportation Yearly.

	Miles run by trains.				
Y'rs.	Pass'gers.	Freight.	Wood.	Gravel.	Total.
1857	131,171	83,163	8,506	36,427	259,717
1858	136,169	75,063	7,138	36,372	254,742
1859	122,070	75,466	8,845	27,797	234,178
1860	141,461	107,196	12,413	22,964	284,034
1861	125,972	98,501	12,698	18,536	255,707

Passengers Transported Yearly, 1853-'60.

	Number of Passengers.		
	Through.	Local.	Total.
1853	32,155	56,666	88,821
1854	42,832	68,306	111,138
1855	55,322	65,141	120,463
1856 (11 mos.)	123,007	66,742	189,749
1857	102,715	72,926	175,641
1858	66,260	63,163	129,423
1859	57,428	67,645	125,073
1860	54,647	71,944	126,591
1861	42,009	62,593	104,692

INCOME ACCOUNT FOR THE YEARS ENDING—

	31st December,				30th November,					
	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.
Passenger	$64,707	$109,131	$145,923	$180,194	$319,076	$280,177	$189,097	$173,008	$172,804	$139,678
Troops	.....	.....	.....	.....	.....	.....	.....	.....	.....	26,438
Freight	36,464	58,245	81,515	91,833	194,612	170,424	164,614	154,178	199,303	175,115
Coal	.....	.....	.....	.....	.....	14,956	9,490	10,314	13,137	13,863
Express, mail, etc.	4,773	10,600	12,555	15,485	17,647	15,714	17,073	19,797	19,355	22,598
Total earnings	$105,944	$177,976	$239,993	$287,512	$531,335	$481,271	$380,274	$357,297	$404,599	$377,692
Train expenses	$17,125	$26,512	$25,298	$28,318	$39,690	$60,644	$53,799	$49,816	$55,184	$51,199
Road repairs	7,000	12,985	18,912	21,016	64,886	65,593	48,241	44,679	38,999	31,200
Rolling stock do.	1,905	9,556	15,424	23,109	24,349	44,978	42,594	36,667	44,026	42,503
Buildings do.	.....	.....	.....	314	4,049	5,884	1,978	1,556	1,668	1,777
Depot expenses	2,876	5,283	8,532	9,833	12,724	18,102	15,045	16,178	17,060	17,175
Loss and damage	900	1,405	1,151	2,294	2,464	3,112	2,023	2,106	877	2,743
Salaries	3,529	9,450	10,219	10,733	9,475	9,100	5,300	5,300	5,700	6,085
Agencies, etc.	1,162	1,140	1,133	2,193	2,195	2,671	5,148	6,267	8,312	7,097
Construction, etc.	.....	.....	.....	.....	.....	65,109	18,698	9,574	15,392	1,729
Total expenses	$34,498	$66,331	$80,669	$97,810	$159,838	$275,193	$193,826	$175,143	$187,218	$161,508
Net earnings	$71,446	$111,645	$159,324	$189,702	$371,497	$206,078	$186,448	$182,154	$217,381	$216,184
Interest paid	$25,586	$43,822	$40,963	$35,291	$28,474	$16,950	$18,052	$14,426	$18,245	$20,321
Dividends	25,294	55,256	90,860	96,180	125,342	163,374	137,645	138,895	138,145	138,145
Taxes	.....	4,428	3,823	6,084	629	6,256	7,252	7,646	5,739	5,453
Construction	.....	.....	.....	.....	.....	.....	.....	.....	2,202	8,970
Surplus to next year	20,566	8,139	23,678	52,147	217,052	19,498	23,499	21,187	53,050	43,295
	$71,446	$111,645	$159,324	$189,702	$371,497	$206,078	$186,448	$182,154	$217,381	$216,184

ABSTRACT OF BALANCE SHEET, 1ST JANUARY, YEARLY.

	31st December,				30th November,					
	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.
Construction	$1,311,672	$1,414,285	$1,439,681	$1,478,526	$1,585,809	$1,585,809	$1,585,809	$7,585,809	$1,585,809	$1,585,809
Union track	13,226	21,241	25,641	25,641	25,641	25,641	25,641	25,641	25,641	25,641
Stocks and bonds	12,137	11,400	20,650	20,650	22,775	26,555	26,555	26,030	120,570	121,548
Real estate	.....	.....	.....	.....	2,601	2,601	2,601	12,601	11,801	11,600
Material and fuel	.....	.....	.....	.....	36,223	55,981	56,800	48,536	46,037	48,902
Bills receivable	.....	9,504	.....	.....	.....	61,749	66,588	79,915	78,795	75,745
Sundries	4,320	5,916	5,934	5,937	.....	.....	3,802	10,053	4,879	7,479
Treasurer	11,465	8,241	24,524	50,402	138,839	78,317	79,194	78,839	96,850	99,077
	$1,353,020	$1,470,587	$1,516,430	$1,579,155	$1,811,888	$1,836,653	$1,846,990	$1,867,424	$1,970,382	$1,975,801
Share capital	$632,387	$738,650	$924,100	$974,800	$1,294,450	$1,361,450	$1,376,450	$1,381,450	$1,381,450	$1,381,450
6 per cent. bonds, '55.	63,100	28,600	.....	.....	.....	.....	.....	.....	.....	.....
7 per cent. bonds, '66.	600,000	600,000	456,000	422,000	317,000	250,000	235,000	230,000	230,000	230,000
Bills payable	1,283	38,774	32,642	28,121	125	125	.....	.....	46,648	.....
Sundries	10,390	35,858	51,306	49,704	82,356	82,765	69,353	69,696	72,784	73,763
Surplus account	45,860	28,705	52,382	104,530	117,957	142,313	166,187	186,278	239,500	290,588
	$1,353,020	$1,470,587	$1,516,430	$1,579,155	$1,811,888	$1,836,653	$1,846,990	$1,867,424	$1,970,382	$1,975,801

COST OF ROAD, MILEAGE, EARNINGS, EXPENSES, ETC., YEARLY.

Years.	Cost of Road and Equipm't.	Miles of Road.	Gross Earnings. Passengers.	Freight.	Mails, etc.	Total.	Operating Expenses.	Earnings less Expenses.	Dividends. Am't.	Rate.
1852	$1,324,898	73.00	$64,707	$36,464	$4,773	$105,944	$34,498	$71,446	$25,294	4
1853	1,435,526	73.00	109,131	58,245	10,600	177,976	66,331	111,645	55,256	8
1854	1,465,322	73.00	145,923	81,515	12,555	239,993	80,669	159,324	90,860	10
1855	1,502,166	73.00	180,194	91,833	15,485	287,512	97,810	189,702	96,180	10
1856	1,611,450	73.00	319,076	194,612	17,647	531,335	159,838	371,497	125,342	10
1857	1,611,450	73.00	280,177	185,380	15,714	481;271	275,193	206,078	163,374	12
1858	1,611,450	73.00	189,097	174,104	17,073	380,274	193,826	186,448	137,645	10
1859	1,611,450	73.00	173,008	164,492	19,797	357,297	175,143	182,154	138,895	10
1860	1,611,450	73.00	172,804	199,303	32,492	404,599	187,218	217,381	138,145	10
1861	1,611,450	73.00	166,116	175,115	36,461	377,692	161,508	216,184	138,145	10
Total	$15,396,612	730.00	$1,800,233	$1,361,063	$182,597	$3,343,893	$1,432,034	$1,911,859	$1,109,136	94
Average (10 y.)	1,539,661	73.00	180,023	136,106	18,259	334,389	123,203	191,185	110,913	9.4

The Suez Canal.

According to accounts received from Mr. D. A. Lange, the Suez Canal works continue to be pushed with vigor. The breakwater at Port Said, which presented some difficulties, is now completed, and vessels are able to discharge their cargoes in all weathers. The jetty is being continued. Between the break-water and the shore there remains about 1,800 yards to fill up, and the cargoes of large stone blocks daily sunk in the sea from the quarries at Mex are sensibly diminishing this distance. On land the progress in excavating the canal is alleged to be greater than is generally imagined. 25,000 men are engaged along the line, and the average quantity of earth removed is 550,000 cubic yards per month. It is expected, therefore, that the works will soon be sufficiently advanced to allow the waters of the Mediterranean to flow into the basin of Lake Timsah. Meanwhile a town is being constructed at Timsah, and workmen are employed in laying down the foundations for the quays intended for vessels to load and unload. The inland port of Timsah is to serve as a coaling and watering station for vessels passing through the canal, also for re-victualling, repairing, and careening. The stores along the different stations contain sufficient provisions to feed 50,000 men. Lately a regular direct line of steamers has been organized between Alexandria, Port Said, and Marseilles. The first trial took place on the 22nd of June, by the steamer Bizantin, and she unloaded 150 tons of merchandise at Port Said in 12 hours, although the weather was boisterous.—*London Times.*

Horse Railroads.

The Wason Manufacturing Company of Springfield, Mass., have contracted to furnish seven cars for the line of horse railroad between Hartford and Wethersfield. The length of the road is about four and a half miles, commencing at a point near the Spring Grove Cemetery, Hartford, and terminating at the Congregational Church in Wethersfield. The contract for the construction of the line has been made, we understand, with a

Mr. Munson, of New Haven. A vigorous effort will be made to have the road completed and in running order by the 1st of October.

Freight Tariffs and Classifications.

A number of engineers and others connected with railroads in Cuba and South America have recently applied to us for information on the charges for, and classification of, freight adopted on our leading lines. Railroading is now so completely a matter of experience, and the system of the North and West is so consolidated through agreements made by their managers, that the differences in point of classifying freight are unimportant. We subjoin that of the New York Central as a sample. Spirits of turpentine, burning fluid and varnish are taken only at the owner's risk. Gunpowder, friction matches will not be received for transportation at all.

FIRST CLASS.

Agricultural Implements, by special contract.
Bath Tubs.
Baskets, twice first class rates. Books.
Batting, Blinds, Bonnets.
Boots and Shoes, Bread, Buffalo Robes.
Brushes and Brooms, Broom Corn pressed.
Billiard Tables boxed, owner's risk.
Bird Cages, boxed, twice first class rates.
China Ware, in boxes.
Carriages, well boxed, twice first class rates, owner's risk.
Cabinet Ware, set up and boxed, twice first class rates.
Cabinet Ware, knocked down, and well boxed, first class rates.
Cards, Carpeting, Corks, Confectionery.
Chairs, boxed, twice first class rates,
Cigars, boxed and strapped.
Cassia in mats, Caps.
Cotton Waste.
Covers and Seives, Clocks and Weights.
Demijohns, owner's risk, twice first class rates.
Dry Goods, in boxes, bales and trunks.
Empty Barrels.
Furniture, set up and boxed, twice first class rates.
Furniture, knocked down, well boxed, first class rates.
Furnitnre, not boxed, only taken by special contract.
Furniture, second-hand, well boxed, accompanied by passengers.
Farm Wagons, in pieces. Fire Crackers.
Feathers, Furs. Figs, in drums.
Fish, (fresh) prepaid.
Garden Seed, Glass Ware, Window Glass.
Grapes, in kegs.
Hides, (dry) loose.
Household Goods, (not Furnitnre) well boxed.
Hair, in sacks. Hats and Caps.
Ink, in glass.
Indigo, India Rubber Goods.
Iron Castings, light, loose, under 300 lbs. each piece.
Leather, loose, Liquors, in glass.
Lemons, sacked.
Looking Glasses boxed, owner's risk breakage.
Machinery, unboxed. Metallic Coffins.
Marble, manufactured, owner's risk.
Mattresses, twice first class rates.
Mouldings and Picture Frames.
Mats and Rugs.
Measures and Tubs, Moss, in sacks.
Musical Instruments.
Mineral Water, in glass.
Nuts, in single sacks.
Oysters, in kegs and cans (fresh).
Oranges, sacked. Oil, in glass.
Paper Hangings, not boxed.
Pickles and Preserves in glass.
Pill Boxes, in casks or boxes, twice first class rates.
Palm Leaves, Peltries, Printing Presses.
Piano Fortes, owner's risk.
Porter and Ale in glass,
Paintings and Pictures, well boxed.
Plate Glass, (owner's risk breakage).
Printed Matter in sheets, boxed.
Quicksilver, in iron flasks.
Rattan, Russia Bristles.
Refrigerators.
Steam Boilers, 30 feet and under.
Sleighs, boxed, twice first class rates.
Snuff in jars. Sewing Machines, boxed.
Steam Boilers, over 30 feet, 1½ first class rates.
Scythe Snaths, Scales and Scale Beams, not boxed.
Stoves, owner's risk.
Sweet Potatoes, Sizing, Stove Pipe.
Stove Plates, owner's risk, Stationery.
Traveling Bags.
Trunks—Tin Ware, boxed, Twine.
Trees and Shrubbery, boxed, owner's risk.
Trees and Shrubbery, baled, 1½ first class rates, owner's risk.
Toys, boxed, 1½ first class rates.
Umbrellas, Veneering, not boxed.
Wagons, children's, not boxed, twice first class rates.
Wagons and Hobby Horses, knocked down, in boxes and crates.
Wagons and Hobby Horses, boxed, 1½ first class rates.
Wax, Wine, in boxes or baskets.
Whips—Whalebone, Wheelbarrows.
Wooden Ware, Wagon Felloes and Bows.
Willow Ware, twice first class rates.
Woolen Yarn. Wadding. Wire Cloth.

SECOND CLASS.

Antimony, crude. Apples, dried.
Baking Powders, Bed Cord, Bags, Bells.
Bagging. Bottles. Beeswax Butter.
Boiler Felting.
Brimstone, boxes or kegs.
Burlaps, Berries. Blue Vitriol.
Candles. Cotton Yarn. Cocoa Matting.
Cast Iron Grain Mills. Carpet Lining.
Caster Oil in cans or cases.
Copper and Brass Vessels, in boxes or casks.
Cream Tartar in boxes or kegs. Cocoa.
Coffee, ground, in boxes or barrels.
Capstans, Cassia, in bags or boxes.
Clove Stems, in sacks. Chocolate.
Cotton Waste, pressed in bales.
Copper, in plates, sheets, bolts, pigs, wire, nails and rods.
Camphene, Varnish and Burning Fluid owner's risk leakage.
Cheese, in boxes and casks.
Caloric Engines.
Clover and Grass Seed. Copper Bottoms.
Crockery, in boxes or barrels.
Congress and Bedford water, in boxes or barrels.
Chain, cotton, woolen and hempen.
Cutlery, Chair Stuff, in rough.
Domestic Sheeting, Shirting, Ticking, and Denims, in original bales.
Drugs and Medicines.
Dye Woods, in bags or barrels.
Duck, Deer Skins, pressed.
Emery. Extract Logwood.
Flax Seed, Flax, boxed.
Gas Fixtures, boxed.
Ginger, Glue, Gum Copal.
Groceries, assorted, not otherwise specified.
Grass and Clover Seed.
Guns, Rifles and other firearms.
Hair, pressed.
Hemp and Shingle Machines.
Hides, dry, in bales, Honey, Hops.
Hemp Carpet. Hollow Ware.
Herrings, in boxes, Hemp, boxed.
Isinglass.
Iron, hoop and sheet. Ink, in casks.
Leather, in rolls and boxes.
Liquor, in wood.
Lead, in pipe, bar and sheet.
Lamp Black, in casks or bbls. Linseed.
Licorice, stick or root.
Lithographic Stones, owner's risk.
Machinery boxed.
Mustard Seed, in bags or casks.
Moss, pressed in bales.
Nuts, in double sacks, casks or bbls.
Oakum, Oil Cloth.
Plumber's Materials, in boxes or casks.
Porcelain Ware, in barrels or boxes.
Paints, in boxes and cans, not otherwise specified.
Palm Leaf, pressed. Prunes, in casks.
Printer's Ink, in kegs or barrels.
Paper, in boxes, Paste Board.
Printing Paper, Peaches, dried.
Paper Hangings, in boxes. Pipes.
Pins, in original boxes.
Rubber Car Springs, loose.
Rubber Packing and Hose.
Raisins, strapped. Rags, in sacks.
Saddlery, Scythes, Stove Blacking.
Sardines, in boxes, Shoe Pegs, in bbls.
Sheep and other Skins, in bales.
Shot in bags—Sugar, in bags.
Scales and Scale Beams, boxed.
Seeds, not otherwise specified.
Snuff in casks, bbls. or boxes.
Soap, Castle and fancy.
Starch in less than 100 boxes.
Shingle Machines.
Tobacco, in bales.
Tobacco, cut, in barrels or boxes.
Tow, boxed, Type, Tea.
Veneering, boxed.
Wood, in shapes. Wrapping Paper.
Willow Reeds, in bundles. Wool.
Yarn Carpet, pressed in bales.
Zinc, in rolls and sheets.

THIRD CLASS.

Axes. Anvils, Ale and Beer, in wood.
Black Lead, in bbls. or boxes, Boiler Flues.
Brass and Pewter Faucets. Barilla. Bones.
Bark and Cob Mills. Binders' Boards.
Cotton, square bales. Chain, loose.
Cider, in barrels or hhds. Coffee Mills.
Copper, in boxes and casks. Copying Presses.
Carriage Springs, Axles and Boxes.
Cream Tartar, in bbls. and hhds. Crucibles.
China Ware, in casks. Currants dried.
Dye Woods, in sticks. Dates.
Epsom Salts, in barrels.
Figs in casks or boxes.
Forks, hay and manure.
Gum Shellac, original packages.
Hardware, Hooks and Hinges.
Hoofs and Horns, Hides, green. Hoes.
Herrings, in kegs.
Iron Castings, in boxes.
Iron Safes, Iron Railing. Iron Facings.
Iron Shutters. Junk, Jute.
Lead, in casks or pig. Lime, in casks.
Lightning Rods, in bundles.
Madder, in hhds. Millstones, finished.
Marbles, in casks or boxes. Manilla.
Mahogany, in board, plank, or scantling.
Nails and Tacks, in boxes. Nails, in bags.
Oysters, kegs and cans, pickled.
Porcelain Ware, in casks or hhds.
Pickles and Preserves, in cans.
Pepper and Spices, in bags.
Pumice Stone, in cks. Rubber Belting.
Rubber Car Springs, in boxes or casks.
Spelter, Shot, in kegs. Sand Paper.
School Slates, boxed. Split Peas.
Shovels, Spades and Scythes, in boxes.
Scythe Stones. Shoe Blacking, in bbls.
Tin Foil in boxes.
Vinegar. Wire Fencing.
Wood Screws, in casks or boxes.
Wire, not otherwise specified.

FOURTH CLASS.

Axle Grease. Anchors.
Alum, in barrels and hogsheads.
Bleaching Salts, Burr Blocks. Barytes.
Brimstone, in bbls or hhds. Bath Brick.
Borax, in barrels or boxes. Barley.
Coffee, in double sacks. Chain Cable.
Coffee, single sack, owner's risk. Clay.
Chain, in casks, Cements, Chalk.
Car Wheels and Car Axles, Chickory.
Crockery, in crates and hogsheads.

Copperas, in bbls. or boxes.
Earthen and Stone Ware, in crates and hogsheads. Earth Paints.
Fish, pickled and dry salted. Fence Wire.
Guano. Grindstones.
Gambia, in bags or casks. Gas Pipe.
Gunny Bags, in bales.
Honey, in casks or barrels.
Horse Shoes, in packages.
Iron, bar, pig, band and boiler.
Iron Nuts and Rivets.
Iron Bolts and Washers, in boxes or casks.
Iron Castings, heavy, 300 lbs. and upwards, each piece.
Iron Castings, in casks.
Licorice, mass, in boxes or mats.
Locomotive Tire.
Marble, in blocks, Molasses.
Millstones, in rough. Mahogany Logs.
Marble, sawed, owner's risk breakage.
Nails and Spikes, Nail Rods.
Oysters and Clams in shell, in barrels, owner's risk.
Oil in hhds. or bbls.
Plaster.
Pickles, in bbls. or cks. Putty. Pitch.
Railroad Chairs and Spikes. Rope. Rice.
Railroad Iron. Roofing Iron in boxes.
Rosin, Rigging, Rags, pressed, in bales.
Salt, Sugar, except in bags. Soda Ash.
Spirits of Turpentine.
Starch, 100 boxes and over.
Stone, unwrought. Sumac. Saltpetre.
Soda, in kegs, bbls, casks or boxes.
Saleratus, in kegs, bbls, casks or boxes.
Salt Cake. Steel, Soap, common.
Tobacco, in hhds., unmanufactured.
Tar, Tin, Tobacco, in boxes or kegs.
Tallow, Telegraph Wire. Terre Japonica.
Volute Car Springs, boxed.
Water Pipes, Whiting. Wire Rope.
Wool, foreign, pressed.
White Lead and Zinc Paints, dry and in oil.
White Lead and Zinc Paints, in cans or kegs, boxed.
Zinc, Sheets, in casks or cases.

The four great East and West lines have agreed upon similar rates between this city and the principal places at the West. These through charges differ from those on the merely local business of each road, being adopted to avoid the evils of competition. We select the rates of freight in cents per 100 lbs. from New York to the following named places by rail, classified as first, second, third and fourth:

	1st class.	2d class.	3d class.	4th class.
Buffalo	75	58	42	23
Dunkirk	80	61	45	25
Cleveland	100	78	57	33
Columbus	123	96	70	41
Cincinnati	140	110	80	46
Louisville	168	133	98	59
Indianapolis	146	114	84	48
Detroit	105	85	65	38
Chicago	149	117	85	50
Galena	187	149	112	72
St. Louis	193	153	113	68

The distances to these places are not given, because they will be found to vary according to the route selected by the forwarder. Taking that to Buffalo at 450 miles we find that the rate for first class freight is one-sixth; for the second one-eighth; for the third, about one-eleventh, and for the fourth, one-twentieth of a cent per mile.

Respecting the rates for *local* freights we take the following from the table of the Pennsylvania Railroad Company. The distances given are reckoned from Philadelphia. The sixth column shows the charge on flour per barrel, and the seventh that on salt or plaster per ton of 2,000 lbs., when taken in car loads:

	Miles.	1st class.	2d class.	3d class.	4th class.	Flour.	Salt, etc.
Lancaster	71	23	20	17	14	24	2.00
Columbia	83	25	21	18	15	28	2.10
Harrisburg	112	30	25	20	15	30	2.10
Altoona	243	71	56	46	36	72	5.35
Pittsburg	360	71	56	46	36	72	7.20

The rates are the same in both directions.

The annexed rules and regulations adopted by the same company for conducting their freight business will be valuable to many railroad men:

PENNSYLVANIA RAILROAD COMPANY'S RULES AND REGULATIONS FOR CONDUCTING THE FREIGHT TRAFFIC.

1. Agents are not allowed to deliver goods unless the freight is paid. The terms of the Company are cash in advance for prepaid freights, and other freights payable on delivery.

2. Articles at the rates mentioned in the Freight Tariff will be taken by the freight line of cars *only*.

3. All goods and merchandise will be at the risk of the owner after their delivery at the depot to which they are consigned, and must be removed within twenty-four hours of the time of the arrival.

4. The Company will not be responsible for leakage of liquids, breakage of glass or queensware, breakage of looking glasses, glass show cases, picture frames, stoves, castings, or hollow ware, or for injury to furniture, unless the same be proven to have occurred by the neglect or carelessness of the Agents of the Company; nor for injury to the hidden contents of packages; nor for the loss in weight or otherwise of grain and coffee in bags, or rice in tierces; nor for the decay or freezing of perishable articles; nor for damages arising to any article carried, from the effects of heat or cold; nor for the loss of nuts in bags; or of lemons or oranges in boxes, unless covered by canvas; or loss or damage to goods occasioned by Providential causes, or by *Fire* from *any cause whatever*, while in transit or at stations. Nor will they guarantee any special dispatch in the transportation of freight over their road or between any local stations on the road.

5. The Company will not be responsible for merchandise, unless receipted for by a duly authorized Agent.

6. All articles must be clearly marked with owner's name, and the station to which they are to be forwarded, and must be in good order when received. Agents receiving goods not in proper condition for shipment, will be responsible for losses; also, for all mistakes of delivery, shipment, or otherwise.

7. Goods in bundles will not be considered as properly packed, and this Company will not be responsible for any loss or damage of parts, or the whole of such packages.

8. Bags containing grain will be returned without charge, but at owner's risk.

9. When articles are designed, after transportation upon this Railroad, to be forwarded by some other Company, or an individual, to their final destination, the duplicate receipt furnished by the consignor must specify the same, and the articles be marked accordingly. This Company will not be responsible for such articles after they are delivered to consignee or connecting line.

10. All articles will be at the risk of the owners, at the several Way Stations and Platforms, where Depot Buildings have not been established by the Company, from the moment such articles are delivered as directed or marked, or until taken into the cars, as the case may be. A release to this effect will be required from shippers of freight to such Stations before goods are shipped.

11. All packages will be subject to charge for cooperage, when necessary.

12. No allowance will be made for deficiency of lemons or oranges, if not covered with canvas.

13. To avoid error, each box, bale, bag, package and cask of merchandise, carried by actual weight, must have the same marked thereon, and errors in overweight of any articles will not be corrected after removal from the Company's possession.

14. The conveyance of *Gunpowder* and *Friction Matches* is strictly prohibited.

15. *Specie* will be transported by the Passenger trains only, under the care of the owner, or his authorized agent, at the rate of $1 per $1,000.

16, Machinery, Furniture, Stoves, Agricultural Implements, and all similar articles, when not packed in boxes, will always be at owner's risk of breakage, from handling or any other cause, and when transported for a short distance, will be at measurement or special rates. Articles of extraordinary bulk or unusual length will be carried by special contract.

17. Grain, Feed, and similar articles, in bulk, will not be carried except at the risk of the owner, by whom it must be loaded and unloaded. *No allowance will be made on delivery for any alleged deficiency in measurement.*

18. Releases for articles carried at owner's risk will be required from the shippers.

19. When articles are sent to places where the Company has no Agent, the Freight must always be paid in advance, and the charge will be the same as to the next more distant station, at which the Company has a *Freight Agent*. Agents will manifest direct to all points named in this Tariff. Goods destined for points on the road not named in this Tariff, will be manifested to next more distant point named, and charge made as above—noting on manifest where the goods are to be left.

20. One day only will be allowed for loading and unloading cars, unless a special agreement to the contrary be made in writing; and whenever a car is suffered to remain unloaded for twenty-four hours, unless otherwise agreed, a charge will be made for the use of the car while standing loaded, at the rate of $5 per day for each eight-wheeled car.

21. The cars of individuals, if made to connect with those belonging to the Company, and constructed in a safe and substantial manner, (to be approved by the Superintendent,) will be carried at the rate of three cents per ton of 2,000 lbs. per mile for the lading, and one cent per mile for each pair of wheels. A brakesman will be required with every six cars.

22. The cars of the Company, are not used for local business on any other road, *except by special contract with the General Superintendent.*

SPECIAL RATES.

Packages.—No single lot or package will be carried for less than 25 cents any distance. First class rates at actual weight will be charged when the amount at this rate exceeds twenty-five cents.

Carriages must be securely protected from liability to injury from fire, chafing, or exposure to the weather; when so protected, they will be carried at double first class rates, actual weight, at owner's risk.

Coal Oil will be carried at special rates.

Grain, in bags or bulk, by full car loads of 18,000 lbs., will be carried at the convenience of the Company at a rate per 100 lbs. equal to one-half the charge for a barrel of flour, according to the above table. Always provided, that grain in bulk, by car loads, consigned to parties in Philadelphia, shall be taken from the Depot of the Company, or from Broad and Market Streets, by the consignee, to private siding or warehouse, and the empty cars to be returned within twenty-four hours, at their expense and risk of loss in measurement. Grain in less quantities than car loads will be charged fourth class rates.

LIVE STOCK.

Live Stock must be loaded and unloaded by the owners, at their risk and expense, and will be carried at first class rates, in car loads, at the owner's risk of all injury to their animals, from suffocation, maiming themselves or each other, and of escape; or will be carried at reduced special rates, in car loads, when shipped entirely at the owner's risk under a release to the Company; a tariff of which rates and conditions are always to be seen at the different Stations of this Company, and at Railroad Stations throughout the west. In order to obviate all grounds of complaint of the crowding of Live Stock, the owner or his agent must de-

termine how many of them to put into one car, and agree to pay for not less than *the weights specified on special tariff for transportation of Live Stock*, the Company reserving the right to charge for the actual weight of such load if it should exceed these limits. Owners or drivers will be taken on the train to attend to their stock, free of charge, but at their own risk of personal injury from whatever cause; and they must be subject to the direction of the Conductor of the train.

A single Horse, Mule, Ox or Cow, will not be rated less than 4,000 lbs., and every additional animal 2,000 lbs. until it amounts to the price per car load.

Hogs, Sheep, Lambs, and Calves, in small lots, will not be rated at less than 5,000 lbs.; when over 5,000 lbs., actual weight will be charged until it amounts to the price per car load.

Illinois Central Railroad.

The earnings of the Illinois Central Railway for the month of July were $249,929—by far the largest earnings for July in the history of the road. The July earnings for six years have been as follows:—

July, 1857....	$189,099	July, 1860....	$196,000
July, 1858....	124,299	July, 1861....	189,279
July, 1859....	139,102	July, 1862....	249,920

The road is now, almost for the first time in its history, out of debt; every dollar of floating debt has been paid off, and no more money will go to pay for renewals or commissions on loans. The funded debt is now $15,234,000 on 700 miles of railway, and 1,200,000 acres of land yet unsold. The farmers who have settled on the lands of the company are paying up, partly in money and partly in grain, with very remarkable regularity. The receipts for July were $34,182 in money and 50,000 bushels corn.

Condition and Value of Railroad Property in the United States.

The most noticeable, and perhaps most important feature in commercial and monetary affairs, is the steady appreciation in the value and price of the railway property of the country. The earnings of our roads for the present year will vastly exceed those of any former one. This is owing to the increased capacity for production of the Northern States, and to a fortunate demand abroad for their great staples. The past decade, as we have before observed, has been one of preparation; the present will be one of realization. We had first to supply the conditions by which the labor of our people, wherever they might happen to be situated, could be made uniformly productive and profitable. This has been done, and the industry of the nation, that was only a short time ago employed in the construction of our public works, is now almost solely employed in supplying traffic to them. In the mean time, the population of the country has vastly increased, while processes for the abridgment of labor have been multiplied in ten fold greater ratio. All these causes combined have added, almost beyond computation to the wealth of the country. The measure of this increase is the volume of its internal commerce, which is not only beyond all previous experience, but rests on the most solid foundations.

The traffic of the railroads of the North, for the present year, will be greatly increased by the demand abroad for breadstuffs, of which, fortunately, we have very abundant crops. Every arrival from abroad gives us higher and higher quotations for food. The dearth in other countries will be fully made good by the plenty in our own. Our railroads consequently have a clean field before them for a year at least. The demand will continue till another crop, while that now being gathered at home, will require a year for its transportation to market. During the past year, for the first time, the traffic of our railroads was very large for every month in the year. It never before presented such a degree of uniformity. This was owing to the uniformity of demand abroad for our products. The demand now existing will cause a steady flow outward, the year round, adding not only very largely to the earnings of our roads, but diminishing the expenses in ratio to receipts, by a better distribution of business. This uniformity is particularly noticeable in the earnings of the Erie and New York Central Railroads, a large portion of the increased earnings of which, during the past year, were in the Winter months.

We are accustomed to refer, but we think erroneously, a portion of the increased earnings of our railroads to the closing up of the Mississippi. We think they would have been much larger, had that river been open, from the greater activity of the internal trade of the country. The annihilation of the trade of one-third of it, has greatly diminished that of the portion in which it has been uninterrupted. The closing of this great outlet, fortunately did not seal up the interior to commerce, as artificial outlets came in good time to supply the place of the great natural one. Should this continue closed, the increased productiveness of the Northwest will so far help to make up the injury and loss sustained, as to render it hardly noticeable, although with active internal commerce in every portion of the country, the general result would, of course be vastly greater than that we now witness.

The increased value of railway property is fully reflected in the advance in the market value of their shares and bonds. In very many instances, these have, within the year past, advanced fully one hundred per cent. This appreciation in actual value has exerted a most salutary influence over the public mind of the North, depressed and disturbed as it was by the existence of a civil war of the most formidable proportions. With nearly everything to depress confidence and hope, the constant improvement in our material welfare was a most fortunate circumstance—one, the value of which cannot be overrated—as the material strength of a people is the basis of all others. As our people went along they soon saw that they had nothing to fear, either in reference to their physical condition, or in a lack of means wherewith to prosecute the war. Reverses caused only a temporary depression in the public mind, as it was felt that these only arose from a lack of appreciation of the nation's strength—an error which time would correct before this strength should be materially weakened. Every loss consequently has been instantly repaired, and every defect only served to show the, till then, latent strength and power of the loyal States.

An incidental, but at the same time powerful element in maintaining confidence at home, has been the demand that has existed abroad for food. It was a guarantee that pacific relations with other countries would be maintained. Nations, at the present time, do not rush into wars with want staring a large portion of their population in the face. The better our railroads were employed, consequently, the less likely was the traffic to be interrupted by any violent measures. The market value of their shares and securities was thus influenced by the two most powerful causes that can operate upon the public—very large earnings, and the prospect of pacific relations with those nations whose wants were a great source of the increased profits of the former.

As large as has been the advance in the market value of railway property, it has been, in most cases, by no means equal to the increase in intrinsic value. This is not strange considering the low rates to which prices had fallen, and the causes for a long time operating to depress prices. The advance in the aggregate has already equalled hundreds of millions. It takes the public a long time to investigate the vast number of securities upon the market, and to subject their value to substantial tests. These are every day demonstrating the value of some security hitherto neglected, but of real merit; so that with fluctuations somewhat violent which, considering the events of the day we must expect, prices will advance to rates that will be regulated by the prevailing prices for money, instead of depreciating, as they have done upon extraordinary circumstances that had little or nothing to do with their real value.—*Hallett's Financial Circular.*

Railroad Earnings--Monthly.

The approximate earnings of the Pittsburg, Fort Wayne and Chicago Railway during the month of July ultimo, compared with the same period last year, were as follows:

From—	1862.	1861.
Freights	$154,830 53	$104,216 85
Passengers	72,586 34	58,009 65
Express	2,700 00	2,700 00
Mails	7,825 00	7,825 00
Rent of railway	7,083 33	7,083 33
Rents	202 75	170 50
Miscellaneous	445 14	424 05
Total for July	$245,673 09	$180,429 38
Earnings, Jan'y 1, to June 30	1,684,350 68	1,376,421 48
Total earnings to July 31	$1,930,023 77	$1,556,850 86

Increase for July, $65,243 71, or 36.1 per cent.
Average increase to July 31, 1862, 24 per cent.

The earnings of the Norwich and Worcester Railroad for July were as follows:

	1861.	1862.
Passengers	$9,378 35	$12,853 77
Freight	16,287 73	19,641 77
Total	$25,666 08	$32,495 54
Increase		6,829 46

The earnings of the Erie Railway for July, 1862, were $587,009 97
Do., 1861 372,705 59
Increase $214,304 38

Tonnage of the Lake Districts.

The following statement exhibits the total tonnage of the several Lake Districts, on the 30th June, 1862:

Districts, etc.	Total Tonnage.
Burlington, Vt.	7,774.19
Champlain, N. Y.	1,791.71
Oswegatchie, "	7,332.53
Cape Vincent, "	5,228.70
Sack's Harbor, "	888.55
Oswego, "	55,552.41
Genesee, "	2,981.84
Niagara, "	774.48
Buffalo Creek, "	108,224.00
Dunkirk, "	4,274.26
Presque Isle, Erie, Pa.	7,369.09
Cuyahoga, Cleveland, O.	82,518.87
Sandusky, "	15,850.24
Toledo, "	5,468.70
Detroit, Michigan	66,887.89
Michillimackinac, "	4,747.59
Chicago, Ill.	85,748.66
Milwaukee, Wis.	28,048.19
Total Tonnage	500,456.90

The Grand Total Tonnage of the United States exceeds 5,000,000 tons.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec :				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western :				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence :				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	96½
" "	700,000	6	1880	99
" "	1,128,500	6	1875	100
" "	1,000,000	6	1867	97
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	85
2d Mortgage	157,000	7	1870	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie :				
1st Mortgage coupon	2,000,000	7	1877	90
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	106
Income ⅓ in '59, ⅓ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	100
Mort. (chgd from Sterl'g)	883,000	5	1864	100
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa :**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Central of Georgia :				
Mortgage	86,067	7	1863	----
Central of New Jersey :				
1st Mortgage	1,400,000	7	'65-'70	108
2d Mortgage	600,000	7	1875	100
Central Ohio :				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	64
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75, and '77)	788,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	110
Consolidated 2d Mort. (S. F.)	813,000	8	1890	108
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	103
Chicago and Northwestern :				
1st Mortgage (preferred)	1,250,000	7	------	95
1st Mortgage (general)	3,600,000	7	------	66
Bonds issued for coupons of do.	756,000	7	------	----
2d Mortgage	2,000,000	6	------	31½
Appleton Extension Bonds	184,000	7	------	----
Flagg Trust Bonds	245,000	8	------	----
Cincinn., Hamilton and Dayton :				
1st Mortgage	394,000	7	1867	100
2d Mortgage	950,000	7	1880	100
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning :				
1st Mortgage	850,000	7	------	90
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	96½
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	91
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	82
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	61
Clev., Columbus and Cin. :				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	299,000	7	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	1872	65
†Junction 2d Mortgage	221,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	1863	75
Junction Income	27,500	7	1862	----
C. and T. Income Mortgage	104,400	7	1863	75
C. and T. Income (convertible)	174,000	7	1864	----
C. and T. Income (convertible)	256,000	7	1864	----
C. and T. Dividend (convert.)	151,495	7	1865	75
C. and T. Income (convertible)	39,000	7	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	1885	96
Columbus and Xenia :				
Dividend (due 1860, '61, '62, '66)	115,900	---	var.	93½
Connecticut River :				
Mortgage	250,000	6	1878	----
Connecticut and Passump. Rivers :				
1st Mortgage	800,000	6	1876	‡95
Cumberland Valley :				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60) :				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware :				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	108
1st Mortgage (E. Extension)	1,499,000	---	1875	108
2d Mortgage	2,516,500	---	1881	105
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000	---	------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	275,000	6	var.	100½
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	450,000	6	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Galena and Chicago Union :				
1st Mortgage Coupon	1,971,000	7	'62-'63	102½
1st Mortgage (Extended)	22,000	7	1882	104½
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	93½
***Great Western, Ill. :**				
1st Mortgage Eastern Division	1,000,000	10	------	----
" Western "	1,350,000	7	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	47
Land Security	5,000,000	7	1881	26
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster :				
New Dollar Bonds	661,000	6	1883	103
Hartford and New Haven :				
1st Mortgage	927,000	6	1873	99
Housatonic :				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69-'70	106½
2d Mortgage	2,000,000	7	1860	100
3d Mortgage	1,840,000	7	1875	94
Convertible	1,002,000	7	1867	89
Illinois Central :				
Optional Right bonds	38,000	7	1868	----
Construction	10,796,500	7	1875	98½
Construction	4,115,000	6	1875	98½
Eight per cent. bonds	326,000	8	1865	----
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60) :				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville :				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	1870	103
La Crosse and Milwaukee :				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	----
2d Land Grant (Western Div.)	353,600	†	------	21
3d Mortgage (whole road)	1,700,000	†	------	21
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort :				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami :				
Mortgage (Coupon)	1,300,000	6	1883	80
Long Island :				
1st Mortgage	500,000	6	1870	92
Extension Bonds	175,000	7	1890	100
Long Dock Co. :				
Mortgage Bonds	500,000	7	1882	----
Mortgages on Land	473,809	7	------	----
Louisville and Frankfort :				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville :				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester :				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis :				
Mortgage	600,000	7	1861	83
Marietta and Cincinnati :				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston :				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarksv. and Louisv. :				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	1869	108
1st Mortgage (S. F.), convertible	4,434,000	8	1882	108
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	904,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	85½
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	101
Detroit and Toledo	684,000	7	1876	86½
1st General Mortgage (S. F.)	3,030,000	7	1885	101½
2d General Mortgage	2,572,000	7	1877	91
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	95
1st Preferred stock	1,060,000	---	------	90
2d Preferred stock	1,020,000	---	------	74
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,880	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	99
Preferred Stock	1,175,000	10	------	118
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4 '8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1880	----
New York Central:				
Premium (S. F.) Bonds	7,562,000	6	1883	104½
Funding (S. F.) Bonds	1,553,000	7	1876	109½
Stock Exchange (S. F.) Bonds	680,000	6	1883	104½
Real Estate (S. F.) Bonds	166,000	6	1883	104½
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	104
Convertible Bonds	970,000	7	1876	110½
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	104½
New York and Erie:				
1st Mortgage	3,000,000	7	1867	109½
2d Mortgage	4,000,000	7	1864	108½
3d Mortgage	6,000,000	7	1883	102½
4th Mortgage	4,900,000	7	1880	92⅞
5th Mortgage	1,792,500	7	1883	88
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	107
2d Mortgage	1,000,000	7	1864	101
3d Mortgage	862,300	7	1867	83
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	85
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	70
2d Mortgage	3,077,000	7†	1861	3
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	78
Chattel Mortgage	360,000	10	1883	101½
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage	4,990,000	6	1880	104½
2d Mortgage	2,421,000	6	1875	100½
2d Mortgage Sterling	2,126,400	6	1875	----
State Works Bonds	7,100,000	5	------	87½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859–'70–'75)	365,000	6	var.	----
3d Mortgage (1862–'70–'72)	378,000	6	var.	----
Special Mortgage (1865–'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	----
" 1836, "	192,000	5	1880	99
" 1849, "	3,103,600	6	1870	96
" 1861, "	436,000	6	1871	----
" 1843, "	1,548,300	6	1880	101
" 1844, (convertible)	863,000	6	1880	100½
" 1848, "	124,000	6	1880	99
" 1849, "	83,000	6	1880	102
" 1857, "	3,586,500	6	1886	84½
" 1856, "	1,475,000	7	1886	89½
Bonds and Mortg's—real estate	592,200	---	------	----
Preferred Stock	1,551,800	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittab'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	94½
2d Mortgage	5,100,000	7	1911	78½
3d Mortgage	2,000,000	7	1911	53
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$380,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,008	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	33
2d Mortgage	937,500	7	1883	1½
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	91
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	94½
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
*St. Louis, Alton & Terre Haute:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	92½
2d Mortgage (convertible)	2,000,000	7†	'68–'70	90
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	93
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	93
2d M. (Toledo and Wabash)	1,000,000	7	1869	70½
2d M. (Wabash and Western)	1,500,000	7	1899	70½
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Dollar Bonds	802,000	6	1875	----
Albany City Bonds	1,000,000	6	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	85
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	109½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance (incl. all other assets and liabilities).	Total.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								ALABAMA.														
30 Jun. '60	65.0	—	—	50.6	—	—	—	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	—	101,102	37,866	—	—
28 Feb. '59	30 3	—	—	58.1	2	2	19	*Alabama and Mississippi*	461.505	30,991	—	335,010	109,500	21,632	518,965	30 3	—	55,791	31,852	—	—
31 May '60	109.6	—	—	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	—	207,626	111,232	—	—
30 Jun. '59	57.0	—	—	171.3	—	—	—	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	—
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	—
1 May, '61	469.3	13.5	—	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	—	—	—	—	—	—	1,402,858	695,370	—	—
29 Feb. '60	88.5	28.4	—	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	—	505,156	260,269	6	—
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	—	—	—	—	—	—	—	—	—	—	—	—	—
								ARKANSAS.														
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '58	38.5	—	—	107.5	—	—	—	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.														
30 Dec. '60	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	—	230,251	104,594	—	—
								CONNECTICUT.														
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	—	23.8	45,543	77,028	34,866	16	—
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,378,922	122.4	252,906	359,147	149,477	—	—
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	142
31 Dec. '60	74.0	—	—	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	—
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	—
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	—	—	—
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	—
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,136	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	—
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,849	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	439,850	808 060	301,979	—	—
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	—	66.4	—	288,512	108,626	—	48
								DELAWARE.														
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '61	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	—	22,308	7,915	6¼	—
								FLORIDA.														
— — '62	154.2	—	—	150	—	—	—	*Florida*	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	—	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	—	—	—	*Fla., Atlantic and Gulf Central*	—	—	—	—	—	—	—	—	—	—	—	—	—
— — '62	100.0	3.9	10.0	153.5	—	—	—	*Pensacola and Georgia*	—	—	—	—	—	—	—	29.4	—	—	—	—	—
								GEORGIA.														
30 Jun. '60	86.7	—	—	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	—	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	—	—	—	Atlantic and Gulf—M. Trunk	—	—	—	—	—	—	—	30.0	—	—	—	—	—
31 Dec. '60	53.0	—	—	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	—	53.0	—	168,988	95,612	—	—
30 Apr. '60	43.5	—	—	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	—	—	—	31.6	—	—	—	—	—
30 Nov. '60	191.0	—	—	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	—	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	—	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	—	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212.676	19	72
31 July '59	50.0	—	—	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	—	202,714	110,516	8	—
1 May, '58	68.1	—	—	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10.200	180,621	1,473,140	71 6	—	—	—	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	—	—	388,853	13	—
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	—	832,343	454,541	—	—
								ILLINOIS.														
31 Dec. '61	220.0	—	—	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	—	10 000,000	220.0	—	1,098,465	452,698	4	—
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	—	1,514,478	242.564	—	85½
31 Dec. '58	45.0	—	—	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243.282	135,284	—	—
1 Apr. '62	242.0	—	—	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	—	849.719	414,828	—	—
31 Mar. '62	181.8	—	—	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	68
10 Nov. '58	33.2	—	—	—	—	—	—	Fox River Valley	580.000	*	—	—	580,000	—	—	84.0	—	—	—	—	—
31 Dec. '61	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.5	1,123,454	1,720,396	811,185	5	74
31 May, '61	175.0	—	—	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	—	175.0	—	485,943	181,529	—	—
31 Dec. '61	454.8	252.5	—	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,023	2,965,766	1,150,903	—	62½
— — —	—	—	—	81.5	—	—	—	Illinois River	—	—	—	—	—	—	—	—	—	—	—	—	—
— — —	148.0	—	—	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	—	148.0	—	—	—	—	—
— — —	46.6	—	—	—	—	—	—	Peoria and Bureau Valley	—	—	—	—	600,000	—	—	ope	by Chic.	& R. Is.	125,000	—	—
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	—	—	—	—	—	—	—	—	—	—	—	—	—
— — '58	186.0	—	—	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	—	186.0	—	—	—	—	—
31 Dec. '58	100.0	—	—	—	—	—	—	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000.000	100 0	oper.by	Bur. &	Quincy	—	—
— — —	1.0	—	—	—	—	—	—	Rock Island Bridge	—	—	—	—	—	—	—	oper	by Chic	& R. Is.	—	—	—
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	—	823,767	—	—	—
								INDIANA.														
— — —	108.0	—	—	—	—	—	—	Cincinnati and Chicago	2,080,436	*	—	1,106,679	1,006,125	—	—	108.0	—	—	—	—	—
— — —	29.0	—	—	73.0	—	—	—	Cincinnati, Peru and Chicago	—	—	—	—	—	—	—	29 0	—	—	—	—	—
31 Aug. '57	109.0	—	—	—	—	—	—	Evansville and Crawfordsville	2,233.413	*	2,750	986,061	1,219.100	51,772	2,283,748	109.0	—	249,867	119,342	—	—
31 Dec. '60	72.4	—	—	—	19	15	374	Indiana Central	1,667,039	274,081	26.641	610,050	1,178,000	40,550	2,108,011	109.0	364,122	400,397	133,009	—	58
31 Dec. '58	89.8	20.2	—	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	—	448,858	230,834	9	20
31 Dec. '60	84.0	—	—	—	—	—	—	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37.219	2,031,942	84.0	—	277,952	119,745	—	—
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1.553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	—
— — '59	64.0	—	—	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	—	—	—	—	—
1Dec. '60	86.0	49.0	—	—	23	—	—	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,503	99,080	—	—
— — '58	288.0	—	—	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	—	645,827	371,40	—	—
— — '58	74.0	—	—	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	—	—	—	—	—
30 Nov. '61	73.0	—	—	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,976,801	73 0	325,707	377,692	216,184	10	120
								IOWA.														
1 Jan. '58	75.5	—	—	201.5	—	—	—	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	80.0	—	—	—	—	—
31 Dec. '59	86.0	—	—	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	—	86 0	7 mo's.	85,239	46,771	—	—
31 Dec. '61	111.0	—	—	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	—
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	—	—	—	245,000	755,000	—	—	—	—	—	—	—	—
1 Jun. '58	38.5	—	—	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	—	38.5	11 mo's.	458,821	21,356	—	—
1 Jun. '59	11.2	—	—	57.3	—	—	—	Keok., Mt. Pleasant and Musc.	746,703	*	—	548,216	414,000	60,452	1,022,668	11.2	—	—	—	—	—
— — '59	55.0	52.6	—	312.0	—	—	—	Mississippi and Missouri	4,198,000	*	—	—	—	—	—	107.6	—	—	—	—	—
								KENTUCKY.														
31 Oct. '59	80.0	—	—	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	—	426,408	227,534	—	85
30 Jun. '57	20.0	—	—	113.0	—	—	—	Lexington and Big Sandy	604,024	*	—	sold, 1859,	for $26,0 00.	—	—	20.0	—	—	—	—	—
— — '58	13.0	—	—	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	—	13 0	oper.by	Cov. &	Lex.	—	—
30 Jun. '61	29.0	—	—	—	13	10	230	Lexington and Frankfort	591,121	52,300	—	514,433	130 000	—	735,31:	29.0	—	108,944	43,267	—	80
30 Jun. '61	65.1	—	—	—	—	—	—	Louisville and Frankfort	1,383.526	126,735	6,540	1,104,687	414.519	—	1,649,551	65.1	244,773	245.911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,550,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,12.	—	—
— — '59	18.8	—	—	70.2	—	—	—	Maysville and Lexington	—	—	—	—	—	—	—	18.8	oper.by	Cov. &	Lex.	—	—
								LOUISIANA.														
— — —	22.0	—	—	—	—	—	—	Clinton and Port Hudson	750,666	*	—	—	—	—	—	22 0	—	—	—	—	—
— — —	27.0	—	—	—	—	—	—	Mexican Gulf	662,911	*	—	—	—	—	—	27.0	—	—	—	—	—
31 Dec. '60	80.0	—	—	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206.0	—	—	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	—	2,665,000	1,150,717	—	206.0	—	1,232,624	555 424	—	—
31 Aug. '60	53.7	—	—	135.3	—	—	—	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108.434	1,710,819	53.7	—	—	—	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412			180,497	300,000	75,000	.....					—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	.....
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	169,475	245,348	115,732	6	104
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '61	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	65½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	26
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,500	100,000		600,000			601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*		1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,783	7	93½
31 May, '61	74.3	8.8	49.7	—	32	54	606	Boston and Maine	4,300,849	*	465,758	4,076,974		86,655	.....	118.3	.....	776,065	315,071	6½	113
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	132,720		.....	61.8	.....	588,871	272,429	8	119
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000		126,104	.....	83.6	.....	928,932	408,594	8	120½
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,689	163,400		.....	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	300,000		.....	52.3	.....	250,836	122,956	6	91
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	72½
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416		299,107	280,261	197,428	776,796	—	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	250,149		3,540,000			.....	71.6	.....	543,158	217,054	6	103
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226		217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651			292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	27.7	.....	204,374	48,542	8	116½
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*		600,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	53
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386			220,340	234,900	140,902	.....	—	.....	.....	.....	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130			283,037	459,693	133,585	.....	—	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	107
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			.....	—	.....	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000		.....	44.4	.....	308,258	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543		243,305	226,900	270	.....	ope	r. by R.	and L'll	.....	—	—
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,428		259,685	150,000	2,763	.....	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700			448,700			.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000			250,000			.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....			.....	.....	.....	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*		2,214,225	991,125		.....	77.0	.....	200,648	95,739	—	14
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*		5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	129
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*		1,141,000	150,000	812	.....	45.7	.....	196,669	83,188	5.3	55
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596		2,950,000	4,250,000	.....	9,008,369	188.0	.....	366,038	144,270	—	.....
-- --	--	—	.....	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	--	—	.....	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	.....	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	67½
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	29½
-- -- --	—	—	—	59.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,202		2,000,961	2,554,782	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	.....	.....	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	—	—	.....	*Hannibal and St. Joseph*	12,364,134	*		1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658		2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357		3,364,336	7,013,000	674,850	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216			68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267		2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*		389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*		1,500,000			1,564,506	61.3	334,532	459,659	128,366	8	58½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*		250,000			250,000	ope	r. by Con	cord.	15,000	—	104½
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000			200,000			200,000	14.6	4,182	16,608	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205			492,500		42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	72½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	28.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000			863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	104
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715		595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	38,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	56½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	.....	Belvidere Delaware	3,128,257	*		997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,541	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	—	—	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	126½
31 Dec. '60	60.2	—	.....	—	—	—	.....	Camden and Atlantic	1,829,473	*		976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500		3,680,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	132
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554			600,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,496	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	—	—	—	New Jersey	3,609,089	400,378	1,249,621	4,397 820	688,000		5,628,981	33.8	.....	992,767	579,981	10	132
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*		154,157	.....	.....	.....	—	.....	.....	.....	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*		630,000			630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*		1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	90
31 Dec. '60	13 0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	—	—	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Siddings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	ope	r. by W	estern.	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	25,075	31,546	16,877	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220	23 8		677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,229	284,337	—	1,000,000	174,000	30,000	1,204,000	5o.2		2,862,023	514,891	123,021	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,554	212,072	3,633,579	176 0		483,412	593 845	187,704	—	—
30 Sep. '61	68.3	—	14.5	—	28	32	325	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8		367,365	940,042	417,458	10	—
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7		66,186	59,884	10,732	—	130
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4		oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7		oper. by	Erie.	30,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3		oper. by	West'rn	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	259.0		1,116,758	1,989,013	566,461	—	47½
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5		245,195	297,646	137,347	—	18
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9		.....	7,309,042	2,601,063	6	96½
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0		3,817,175	5,911,010	1,979,108	—	96½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0		204,098	26,517	14,594	—	384
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,759	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0		1,300,243	1,144,980	391,253	—	17
30 Sep. '61	99.0	—	.....	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60,000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5		358,460	425,637	90 061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1		70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,629,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5		98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	15	70	Rensselaer and Saratoga	762,950	157,048	—	610,000	249,750	—	859,750	27.2		142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	652,249	1,776	—	557,600	150,000	13,480	721,080	ope	r. by B.	N. Y. &	E. 4,996	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,859	—	57,262	88,151	19.0		23,667	4,731	.....	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	ope	r. by Ren	s. & Sar.	.....	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,396	891,396	51.3		109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3		.....	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6		295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4		247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	.....	6	—
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	ope	r. by oth	er Co's.	.....	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.51		33,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	----		oper. by	Erie R.	W. Co.	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7		216,453	353,441	164,672	6	6
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	----	----	----	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9		.....	103,953	35,572	—	—
-- --	'58 228.0	—	.....	—	----	----	----	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0		.....	.....	.....	—	—
-- --	'59 97.0	—	.....	—	----	----	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0		.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9		.....	469,458	219,685	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0		323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—	—
								OHIO.													
-- --	'58	—	—	—	----	----	----	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '60	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2		.....	314,091	102,765	—	—
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0		.....	699,716	230,551	—	—
31 Mar. '62	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3		.....	646,205	329,714	7½	98
31 Dec. '60	30.0	—	.....	69.1	—	—	----	Cinc. and Indianapolis Junc.	.....	.....	—	.....	.....	.....	.....	32.0		.....	.....	.....	—	28
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8		304,168	190,745	19.180	—	—
31 Dec. '60	135.4	5.8	.....	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2		655,162	1,085,799	580,621	10	120
31 Dec. '60	67.0	—	.....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0		230,461	369 849	238,003	—	99
31 Dec. '61	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,353,000	—	—	96.6		.....	1,120,370	662,948	14	114
30 Nov. '58	101.0	102.5	.....	—	42	----	----	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653.821	9,661,102	203.5		646,413	772,093	332,093	4	23½
31 May '62	109.2	79.4	.....	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6		610,292	1,003,637	543,488	3	53½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5		75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0		144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,860	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	8	87½
31 Mar. '61	144.0	—	7.0	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0		.....	376,002	212,107	—	—
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	.....	36.6		.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0		40,064	64,000	33,000	—	—
1 Nov. '61	45.9	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0		.....	102,180	52,408	—	—
-- --	'59 36.0	—	.....	84.0	—	—	----	Fremont and Indiana	.....	.....	—	.....	.....	.....	1,358,867	.....		.....	.....	.....	—	—
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0		.....	69,352	.....	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0		24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3.532.266	500 524	412,002	2,981,267	1,400,000	—	4,960,780	138.0		814,908	1,336.991	632,114	8	106
31 Jan. '62	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6		.....	434,290	99,554	—	—
30 Apr. '61	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3		.....	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906.736	2,400,000	466,215	.....	125.0		.....	.....	.....	—	—
30 Jun. '61	153.9	52.0	.....	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9		452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0		.....	185,934	34 167	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6		70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8		222,000	.....	.....	—	—
31 Aug. '61	242.4	—	.....	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0		835,502	1,012,236	400,559	—	20
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	—	.....	378,455	62,624	.....	45.0		61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5		.....	311,201	164,554	10	57½
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	.....	.....	146.0		.....	219,548	22,490	—	4
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5		181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0		.....	2,169,946	1,339,680	—	96
30 Nov. '59	36.3	—	2.8	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3		.....	.....	.....	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L	.....	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5		.....	436,237	153,334	6	54½
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3		.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2		.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	65.9		.....	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	----	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	.....	45.7	183,500	.....	679,908	342,039	6	52½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256.100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	16½
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,950	3,413,871	303 927	9,803,932	.....		.....	753,318	670,227	6	51½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3		.....	556,192	379,976	10	50½
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	6,462,399	406,187	—	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	.....	364.225	292,124	—	10
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541,156	3,447 522	1,421,980	13,284,100	16.637,400	1,322,915	34,234,559	423.0		4,413,036	7,300.001	3,646,938	6	49½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....	20.0		.....	1,637	.....	—	—
30 Sep. '59	17.0	7.0	.....	—	16	----	----	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0		.....	288,657	157,194	—	49½
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	—	25,225,48	151.4	1,795,927	2,905,838	1,412,905	—	30
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125½
1 Oct. '61	98.0	6.0	—	—	32	109	565	Phila., Wilmington and Balt.	7,021 713	744,425	142,840	5,600.000	2,475,500	140,993	8,742,000	200.5	439,780	1,516,985	675,484	6½	55

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	----
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 323	18,999 581	467.5	2,434,641	3,031,787	1,299,721	—	31
30 Sep. '59	31.0	—	----	11.0	...	...	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	.....
30 Sep. '59	9.2	15.3	14.9	—	...	...	----	Schuylkill Valley	573,616	*	—	573,616	.....	.....	573,616	24.5	.....	34,501	22,604	3½	.....
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	.....	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	...	...	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	114,126	61,848	—	16
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	.....	78.0	199,878	238,420	860,339	—	13
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	.....	.....	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	437,917	8,500	.....	.....	13.6	.....	26,454	6,914	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	.....	.....
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	----	—	...	...	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	.....	.....
1 Jan. '59	143.2	21.3	----	—	...	...	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	----	—	...	...	----	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	----	—	...	...	----	Laurens	543,408	*	—	400,000	108,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	----	—	...	...	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,333	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	----	41.9	...	...	----	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	.....	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	...	...	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859.....	.....	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,060	120,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	.....	.....
1859.....	100.0	—	30.6	55.8	...	...	----	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	.....	.....
1859.....	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859.....	.....	—	----	—	...	...	----	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860.....	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859.....	30.0	—	0.6	8.0	...	...	----	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	.....	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	...	...	----	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	.....	.....
— — '58	56 0	—	----	184.0	...	...	----	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	.....	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	869,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	----	110.0	...	...	----	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	----	756.0	...	...	----	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	579,119	6,385,045	119.6	349 440	334,368	113,318	—	.....
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	.....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	.....
31 Aug. '60	47.0	—	2.8	—	...	...	----	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	123½
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45,930	8,522	—	.....
31 Aug. '60	54.0	10.5	----	—	...	...	----	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	.....	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	----	—	8	...	----	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,528	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,763,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,386	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,863	.....	43.5	1,058,064	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	.....	.....
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 988	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	24.9	—	...	...	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	.....
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
— — '57	42.0	—	----	27.8	...	...	----	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	.....	.....
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	.....	1,108,354	436,039	—	34½
— — '57	50.0	—	----	85.0	...	...	----	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	.....	.....
10 May, '61	104.0	—	----	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	.....
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	.....	.....
								CANADA.													
31 July '61	161.0	—	----	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	.....
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	14
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— — '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '59	25.0	—	----	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	—	14	18	235	European & North American	4,548,564	*	—	4,637,852	.....	.....	4,637,852	108.0	.....	130,678	36,432	—	.....
1 July,'61	60.0	—	----	----	...	...	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,232	60.0	.....	132,555	86,670	—	.....
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	----	60.1	...	...	----	Nova Scotia	4,263,717	*	—	.....	.....	.....	.....	61.5	.....	120,918	26,803	—	.....
								NEW GRANADA.													
31 Dec. '60	48.7	—	----	—	...	...	----	Panama	8,000,000	(*)	620,804	5,000,000	2,400,000	—	9,603,539	48.7	—	1,539,859	1,110,652	13	139

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20.
FEDERAL STOCKS:—						
U. S. 5s, 1871		88¾				
U. S. 5s, 1874	88¾	90	89½	90	91	90¾
U. S. 5s, 1865						94
U. S. 6s, 1881. reg.	100¾	100¾			101¾	101
U. S. 6s, 1881, cou.	100¾	101	100⅝	101¼	101¾	101¼
U. S. 6s, 1862						
U. S. 6s, 1867	98				98¼	99¼
U. S. 6s, 1868				98¼		99¼
Treasury 7 3-10 Notes	103¾	103¾	104	104¼	105¼	104¼
STATE STOCKS:—						
California 7s	97		97		97¼	
Georgia 6s		78	78	78		
Illinois Coupon bonds	98½	98	98			99¼
" Canal bonds						
Illinois War Loan	97½	97¼		97½		
Indiana War Loan						
Kentucky 6s		94				
Louisiana 6s						
Maryland 6s						
Michigan 6s						
Minnesota 8s						
Missouri 6s	49½	48½		48⅝	49½	49½
Do. iss. to H. & St. J. R.	64			63		61½
New York 6s, 1874	117	117				
North Carolina 6s				66		
South Carolina 6s						
Ohio 6s		104				
Tennessee 6s, 1890	52½	52¼		51½	52¾	52½
Virginia 6s		53½	52	53¼	56	56
RAILROAD SHARES:—						
Buffalo & State Line						
Chicago, Burl. and Q.	83½	85¼	86	86	87	85⅛
Chicago and Rock Isl.	68½	67⅛	67½	68½	69	68
Clev., Col. and Cin.	119	120			120	
Clev. and Pittsburg	23	23	23½	23	23⅝	23½
Clev. and Toledo	50½	50½	50½	52½	53⅛	53¾
Del., Lack. and West						
Galena and Chicago	72½	72½	72½	73	74¾	74
Hudson River	48½	47¾	48	48⅜	49	47⅜
Illinois Central (scrip)	61½	62	62½	63	63⅜	62⅛
Michigan Central	66½	66	66	67½	68	67½
M. S. and N. I. guar'd,	60½	60	59½	60½	62½	61½
M. S. and N. I.	27½	27½	27½	28	29⅝	29½
Mil. and P. du Chien		33	32½	33½	34¼	34½
M. and P. du C. 1st pref.						
M. and P. du C. 2d pref.					73	74
New Jersey						
New Jersey Central						
New York Central	93¾	93½	93⅝	94	94½	93⅝
Erie	37½	37½	37½	38½	39	38½
Erie pref.	67½	67½	67½	68¾	69½	68⅝
N. York and Harlem	16½	16	16	16½	16¾	17
N. Y. and H. "pref."	48		39½	39⅞	41	41⅜
Panama	139			140	140½	139
Phila. and Reading	60	59		59⅜	60	59½
Toledo & Wabash	20					
" " Pref.	45	45				
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	90				90	90
Chic. and N. W. 1st M.		66				
" " 2d M.	30½			31½	31⅜	
" " S. F.						
Cl. & Tol. S. F. 7 p.c.	94½		94½		95½	96
Chi., Bur. and Q. 8 p.c.	109		110			
Chi. and R. I. 1st M. '70	103					
D. L. & W. 1 M. 8 p.c. '71-5						
" 2 M. 8 p.c. '81						
Gal. & Ch. 1 M. 7 p.c. '63			104			104½
" 2 M. 7 p.c. '75				93½		
Hann. & St. J. bonds						
Hudson R. 1 M. 7 p.c. '69		107	106½			
" 2 M. 7 p.c. '60						
" 3 M. 7 p.c. '75	93				94	
" sink. fund			104½			
Illinois Central bonds		97½	98	98½	99½	
La Crosse & Mil. L. G.						
Mil. and P. du C. 1st M.	96½				97	95
Mich. Cen. S. F. 8 p.c. '82	109				108	
" conv. 8 p.c. '69	107					
M. S. & N. I. 1 M. S. F.	101		101		101½	
" " 2 M.	85	86	86½	86½	91	
N. J. Central 1st M.						
" " 2d M.						
N. Y. C. 6 p.c. certif. '83					104½	
" 1 M. 7 p.c. '64	103½			104	104	
" bonds 1876						110½
N. Y. & E. 1 M. 7 p.c. '67	109½					
" 2 M. 7 p.c. '64				108½		
" 3 M. 7 p.c. '85	101¾			102		102½
" 4 M. 7 p.c. '80	93		93	93	94	93¾
" 5 M. 7 p.c. '83			86		88	
N. Y. & H. 1 M. 7 p.c. '73					107	
" 2 M. 7 p.c. '64					101	
" 3 M. 7 p.c. '67						
Pitts., Ft. W. & Chi. 1 M.		94	94¾	94½	95	94½
" " " 2d M.		78	79	79¾	81	80¼
" " " 3d M.			50	50	50	53
St. L., Alt. & Chi. 1 M.						
St. L., A. & T. H. 1 M.	91	92½		92	92½	
" " 2 M.	88½	88½		90		90
Toledo & Wab. 1 M.	92½	92½	92	92½	93	
" " 2 M.	68½	68½	69	69⅜	71	70½
MISCELLANEOUS:—						
American Gold	115½	115½	114⅝	115½	115½	115½
Del. and Hud. Canal.	98		98		98	100
Penn'a Coal Co.		95x		98½	98½	99
Pacific Mail S. S. Co.	112½	107½s	110	112	112	110

The following are the closing prices in the London Market on the 9th August:

United States 5s, 1874	64	to	66
Maryland 5s	68	"	72
Virginia 6s	44	"	46
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	x. c. 64	"	66
Erie shares, ex assessment scrip	26	"	28
Erie shares, 7 per cent. preference	49	"	50
Erie shares, assessment scrip	1¼	"	1¾
Illinois Central 6s, 1875	70	"	72
Illinois Central 7s, 1875	x. c. 77	"	78
Illinois Central $100 shares, $90 paid, dis.	51	"	50
Illinois Central, all paid	48	"	50
Michigan Central 8s, Convertible, 1869	78	"	82
Michigan Central Sinking Fund 8s, 1882	78	"	82
Michigan South. and North. Indiana 7s, 1885	--	"	--
Do. do. do. $100 shares.	--	"	--
New York Central 6s, 1883	77	"	79
New York Central 7s, 1864	x. c. --	"	--
New York Central 7s, 1876	77	"	79
New York Central 7s, 1876	--	"	--
New York Central $100 shares	--	"	--
New York and Erie 7s, 1867	85	"	90
New York and Erie, 2d mort., 1859	78	"	82
New York and Erie, 3d mort., '83, assented	75	"	76
New York and Erie, 4th mort.	--	"	--
New York and Erie, 5th mort.	--	"	--
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	103	"	105
Panama, 2d mortgage 7s, 1872	102	"	104
Pennsylvania Central 6s	x. c. 75	"	78
Pennsylvania Central 2d mortgage	84	"	86
Penuesylvania Central $50 shares	--	"	--
Philadelphia and Reading $50 shares	18	"	22

American Railroad Journal.

Saturday, August 23, 1862.

The Earnings of our Railroads.

In the general disarrangement of business consequent upon the prosecution of the war, the railroad interest in the loyal States, has suffered less, probably, than any other. As the work of restoring order progresses, it not only finds its business for the most part still left, but actually increasing at a rate that is almost unprecedented.

Below we give a comparative statement of the earnings of a number of our leading railroads for July, 1862, with those for July, 1861, as far as they have been received. A large increase is shown in almost every instance—in the aggregate nearly a million of dollars, or 35.69 per cent. The earnings of the New York Central amounted to $748,000, in round numbers, against $523,000 for the corresponding month of 1861—a gain of 43.16 per cent. Those of the Erie were $587,009, against $372,705—a gain of 57.51 per cent. In both cases, July, 1861, was an ordinarily prosperous month. The Hudson River road has also done remarkably well, showing an increase of $44,964 for July, and for the first seven months of the year, of $479,000—equal to 39 per cent. in the former and 42 per cent. in the latter case. The Harlem exhibits an increase for July of nearly 10 per cent.

The Western roads also show a satisfactory increase in earnings. Those of the Illinois Central being $249,929, against $189,279 in July, 1861—an increase of $60,650, or 32 per cent., notwithstanding the lower Mississippi has not yet been opened throughout. The earnings of the Chicago, Burlington and Quincy are 30 per cent. in excess of those of July, 1861. The Michigan Central, 39; the Michigan Southern, 43; the Galena and Chicago, 31; and the Pittsburg, Fort Wayne and Chicago, 36. The gain made in the Chicago and Northwestern, the Chicago and Rock Island, the Cleveland and Toledo, the Toledo and Wabash, the St. Louis, Alton and Chicago, the Rome and Watertown, and the Norwich and Worcester is also large.

RAILROAD EARNINGS FOR JULY.

	1862.	1861	Increase†
Buffalo, New York and Erie	$858,180 55	$846,413 75	$11,766 80
Chicago, Burlington & Quincy	220,210 76	169,465 07	50,745 69
Chicago and Northwestern	93,021 72	76,897 10	16,124 62
Chicago and Rock Island	114,067 00	88,992 00	25,065 00
Cleveland and Toledo	69,938 00	56,134 00	13,804 00
Erie	587,009 97	372,705 59	214,304 38
Galena and Chicago	190,973 42	145,389 19	45,584 23
Harlem	101,857 00	92,802 23	9,054 77
Hudson River	159,768 73	114,804 23	44,964 50
Illinois Central	249,929 85	189,279 75	60,650 10
Michigan Central	172,188 90	123,377 30	48,811 50
Michigan Southern	181,000 00	126,000 00	55,000 00
Mil. and Prairie du Chien	107,721 51	107,116 61	1,604 90
New York Central	*748,000 00	523,000 00	225,000 00
Norwich and Worcester	32,495 54	25,666 08	6,829 46
Pittsb. Ft. W. and Chicago	245,673 09	180,429 38	65,243 71
Rome and Watertown	36,235 84	30,257 57	5,978 27
St. Louis, Alton and Chicago	89,215 71	73,474 19	15,741 52
Toledo and Wabash	115,234 03	91,464 26	23,769 77
Total	$3,573,731 52	$2,633,688 30	$940,043 22

* Not official. † Increase 35.69 per cent.

The statement of the New Jersey Central for the first seven months showed an increase of earnings from passengers of $66,878; but this was in part off-set by a reduction in coal receipts, on account of the late freshet, reducing the aggregate increase to $22,472, or four per cent. The remainder of the year, however, will do much to restore the ratio between this year and the last as it stood two months ago. For the same period, the Cleveland, Columbus and Cincinnati showed a gain of $197,071 in the gross, and of $154,441 in the net earnings. Those (gross) of the Galena and Chicago this year foot up to $935,473, a gain of $107,393 over the same period of 1861.

It is not necessary to refer to other examples as indicative of the prosperity enjoyed by the railroads of the North. At the same time, political events and the general movement in favor of retrenchment which has gone into effect, render it certain that this increase in receipts will not be accompanied by a corresponding rise in disbursements, particularly in the items of salaries. All supernumeraries have been pretty thoroughly weeded out of the service of our railroad companies, and economy everywhere is the rule rather than the exception. This year, in fact, promises to take our public works pretty well out of the slough.

Canadian Agricultural Statistics.

From the census of 1861 we learn that the total quantity of lands held in Upper Canada is 13,354,907 acres, valued at $295,162,315, or $22.10 per acre on an average. In Lower Canada the number of acres held is 10,223,959, valued at $168,432,546, or $16.47 per acre. York in the Upper Province containing the capital city (Toronto) of course shows the greatest proportion of lands under cultivation and the highest valuation of real estate. Of its 443,577 acres held, 292,213 are

under cultivation, the average value of the whole being $52 12. In York *township* these figures are respectively 54,469, 40,081 and $79 14.

The value of farming implements, the same year, is put down at $11,280,347 for the Upper Province, York county, at the head of the list, having implements to the value of $843,288. The products of gardens and orchards for 1860, in the same Province, are returned at only $1,304,145—a sum which is doubtless exceeded by the strawberry crop of New Jersey. The value of live stock is estimated as follows. In Upper Canada, $53,227,486; in Lower Canada, $24,572,124; but it is alleged that serious errors have been committed in footing up these figures and that the value of live stock in Upper Canada is here represented as being from ten to twelve millions too high. With all this drawback, however, the difference between the two sections is vast, while it is increasing year by year.

The Eighth Census.

The following is a continuation of the preliminary chapters of the Census Report of 1860, now in course of preparation at Washington, under the direction of Jos. C. G. Kennedy, Esq.:

VALUE OF REAL AND PERSONAL ESTATE.

The marshals of the United States were directed to obtain from the records of the States and Territories respectively, an account of the value of real and personal estate as assessed for taxation. Instructions were given these officers to add the proper amount to the assessment, so that the return should represent as well the true or intrinsic value as the inadequate sum generally attached to property for taxable purposes. The result of this return by all the census takers will be found in table No. 34, whereby it will appear that the value of individual property in the States and Territories exceeds the sum of sixteen thousand millions of dollars; representing an increase of one hundred twenty-six and a half per centum in ten years in value in the aggregate, and an increase of sixty-eight per cent per capita of the free population. The rate of increaso has been immense in the Western States, while the absolute gain in the older States has been no less remarkable. For example, the rate of increase in Iowa has been more than nine hundred per cent., while the absolute increase of wealth has been two hundred and forty-seven millions of dollars; while Pennsylvania has increased at the rate of ninety-six per cent., with an absolute gain in wealth of near seven thousand millions of dollars. The wealth per capita for Iowa in 1850 was $123, while in 1860 it amounted to $366, a rate of increase of one hundred and ninety-seven and a half per cent. The wealth of Pennsylvania in 1850 per capita was $312; in 1860 per capita was $487; the rate of increase fifty-six per cent.

It must be borne in mind that the value of all taxable property was returned, including that of foreigners as well as natives, while all was omitted belonging to the States or United States. In considering the relation of population to wealth the fact must be borne in mind that a much larger proportion of the property of the Western than Eastern States is held by non-residents, and that this circumstance is not without its influence in exaggerating the wealth of individuals in States where large investments have been made by persons resident elsewhere.

The effect of internal improvements upon the prosperity and wealth of the country cannot be better illustrated than by the rapid enhancement in value of all property brought within their influence.

PRODUCTS OF INDUSTRY.

The returns of manufactures exhibit a most gratifying increase, and present at the same time an imposing view of the magnitude to which this branch of the national industry has attained within the last decennium.

The total value of domestic manufactures (including fisheries and the products of the mines), according to the census of 1850, was $1,019,106,616. The product of the same branches for the year ending June 1, 1860, as already ascertained in part and carefully estimated for the remainder, will reach an aggregate value of nineteen hundred millions of dollars. This result exhibits an increase of more than eighty six per centum in ten years. The growth of this branch of American labor appears, therefore, to have been in much greater ratio than that of the population. Its increase has been one hundred and twenty-three per cent. greater than that even of the white population by which it was principally produced. Assuming the total value of manufactures in 1860 to have been as already stated, the product *per capita* was in the proportion of sixty dollars and sixty-one cents for every man, woman and child in the Union. If to this amount were added the very large aggregate of mechanical productions below the annual value of five hundred dollars—of which no official cognizance is taken—the result would be one of startling magnitude.

The production of the immense aggregate above stated gave employment to about 1,100,000 and 285,000 women, or one million and three hundred and eighty-five thousand persons. Each of these, on an average, maintained two and a half other individuals, making the whole number of persons supported by manufactures four millions eight hundred and forty-seven thousand and five hundred, or nearly one-sixth of the whole population. This was exclusive of the number engaged in the production of many of the raw materials, and of food for the manufacturers; in the distribution of their products, such as merchants, clerks, draymen, mariners, the employees of railroads, expresses and steamboats; of capitalists, various artistic and professional classes, as well as carpenters, bricklayers, painters and the members of other mechanical trades not classed as manufacturers. It is safe to assume, then, that one-third of the whole population is supported, directly or indirectly, by manufacturing industry.

These general facts, therefore, plainly indicate that, in point of productive value, and far reaching industrial influences alone, our manufactures are entitled to a front rank among the great interests of the country. Indeed, the collection and classification of facts relating to the material progress of the people periodically intrusted to the Census office, furnish in general, valuable milestones in the pathway of the nation's greatness. But among the facts so collected, none are more instructive—none have more numerous or intimate relations to every department of the public economy; to the general welfare of the people, domestic, social, industrial, or moral—than these records of their productive capacities in the automatic and handicraft arts. However uninteresting to many, the details are full of instruction to the statist. The subject is grand in its outlines; but, contemplated in its persuasive influence upon the welfare of the whole people, the dry and repulsive skeleton of mere facts and figures presented in the official tables gradually takes on the form, substance and habiliments, and becomes animated with something of the life, activity and beauty, of a living economy. The statistics of looms, spindles and factories; of furnaces and forges; of steam engines and sewing machines, and of a thousand other instruments of creative industry, become the representatives of almost every form of national and individual happiness, exertion, aspiration and power.

THE MECHANIC ARTS,

particularly in our country, where they are most diffused, and almost universal, appear to contribute more directly than any other to the general comfort and improvement of the people. All others are dependent upon them for the general agents and instruments of their success. They are scarcely more subservient to the primary wants of mankind than to the higher ministrations of taste and refinement. The acquisition and diffusion of knowledge, the means of intercommunication and transportation, the comforts, enjoyments, and security of the fireside, and even to the honor and integrity of the nation itself, are dependent upon the skill and enterprise of the manufacturer and the mechanician; but the results of their labors are, from their nature, less obtrusive or obvious to the general apprehension than some others. The annual movements of our immense crops of grain, cotton, and other bulky staples, are easily appreciated. The pulsations of commerce may be counted by a superficial observer, in the arrival and departure of ships, and upon the records of the Custom House and the Exchange; but in the hands of the manufacturer a modicum of crude material undergoes a process of a division, transformation and elaboration, and then silently and unobtrusively disappears—diminished in bulk, but augmented, it may be, many hundred fold in value—in the ordinary channels of distribution, where it is often undistinguished from its foreign rival. It is only when the nation decennially takes its account of stock that any approximate idea is obtained of the value of this item in the general account.

And who can justly estimate the influence upon the general happiness and prosperity—upon the progress in civilization of the sum total of effective labor, capital and skill represented by such an aggregate as we have stated? What an amount of fixed capital—of labor, enterprise, ingenuity—of resources, material and immaterial—involved in the creation of nearly two thousand millions worth of manufactures in a single year. The addition of nearly one thousand millions to the annual product of domestic manufactures—an amount almost equal to the total home consumption thereof in 1850—implies also vast additions to the permanent wealth of the Union and to the elements of a progressive civilization. The increased support given to agriculture, commerce and the mining interests by the consumption of hundreds of millions of dollars worth of raw material, and to hundreds of thousands of men, women and children, who would have been otherwise unemployed, or forced into competition with the farmer or planter, instead of being consumers of their produce, forms but a part of the benefits conferred upon the community at large. The independence and security contributed by the large body of intelligent manufacturers and mechanics capable of ministering to every want, whether of supply or defence, cannot be overestimated. As might have been expected from the revelations of the census, the country has been able to lean with confidence upon this arm of its strength in the trying emergency which has put the nation in armor for the defence of its dearest interests.

PROGRESS OF THE NEW STATES AND TERRITORIES.

It is a gratifying fact, shown by the official statistics, that while our older communities have greatly extended their manufactures, the younger and more purely agricultural States, and even the newest Territories, have also made rapid progress. Nor has this department of American industry been cultivated at the expense of any other. There is much reason to believe that it affords the safest guarantee of the permanency and success of every other branch. Evidence bearing upon this point is found in the manufacture of agricultural machines and implements, which is one of the branches that shows the largest in the period under review. There is little doubt that the province of manufactures and invention in this case has been rather to create than to follow the demand. The promptness of Americans to adopt labor saving appliances, and the vast areas devoted to grain and other staples in the United States, have developed the mechanics of agriculture to an extent and perfection elsewhere unequalled. The adoption of machinery to the extent now common in farm and plantation labor furnishes the best assurance that the development of agriculture or manufactures to their utmost, can never again justify the old charge of antagonism between them in regard to labor, or injuriously affect either by materially modifying its cost or supply.

AGRICULTURAL IMPLEMENTS.

The total value of agricultural implements made in 1860 was $17,802,514, being an increase of 160.1 per cent. upon the total value of the same branch in 1850, when it amounted to the sum of $6,842,611. This manufacture amounted in New England to over two and three-quarter millions of dollars—an increase of 65.8 per cent. In the Middle States the value was nearly five and a half millions, having increased at the rate of 122.2 per centum. In the Western States, where the increase was most extraordinary, the value of implements produced was augmented from $1,923,-927 to $7,955,545. The increment alone in those States was, therefore, only a fraction less than the product of the whole Northern section of the Union in 1850, and was greater by 313 per cent. than their own manufacture in that year. In each of the States of Ohio and Illinois, which are the largest manufacturers in the West, the value of the product exceeded two and a half million dollars, being an increase in the former of 382, and in the latter of 235 per cent. in ten years. Michigan, Indiana and Wisconsin increased their production of agricultural implements 1,250,386 and 201 per cent. respectively. While in some of the Southern States there has been a decrease. In Virginia, Alabama and Louisiana the increase in this branch has been large, and in Texas, which reported none in 1850, agricultural implements of the value of $140,000 were manufactured in 1860. The whole value produced in the Southern States in the latter year (including cotton gins) was $1,-582,483, exhibitiug an increase of over 101 per cent. in the last decade.

IRON.

The quantity of pig iron returned by the census of 1860 was 884,474 tons, valued at $19,487,790, an increase of 44.4 per cent. upon the value returned in 1850. Bar and other rolled iron amounted to 406,298 tons, of the value of $22,248,796, an increase of 39.5 per cent. over the united products of the rolling mills and forges, which in 1850 were of the value of $15,938,786. This large production of over one and a quarter millions of tons of iron, equivalent to 92 pounds for each inhabitant, speaks volumes for the progress of the nation in all its industrial and material interests. The manufacture holds relations of the most beneficial character to a wide circle of important interests intimately affecting the entire population; the proprietors and miners of ore, coal and limestone lands; the owners and improvers of woodlands, of railroads, canals, steamboats, ships, and every other form of transportation; the producers of food, clothing and other supplies, in addition to thousands of workmen, merchants and capitalists and their families, who have directly participated in the benefits resulting from this great industry. It has supplied the material for an immense number of foundries, and for thousands of blacksmiths, machinists, millwrights and manufacturers of nails, hardware, cutlery, edged tools, and other workers in metals, whose products are of immense aggregate value and of the first necessity. The production of so large a quantity of iron, and particularly of bar iron, and the demand for additional quantities from abroad, tell of the progress of the country in civil and naval architecture and all the engineering arts; of the construction of railroads and telegraphs, which have spread like a net over the whole country; of steam engines and locomotives, of spinning, weaving, wood and metal working; milling mining and other machinery, and of all the multiform instruments of science, agriculture and the arts, both of peace and of war; of the manufacture of every conceivable article of convenience or luxury of the household, the field or the factory. The aggregate statistics of iron exhibit the extent to which the general condition of the people has been improved by this great agent of civilization during the ten years embraced in this retrospect.

The materials for the manufacture of iron—ore, coal and other fuel, water power, etc.—are so diffused, abundant and cheap that the entire independence of foreign supplies appears to be alike desirable and attainable at no distant period,

MACHINERY.

Probably no class of statistics possesses more general interest, as illustrating the recent progress of the country in all the operative branches, and in mechanical engineering, than those relating to machinery. Nearly every section of the country, particularly the Atlantic slope, possesses a great affluence of water power, which has been extensively appropriated for various manufacturing purposes. The construction of hydraulic machinery, of stationary and locomotive steam engines, and all the machinery used in mines, mills, furnaces, forges and factories; in the building of roads, bridges, canals, railways, etc.; and for all other purposes of the engineer and manufacturer, has become a pursuit of great magnitude. The annual product of the general machinists' and millwrights' establishments, as returned in the census of 1850, was valued at $27,998,344. The value of the same branch, exclusive of sewing machines, amounted in 1860 to $47,118,550, an increase of over eighteen millions in ten years. The Middle States were the largest producers, having made over forty-eight per cent. of the whole, but the Southern and Western States exhibit the largest relative increase. The ratio of increase in the several sections was as follows:—New England, 16.4 per cent.; Middle States, 55.2; Southern, 387; and Western, 127 per cent. The Pacific States produced machinery of the value of $1,686,510, of which California made $1,600,510. In Rhode Island the business was slightly diminished; but in Connecticut it had increased 165 per centum. The great facilities possessed by New York and Pennsylvania in iron, coal and transportation made them the largest manufacturers of machinery, which in the former was made to the value of $10,484,863, and in the latter, $7,243,453—an increase of 24.4 and 75 per cent. respectively. New Jersey raised her product to $3,215,673, an increase of 261 per cent., while Delaware and Maryland and the District of Columbia exhibited an increase of 82, 41 and 667 per cent. respectively. In all the Southern States the value of the manufacture, though small, was largely increased; the ratio in Virginia, the largest producer, being 236 per cent., while in Mississippi, Alabama and South Carolina, the next in amount of production, it was 1,626,270 and 525 per cent. respctively. This was exclusive of cotton gins, which were included with agricultural machinery. Ohio was the largest producer in the West, and the fourth in the Union, having made to the value of $4,855,-005, an increase of 125 per cent. on the product of 1850. Kentucky ranked next among the Western States, having produced over one million dollars worth, and increased her product 213 per cent. The ratio of increase in the other Western States was:—In Indiana, 98; in Illinois, 24; Wisconsin, 208; Missouri, 214, and Iowa, 2,910 per cent. respectively; but in Michigan there was a small decrease in the amount manufactured.

IRON FOUNDRIES.

Besides a large amount of machinery and other castings included in the returns of machine shops, the value of the production of iron foundries, returned by the census of 1860, reached the sum of $27,970,193; an increase of 42 per cent. on the value of that branch in 1850, which was $20,111,517. New York, whose extensive stove foundries swell the amount of production in that State, made to the value of $8,216,124, and Pennsylvania, $4,977,793, an increase of 39 and 60.9 per cent. respectively.

COAL MINES.

With the subject of iron and its various manfactares that of fossil fuel naturally associates itself. The unequalled wealth and rapid development of the coal fields of the United States as a dynamic element in our industrial progress affords one of the most striking evidences of our recent advance. The product of all the coal mines of the United States, in 1850, was valued at $7,173,750. The annual value of the anthracite and bituminous coal, according to the eighth census, was over $19,-000,000. The increase was over $12,000,000, and was at the rate of 169.9 per cent on the product of 1850. It was chiefly produced in Pennsylvania, Ohio and Virginia. The coal mines in Pennsylania, in 1850, was valued at $5,268,351. In the year ending, June 1, 1860, the State produced 9,397,332 tons of anthracite, worth $11,869,574, and of bituminous coal, 66,994,295 bushels, valued at $2,833,859, making a total value of $14,703.433, or an excess of $7,529,683 over the total product of the Union in 1850. Of bituminous coal, Ohio raised 23,339,900 bushels, the value of which was $1,539,713; and Virginia, 9,542,627 bushels, worth $690,188. The increase in Ohio was $819,587, and in Virginia, $222,780, in the value of mineral fuel, being at the rate of 113 per cent in the former, and 47.6 per cent in the latter. The increase in Pennsylvania was 179 per centum on the yield of 1850.

MINING.

The development of our several valuable mines of coal, iron, lead, copper, zinc, gold, silver, quicksilver, chrome, &c., is a subject of the highest satisfaction, constituting, as they do, the repository and fountainhead of crude materials for an immense and varied industry in the metallurgic and chemical arts. Mining in its several branches employs a very large amount of capital and great numbers of our laborious population, and shows a steady increase in the last ten years. The product of the gold mines in the Atlantic States has, however, fallen off since the discoveries of gold in California.

LUMBER.

The influence of improved machinery is also conspicuously exhibited in the manufacture of sawed and planed lumber, in which the United States stands altogether unrivalled, as well for the extent and perfection of the mechanism employed as the amount of the product. This reached, in 1850, the value of $58,521,976, and, in 1860, $95,-912,286, an increase of 64 per cent. in the last decade. The Western States alone, in the latter year, produced lumber to the value of $33,274,793, an increase of $18,697,543, or 128 per cent over their manufacture in 1850. The Pacific States and Territories produced to the value of $6,171,431, and the Southern $17,941,162, a respective increase of $3,841,826 and $9,094,686 in those sections, being a ratio of 162.7 and 102.3 per centum.

FLOUR AND GRIST MILLS.

Several branches of manufacture have an intimate relation to agriculture and the landed interests, and by their extension powerfully promote those interests as well as that of commerce. Surpassing all others of this or any other class in the value of products and of the raw material consumed, is the manufacture of flour and meal. The product of flour and grist mills in 1850 reached a value of nearly one hundred and thirty-six millions of dollars, while in 1860 the returns exhibit a value of $223,144,369—an increase of $87,246,-563, or 64.2 per cent in the last ten years. The production and increase of the several sections were as follows:—

	Value of flour and meal.	Increase.	Per cent increase
New England States.	$11,155,445	$4,834,959	76.5
Middle States.....	79,086 411	10,658,232	15.5
Western States.....	96,038,794	53,364,802	125.0
Southern States....	30,767,467	14,185,640	85.5
Pacific States	6,096,262	4,207,930	222.8

The largest mill is in Oswego, New York, which in 1860 produced 300,000 barrels of flour; the next two, in Richmond, Virginia, made 190,000 and 160,000, respectively; and the fourth, in New York city, returned 146,000 barrels. The value of annual production of each ranged from one million and a half to two million dollars.

SPIRITUOUS LIQUORS.

The manufacture of spirituous liquors in the United States employed 1,138 distilleries, independent of a large number of rectifying establishments, the product of the former being over eighty-eight millions of gallons, of the value of $24,253,-176. The middle and Western States were the largest producers, the latter yielding nearly forty-five and the former thirty-seven millions of gallons of whiskey, high wines and alcohol, the aggregate

value in each section being almost eleven millions of dollars. It is satisfactory to observe that more than ninety-five per cent of all the spirits made was from materials of domestic production, a little over four million gallons of New England rum having been the product of imported molasses.

MALT LIQUORS.

The manufacture of malt liquors, though of less magnitude, and far less pernicious in its effects, shows a still larger increase. It derives its material wholly from agriculture, and its extension promises more substantial benefits to the country than the last.

The Northern States returned 969 breweries, or more than double the number in the Union in 1850. The quantity of all kinds of malt liquors made, including 855,803 barrels of lager beer, was 3.235,-545 barrels—an increase of 175 per cent upon the total product of 1850, while its value was returned at $17,977,135, being more than three times the amount produced by breweries in that year. Nearly one half of the whole quantity was made in New York and Pennsylvania. The former had 175 establishments—45 of them in the city of New York—and the latter State 172, of which Philadelphia contained 68. The manufacture of lager beer was much increased in all the Middle and Western States, about 41 per cent of the whole being the product of the two States last named. Among the Eastern States, Massachusetts, and among the Western States, Ohio, Illinois and Missouri were the largest producers of malt liquors. There were 71 breweries in California and 8 in Oregon, producing together about 7 per cent of the total value of the manufacture.

From the Lond. Civ. Eng. and Arch. Jour., Apr., 1862.

Description of the Centre Pier of the Bridge across the River Tamar at Saltash, on the Cornwall Railway, and of the means employed for its construction.

By R. P. RRERETON, *M. Inst. C. E.*

This communication embraced, in a narrative form, a detailed account of the preliminaries connected with the Albert Bridge, which crossed the river Tamar where it was only 1100 feet wide, with precipitous banks and a depth of water to the surface of the mud of 70 feet. A dyke of greenstone trap intersected the clay slate formation at this point, and cropped out to the surface above the water on the western bank of the river. It was ascertained by borings made in the bed of the river that rock extended from the eastern side to beyond the middle of the stream, covered with mud or silt to a depth of from 3 feet to 16 feet. Subsequently, a thorough examination of the bed of the river where a centre pier would probably be built, by means of 175 borings made within a cylinder at thirty-five different places, over an area of 50 feet square, enabled an exact model of the surface of the rock to be prepared, showing the irregularities and fissures that might be expected. Eventually it was decided, from the information thus obtained, to erect one pier only in the deep water, instead of three, as would have been necessary for the spans required by the Admiralty; and when it was determined to proceed with the construction of the bridge, in 1852, it was decided that there should be two spans of 455 feet, two of 93 feet, two of 83 feet 6 inches, two of 78 feet, two of 72 feet 6 inches, and nine of 69 feet 6 inches; the total length, including the adjoining land openings, being 2200 feet.

The centre, or deep water pier, intended to carry the weight of one half of each of the two main spans, consisted of a column, or circular pillar, of solid masonry, 35 feet diameter and 96 feet high, carried up from the rock foundation to above high-water mark. Upon this were placed four octagonal columns of cast iron, 10 feet diameter, carried up to the level of the roadway, which was 100 feet above high-water mark. Upon the tops of the columns, cast iron standards were fixed to receive the ends of the tubes and chains which constituted the trusses of the bridge. The weight at the bottom of the masonry foundations was about 9½ tons per square foot, increased, when the bridge was loaded by passing trains, to about 10 tons per square foot.

In the construction of the masonry pier, a wrought iron cylinder, of boiler plates, 37 feet in diameter and 90 feet in length, and open at the top and bottom, was sunk through the mud of the bed of the river to the rock. The water was then pumped out, and the mud excavated, the masonry being built up inside, and the cylinder above the ground afterwards removed. It was expected that, by forming a bank round the cylinder after being sunk to the rock, sufficient water-tightness would be ensured for getting in the masonry. To provide, however, for the contingency of excessive leakage, the cylinder was so constructed as to admit of the application of air pressure. As the surface of the rock, although very irregular and and ragged, had a general dip to the south-west, the bottom of the cylinder was formed with a corresponding bevel, one side being 6 feet longer than the other. A dome, or lower deck, was constructed inside, at the level of the mud, and an internal cylinder, 10 feet in diameter, open at the top and the bottom, connected the lower with the upper deck of the cylinder. The 6 feet cylinder, previously used for the borings, was fixed eccentrical by inside the other, and an air-jacket or gallery, making an inner skin round the bottom edge below the dome, was formed, about 4 feet in width, divided into eleven compartments, and connected with the bottom of the 6 feet cylinder by an air passage below the dome.

Details were then given of the construction of the larger cylinder, and of the mode of launching and floating it to its position. When accurately adjusted over the intended site, water was gradually let in until the cylinder penetrated through the mud about 13 feet and rested on some irregularities upon the rock, which caused it to heel over towards the east about 7 feet 6 inches. By letting water in upon the dome or lower deck, and loading the higher side with iron ballast, the cylinder forced its way through the obstructions at the bottom edge, and took a nearly vertical position. The air and water pumps were then set to work, and the greater part of the mud and oyster shells, which filled the compartments of the air-jacket at the bottom, was cleared out, and the irregular surface of the rock excavated: the bottom of the cylinder being now 82 feet below high-water. Subsequently, a leak having broken out through a fissure in the rock on the north-east, or higher edge, considerable difficulty was experienced in maintaining sufficient pressure with the air-pumps to keep the water down and the bottom dry. The leak was at length reduced, by driving close sheet piling into the fissure. When at its full depth, the cylinder was 87 feet 6 inches below high-water at the lowest place, and then a hemp gasket was worked under the edge of the cylinder, all round the outside, to assist its water tightnese. A ring of granite ashlar, 4 feet in width and about 7 feet in height, was then built in the air-jacket; and a bank of clay and sand was deposited round the outside of the cylinder to compress the mud. When the water was pumped out of the cylinder below the dome, and the excavation of the mud was being proceeded with, a leak broke out, and the water overpowered the pumps. Additional engines and pumps were provided, and efforts were made to diminish the leakage, with varying success; but as it required four pumps to keep the water down to 54 feet, recourse to air pressure in the body of the cylinder below the dome became imminent, and preparations for its application were made. To provide against the buoyancy, or upward pressure against dome and cover, the 37 feet cylinder was loaded with 750 tons of ballast, in addition to its own weight of 290 tons. The pumps were then got in good order, and by continued pumping, succeeded in keeping the water down. The mud was excavated, the cylinder below the dome securely shored across, and the rock levelled, when the masonry in thin courses of granite ashlar in cement, in the body of the cylinder was commenced. As soon as the masonry reached the level of the air-jacket ring, it was thoroughly bonded, the plates of the air-jacket being cut out as it proceeded. Upon the top of the bonding course, two courses of hard brick work in cement were laid, making a perfectly water-tight floor over the whole diameter of the column. Meanwhile, the masonry of the air-jacket, where the leak occurred, was taken down, and the leak was diminisbed by additional sheet-piling. The leak was discovered to have broken out at the same fissure as before, and had torn away the rock underneath the masonry of the air jacket and bottom edge of the cylinder, but the masonry itself was undisturbed.

The next operation was to draw off the water above the dome and remove the ballast, to allow the masonry to be proceeded with, which it eventually did at the rate of from 5 to 7 feet in height per week. When it was 46 feet in height the influx of water was entirely stopped. After the masonry had been completed to the level of the plinth, the upper part of the cylinder was unbolted at the separate joints, and floated to the shore.—*Proceedings Insti. Civil Engineers.*

Chicago and Lake Superior Trade.—The Upper Mississippi Valley.

We know of but few cities in these times of war and bloodshed whose commercial prosperity, is equal or will even compare with that of Chicago. The building of residences throughout our city has been quite extensive the present season, and a great difficulty is still experienced in finding desirable tenements, and while we are prospering and our growth is becoming more and more substantial from year to year, it is our duty to extend our business relations, and give the country which is making us the empire city, the encouragement necessary.

The Lake Superior region and the Upper Mississippi is deserving of more than a passing notice. We have of course business relations with La Crosse, St. Paul, and the Lake region, but not until we fully compete with our rivals, can we do justice to ourselves or to the trade justly tributary to us. Chicago is not behind any city in enterprise or liberality, but it is a fact that we have not done all we should do to have the Iron and Copper trade centre at Chicago.

Our merchants are not alive to the importance of the trade of Marquette, Ontonagon, Eagle River, Houghton, Bayfield, and Superior City. The trade is quite large and is centered at Detroit and Cleveland, and until our merchants do something in the matter, the trade will be lost to our city.

The Mercantile Association should cultivate an intimate acquaintance, and it would not be unbusiness like to make the Lake Superior country a visit the present season.

The Northwestern Railway Company long since saw the advantages of communication with the Copper and Iron districts of the upper Peninsula, and as soon as their railway is completed through to the Lake, Chicago can control the entire trade of this most valuable region of country, thus ensuring a trade that has built up and sustains two cities of the lower lakes whose population is at least three times as large as Chicago.

The trade of Lake Superior is necessary to the successful growth and prosperity of a city such as Chicago. Our own people do not all wish to be on the Corn Exchange. The manufacturing interest here is on the increase, and it is only the want of the raw material to give us the advantage we now need in making us not only the commercial but also the manufacturing emporium of the great Northwest.

We need the railway direct to the Copper and Iron regions, but more frequent water communication and liberal inducements should at once be extended to the towns and dealers of Lake Superior.

La Crosse, St. Paul and the Upper Mississippi are seeking the trade of Lake Superior and the harbors of Superior City and Bayfield, and unless we are more energetic, these points may divert the trade of the Upper Mississippi Valley. Milwaukee now enjoys almost a monopoly of the trade centering at the depot of the La Crosse road on the Mississippi river, and the sooner La Crosse

can have a competing line of railway to the east, the better for her as well as this city. The trade of Minnesota is growing rapidly and La Crosse should be its near market and reshipping point, but it never can be while its dependencies are upon a single line of railway. The Upper Mississippi as well as the upper lake region, naturally seek this point as a commercial and a manufacturing centre, and it remains for our business men to facilitate direct and cheap, and frequent water communication to the upper lake region, as well as a short, competing line of railway to the Upper Mississippi.

Let us have these facilities. Let us enjoy the trade and commerce of the Northwest by way of the Mississippi on our side, and the great lakes on the other; then we may justly claim the title of the Empire City of the Northwest.—*Western Railroad Gazette, August 9.*

The Pacific Railroad.

So far as legislation can have any effect, the success of this stupendous project was insured at the last session of Congress. The Pacific Railroad bill was unquestionably the most important act relating to works of internal improvement ever passed by the National Legislature; yet in the political excitement attending the last days of the session, at which time it became a law, the subject received little more than passing notice. As a link intimately connecting the Atlantic States with those on the Pacific coast, this projected work possesses great political importance, and as affecting the interests of commerce—developing the vast agricultural and mineral resources of California and the newly organized territories—its future influence cannot be calculated. Furthermore, it is not unreasonable to anticipate that the completion of the Pacific Railroad will essentially change if not revolutionize our carrying trade with the markets of the Old World. It is almost inevitable that a large proportion of the East Indian trade, such as silk and tea, will be diverted from its accustomed channels to the most expeditious route, overland; and the same influences will tend to foster enterprises for the establishment of steam lines on the Pacific, bringing the West coast into close connection with the Orient, and speedily giving importance to the long coveted trade of Japan and the Amoor.

California papers, as might be expected, are exultant with the prospect which they conceive to be dawning on their land of gold and vegetable prodigies. The route, generally stated, is from the Missouri to Sacramento rivers—its entire length about 1,600 miles—and is divided into three sections, each to be controlled by a separate company. The main or central division of the road is to be built by a company incorporated by the bill; the Western division, from the Sacramento river to the eastern boundary of California, a distance of 112 miles, is entrusted to a company previously organized in the latter State, and the Eastern division is to be built by a company organized in Kansas. The route intersects what is no doubt the richest mineral region in the known world, at once making accessible the silver deposits of Arizona and Washoe, the salt and iron of Utah and Missouri, and opening up the whole auriferous belt of country extending from California eastward to Pike's Peak in Colorado. California editors regard the recent action of the General Government as ensuring the completion of the work. The *Atla Californian* says:

"The whole value of the bill depends upon the sufficiency of the bonus. The most important part of the bonus is the loan for thirty years of a large sum of money for every mile of road built. The road will be about 1,600 miles long. For 150 miles at the Sierra Nevada, and 150 miles at the Rocky Mountains, the loan will be $48,000 per mile. For 600 miles between those two ranges of mountains, the loan will be $32,000 per mile. For 600 miles east of the Rock Mountains, and all that may be made west of Sierra Nevada, the loan is to be $16,000 per mile. The loans are to be repaid at the end of thirty years, with 6 per cent. annual interest, provided that they are not previously paid by the transportation of mails, troops and stores. The Government would have so much use for the road, that probably the full amount of the loan would be due for freight before the end of the thirty years. The loan, therefore, may be considered as a payment of thirty years' freight money in advance."

In addition to the loan is a grant of land for five alternate sections on each side of the road, where the land is public and not mineral. Though much of this land is worthless, the grant is an important consideration. To show what reliance is placed upon the resources of the country for the maintenance of the enterprise in its early stages, the editor above quoted says:

"The land grant and the loan together appear to us a sufficient bonus to lead to the construction of the road. When the public mind is once made up that it will be built, there will be such a rush for settlement, and such a demand for travel and freight along the line, that the road would almost pay without a bonus. The laborers required in constructing the road will themselves form no small population. When 500 or 600 miles are built, people will already begin to prefer it as a mode of travel between New York and San Francisco. The time by stage is now about the same as by steamer; but when 600 miles of railroad have been substituted for the same number by stage, the time overland will be reduced to about ten or twelve days. As the overland route is made more attractive, more travelers will resort to it, and better accommodation will be demanded. Large towns will be required to supply the wants of the multitude of passengers. The freight for the central portion of the railroad will make work for those portions at the ends. So vast will be the quantities of lumber, iron, provisions, tools, and supplies of a thousand kinds, needed for the road in Utah, Colorado and Nevada, that the Kansas and Californian roads might make a fine profit over all expenses in that trade alone, if they were permitted to charge more than cost, but they are not."

Notwithstanding the California Company will derive no benefit from the grant of land, because nearly all the land West of the Sierra Nevada is private property, confidence is felt that the Western end of the road will be built without difficulty. As evidence of this, it is stated that the Folsom and the Lincoln roads in California have been built as good investments, and the San Jose, Marysville and Oroville roads are progressing on the same principle. The $48,000 per mile over the Sierra Nevada, is considered sufficient to make the road to Washoe a certainty, as the trade already on the route would yield a handsome revenue.

The events of the last few years, since Mr. Whitney first broached the project of a railroad to the Pacific, have exerted a prodigious influence for the removal of obstacles which once seemed insuperable. With a more thorough knowledge of the country obtained by elaborate surveys, and with more reason for confidence in human ability as demonstrated by past achievement, the old arguments concerning physical impracticability seem to have lost their force; and the wonderful spread of population over the Western plains, under the stimulus of the gold discoveries, presents a condition of things which none could have anticipated. The electric flash is already guided on a tiny wire through the whole distance safe from the depredations of savages or the warring elements; and postal communication is uninterrupted except by Mormon miscreants. With such progress and such achievements, the past affords encouragement for more lofty endeavors. This coming autumn we may expect the various companies will have completed their organization, and be in readiness to proceed.—*New York Journal of Commerce.*

Exhibition the Maryland Institute.

The fifteenth annual exhibition of American Manufactures and Mechanic Arts, under the direction and superintendence of the Maryland Institute, will be opeened in the Institute Building in Baltimore, on the 6th of October. The hall will be opened for the reception of machinery on the 25th of September, and on the 29th for the reception of all other goods.

Valuation of the City of New York.

The following table shows the valuation as returned by the Commissioners of Taxes and Assessments, and as corrected by the Committee on Annual Taxes:

Wards.	As returned by Commissioners of Taxes and Assessments.	As corrected by Committee on Annual Taxes.
REAL ESTATE.		
I.	$32,585,400	$32,587,400
II.	19,727,000	19,727,000
III.	25,766,456	25,766,456
IV.	9,191,350	9,191,350
V.	18,757,200	18,757,200
VI.	12,966,050	12,966,050
VII.	12,455,399	12,455,399
VIII.	18,146,200	18,146,200
IX.	15,728,900	15,728,900
X.	8,684,500	8,684,500
XI.	8,955,920	8,955,920
XII.	13,100,385	13,099,485
XIII.	5,449,600	5,449,600
XIV.	12,367,300	12,367,300
XV.	26,934,300	26,934,300
XVI.	18,486,300	18,486,300
XVII.	17,774,800	17,774,800
XVIII.	37,016,600	37,016,600
XIX.	17,903,137	17,915.347
XX.	17,569,050	17,569,050
XXI.	31,948,700	31,948,700
XXII.	18,041,857	18,041,857
Total	$399,556,404	$399,576,714
PERSONAL ESTATE.		
Resident	$161,635,344	$161,635,344
Non-resident	10,780,687	10,780,687
Total	$172,410,031	$172,416,031
RECAPITULATION.		
Real estate	$399,556,404	$399,576,714
Personal	172,416,031	172,416,031
Total	$571,972,435	$571,992,745

Railroad Earnings--Weekly.

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 1st week of August, 1862, were $14,577 14
Do., 1861 ..... 18,033 05

Decrease $3,595 92

The earnings of the Toledo and Wabash railroad in the 1st week of August, 1862, were. $36,055 46
Do., 1861 ..... 21,791 83

Increase $14,263 63

The Galena and Chicago Railroad earned the 2d week in August, 1862 ..... $25,230 00
Do., 1861 ..... 26,851 00

Decrease $1,621 00

The Michigan Central Railroad earned in the 2d week of August, 1862 ..... $44,878 00
Do., 1861 ..... 24,120 00

Increase $20,758 00

The Cleveland and Toledo Railroad earned the 2d week of August, 1862 ..... $17,759 00
Do., 1861 ..... 11,435 00

Increase $6,324 00

The Michigan Southern Railroad shows an increase of about $19,000 on the second week of August, and for the first half of August as follows:

1861 ..... $53,627
1862 89,954

Increase $36,327

The traffic of the Great Western Railway of Canada for the week ending August 8, 1862, was as follows:

Passengers	$22,559 69
Freight and live stock	21,242 87
Mails and sundries	1,297 17
	$45,099 74
Corresponding week of last year	34,330 91
Increase	$10,768 82

The receipts of the Grand Trunk Railway of Canada for the week ending August 9, 1862, were:

18,240 passengers	$25,623 01
Mails and sundries	2,984 08
Freight and live stock, 9,024 tons	31,423 08
Total	$60,030 17
Corresponding week of last year	58,699 45
Increase	$1,330 72

The earnings of the Chicago, Burlington and Quincy Railroad Line for 1st week in August, 1862, were | $55,436 18
Do., 1861 | 31,464 54
Increase | $23,971 64

The Toledo and Wabash Railroad earned the

2d week of August, 1862	$37,359 89
Do., 1861	27,725 67
Increase	$9,634 22

Discovery of a New Principle in Natural Law.—Steam-Power Superseded in Mining Operations.

Mr. George Rydell, of Castle street, Holborn, has invented and patented an apparatus which if successfully developed will, at least for mining purposes, entirely supersede steam engines, and all other machines hitherto used for the production of motive-power. The inventor very justly remarks that "it is no easy matter to persuade men to recoguize at the outset that which from the remote ages has been considered impracticable, if not impossible; and hence when an important discovery is made, it is desirable that it should be so explained as that no doubt can be raised against its utility in the minds of those who are competent to judge of it in a scientific manner; and having discovered a wonderful mechanical appliance, it is not his intention to enter into an elaborate description of its formation, but he will content himself by giving a faw abstract details concerning its capabilities, which he had no hesitation in affirming can be realized, and in a way never before known, although sought after centuries ago. He does not take to himself the credit of being an inventive genius, but is in a position to declare to the world that he has found out a mode of raising water from an unlimited depth to an unlimited height, without being in the least dependent upon steam-power; and he need scarcely add that to talk of performing such an act has been hitherto treated wth derision, and sconted at as a libel upon the laws of Nature; and it is, and ever has been, universally held that no pump could raise water higher than 33 feet, or thereabouts. This being regarded as the Alpha and Omega of the Natural law, engineers have always been satisfied to resort to steam agency in order to lift water below or above the ground when the height or depth has exceeded the limits of atmospheric pressure, and no work has yet appeared to upset the fallacy." Mr. Rydell considers that the time has now arrived when it must share the fate of less ancient misconceptions. Speaking of raising water from mines, however deep, he says—"The apparatus would cause the water to ascend to the surface independently of steam-power, no matter what the quantity might be; and when it is considered how vast an extent of labor, fuel machinery, &c., is annually incurred in the working of mines, the importance of my new principle will at once impress itself upon those who are interested in the mineral wealth of this country. Some of our richest mines are constantly flooded with water, and how to free them has been a knotty question for a considerable length of time, and property of the value of many millions sterling is laying dormant for want of a process by which the water in which it is submerged can be drawn away. Various methods have been adopted, but, even if successful (which they seldom are,) have involved an outlay of which the paucity of the dividends tells too plain a tale; and he can reduce the expense to a comparative trifle, and accomplish an effectual—in fact, complete—outflow of the inundating waters, and catastrophes arising from the breakages of hugh engine-beams, and other mechanical causes, will be averted, there being no attendant risks of any kind." The enormous power which Mr. Rydell proposes to secure by his marvellous system of setting natural laws at defiance may be judged of from the fact that he asserts that, although the Great Eastern has a steam-power of 3,000 horses, he can "not only propel this monster vessel over the Atlantic at the speed it now travels by steam agency, but, from cisterns of cold water, he can obtain even a greater power than it now possesses, without using any coal for navigation purposes, thereby leaving the 12,000 tons space open for additional cargo. It would be positive extravagance to consume coal for steam-engine purposes, when a still cistern of cold water would answer as well, besides enabling the vessel to leave port at a moment's notice, if necessary."—*London Mining Journal, July 26.*

RAILROAD IRON.

2,400 TONS Railroad Iron, New York and Erie pattern, "Crawshay's" make,—50, 56 and 58 pounds per lineal yard, in yard at Brooklyn, ready for immediate delivery; for sale by

August 18, 1862. FIRM **THEODORE DEHON,** 28 Beaver st.

OTTO AHLSTROM,

MANUFACTURER OF THE

LOUDON & AHLSTROM'S

PATENT EXPANSION SCREW FASTENINGS,

A QUICK and sure means of making preparatory Fastenings —The hole not requiring to be large at the bottom.

Also for ANCHORING LIGHT-HOUSES, BEACONS, BUOYS, BRIDGES, DAMS, FORTIFICATIONS, etc.

For NEWEL, GATE AND FENCE POSTS, and IRON RAILINGS in various ways.

Also, a CHEAP and ready means for fastening Iron or other ornaments (large or small) to stone or brick buildings.

For STAPLES, HINGES, AWNINGS, SIGNS, SHUTTER FASTENERS, LEADER HOOKS, etc.

For INSIDE WORK, such as for fastening articles to Hard Walls, Marble, etc., without hammering or using lead. For fastening Marble Tops to Furniture, etc. They are also so constructed as to be applied in Wood.

For LIFTING PURPOSES, such as Foundrymen's Tools for raising their patterns of wood or metal from the sand. They may be used in tapped or smooth holes.

Orders promptly executed by

OTTO AHLSTROM,
22nd St., 2nd Avenue, N. Y.

RAILS AT BOSTON.

400 TONS RAILS—50 lbs. per lineal yard—T pattern—now ready for delivery at BOSTON. For sale by

CHAS. L. PERKINS,
Or, E. LIVINGSTON,
2m30 54 Exchange Place.

CAR DUCK.

HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS, u to 140 inches. PLUSHES, BURLAPS, CAR HEAD LININGS, and all kinds of RAILROAD SUPPLIES.

For sale by

WILLIAMS & PAGE,
67 Water st., Boston.

QUARTZ MILLS

OF THE MOST APPROVED KIND,

MANUFACTURED BY **BURDON, HUBBARD & CO., 102** Front st., BROOKLYN, N. Y. Also Agents and manufacturers of the RUSS PATENT PREMIUM AMALGAMATORS, the best and simplest in use for saving both **fine** and **coarse** gold.

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, July 19, 1862.

EIGHTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend of Three per cent. on the Capital Stock thereof,—free of the United States Income Tax, which will also be paid by the Company—payable on the 20th day of August next, upon stock registered at New York, Boston and Albany, and on the 20th day of September next upon stock registered at London.

Stockholders whose stock is registered at New York, will receive their Dividends at the office of DUNCAN, SHERMAN & CO.; those whose stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose stock is registered at Albany, at the ALBANY CITY BANK; those whose stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s. 1d. to the dollar.

The Transfer Books will be closed at the close of business on Thursday, the 31st day of July inst., and will be re-opened at New York, Albany and Boston on the morning of Saturday, the 23d day of August next.

8t30 JOHN V. L. PRUYN, Treasurer.

CUMBERLAND COAL.

THE BORDEN MINING COMPANY

ARE now prepared to fill orders and to make contracts for the season of 1862, for **CUMBERLAND COAL,** DELIVERABLE ON BOARD VESSEL AT **Baltimore, Md., Alexandria, Va.,** or **Georgetown, D. C.** Purchasers may rely upon the Coal proving equal in quality to that heretofore furnished.

The Company also have the pleasure of announcing that they have completed, after two years' labor, their shaft and machinery upon their new property in the VALLEY OF GEORGE'S CREEK, and are lifting from the very heart of the Coal Basin a superior and perfect article of **BITUMINOUS COAL,** remarkably free from impurities of every description, and possessing qualities peculiarly adapting it to Locomotive use, and to generating steam under all circumstances. This Coal will be known in market as **"BORDEN'S PIT COAL."**

Our Railroad friends, and others requiring a superior Coal, will find it to their interest to give this a trial before contracting elsewhere.

For prices and other information apply to

WILLIAM BORDEN.
3m21 **Nos. 70 and 71 West st., New York.**

NOTICE TO HOLDERS OF Construction Bonds of Dubuque & Pacific R. R. Co.

IN accordance with the order of the District Court of Dubuque County, Iowa, you are hereby required to present your bonds, on or before the 8th day of October, 1862, at the office of the Dubuque and Sioux City R. R. Co., in Dubuque, for conversion into preferred stock of last said company; otherwise the company will be under no obligation to convert the same.

JAMES M. McKINLAY,
July 12, 1862. 4t29 Secretary, D. & S. C. R. R.

NEW YORK

EMERY WHEEL COMP'Y,

MANUFACTURERS OF

PATENT SOLID

EMERY WHEELS,

BLOCKS, HONES, ETC.,

For **Cutting, Grinding** and **Sharpening** Purposes.

—ALSO—

Vanderbilt's PATENT EMERY BELTING

FOR POLISHING METALS, ETC.

For circular pamphlet containing description, price list and testimonials, address

NEW YORK EMERY WHEEL COMP'Y,
No. 116 Nassau st., New York.

RENSSELAER POLYTECHNIC INSTITUTE,

TROY, N. Y.

THE thirty-ninth Annual Session of this Institution for instruction in the MATHEMATICAL, PHYSICAL, and NATURAL SCIENCES, will commence on Wednesday, Sept. 17th, 1862. Appropriate quarters, and a full supply of apparatus, will be provided, so that all the Courses of Instruction can be given precisely as heretofore. The new buildings for the Institute will be placed on a more commanding site, and be constructed as soon as possible.

The ANNUAL REGISTER, containing full information, can be obtained from

3m27 Prof. CHARLES DROWNE, Director.

GEO. M. FREEMAN,
RAILROAD SUPPLIES,
No. 107 WALNUT STREET,
PHILADELPHIA.

Railroad Materials, Locomotive and Car Findings,
MACHINERY AND MACHINISTS' TOOLS,
MINERS' TOOLS, ETC.
☞ COTTON WASTE. ☜
WHITE AND YELLOW CAR GREASE,
LOCOMOTIVE BRASS WORK,
Baggage Checks, Barrows, etc., etc.,
RAILROAD LANTERNS, SIGNAL LIGHTS,
STEAM GAUGES, COCKS AND WHISTLES,
INDIA RUBBER HOSE PACKINGS, ETC.
LANTERNS OF ALL DESCRIPTIONS,
ENGINE, STATION, AND SIGNAL BELLS,
☞ Superior Car Upholstery, etc. ☜
AGENCY OF THE KEROSENE OIL COMPANY

☞ Orders solicited, promptly filled, and forwarded with despatch and care *at the manufacturers' lowest prices.*

MERRITT & EMERSON,
No. 61 COURTLANDT ST.,
NEW YORK,
DEALERS IN
RAILROAD SUPPLIES
AND
ENGINEERS' STORES.
MANUFACTURERS OF
BOLTS, NUTS AND WASHERS,
LAG SCREWS, TURNBUCKLES, ETC., ETC.
TELEGRAPH MATERIALS.
PLAIN AND GALVANIZED WIRE INSULATORS.
INSTRUMENTS, BATTERIES, ETC., ETC.

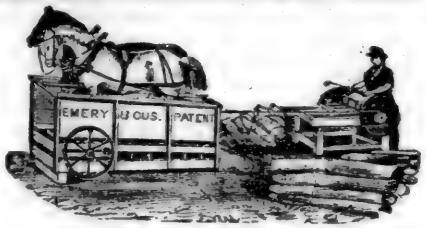
☞ A complete stock of **Railroad** and **Telegraph Supplies** and **Engineers' Tools** constantly on hand.

PROSSER'S PATENT
LAP-WELDED
IRON BOILER TUBES.

EVERY article necessary to DRILL the TUBE-PLATES and to SET the TUBES.
Tube CLEANERS, Steel Wire and Whalebone BRUSHES.
ARTESIAN OIL AND SALT WELL-TUBING.
LAP-WELDED STEEL BOILER TUBES.
GLASS ENAMELED IRON WATER PIPE.
WROUGHT IRON GAS AND STEAM PIPE.
WROUGHT IRON HOT WATER APPARATUS, for Warming Horticultural Buildings.
VENTILATING do. for Dwelling Houses, etc.
HOT WATER GAS STOVES, for Plant Windows Piazza Greenhouses, Offices, etc.

KRUPP'S
CAST STEEL
RAILWAY AXLES & TIRES.
Steel for Rolls, Dies, Tools, Cannon, etc., etc.
THOMAS PROSSER & SON,
28 Platt st., N. Y.

SUPERIOR
OAK-TANNED, STRETCHED AND RIVETED
LEATHER BELTING,
MANUFACTURED BY
PHILIP F. PASQUAY, { 25 Spruce st., N. Y.
DOUBLE BELTS TWICE THE PRICE OF SINGLE
Best Lace Leather and Steel Hooks for round Belts always on hand.
☞ In comparing my List of Prices with others, it will be necessary to compare also the quality of Belting. 3m23



IMPORTANT
TO
RAILROAD COMPANIES.
THE ATTENTION OF
RAILROAD MANAGERS
Is called especially to the Machines manufactured especially for the use of Railroad Companies by the proprietors of the
ALBANY AGRICULTURAL WORKS,
CONSISTING OF
EMERY'S PATENT
Railway Horse Power,

Made changeable for both right and left hand work, also with changeable degrees of forces and motions of the driving Pullies without changing the Speed and Labor of the Horses, thereby adapting them to the different uses required, as Sawing Wood, Pumping Water, Driving Elevators and Machine Shops, Foundries, etc. The Power is also adjustable to any degree of wear or use, so as to always insure its working with its greatest efficiency. All the running chains in these Powers are made of the best MALLEABLE IRON which gives to them triple the strength and durability of Grey Iron which last is universally used by all other Railway Horse Power Manufacturers—thereby at the same time lessening the weight of these several hundred pounds, making them less cumbrous for handling and transportation.

WOOD SAWING MILLS.

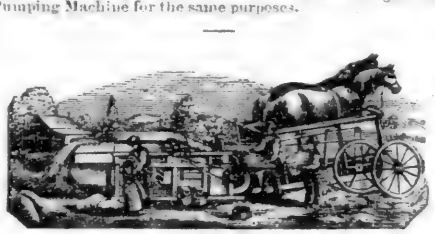
These Sawing Mills are made upon the most approved and convenient plans in use. Having a heavy plate fly wheel fixed to the Mandrill with a Ratchet or catch pulley for the driving band on the outside of the fly-wheel—the journal bearings are fitted with Babbet Metal—the wood carriage traverses on iron ways and gibbs—a 24 or 26 inch Saw is fitted, filed and set in working order and the plates warranted. When desired, a 14 inch saw is fitted, also a table for the purpose of slitting boards, etc., for fencing and carpenter work.

The whole together forming one of the most complete and desirable sets of machines for their purposes. They are already in very general use on nearly all the principal Railroads in this country.

PRICE, ONE HORSE POWER $90.00
" TWO " " 120.00
" SAW MILL, 24 in. Saw 37.00
SETT BANDS and EXTRAS ... 5.00

PUMPING ENGINES

Of different kinds for Raising Water for Railroad tanks and other purposes, can be furnished on demand with Reciprocating or Rotary Pumps—fitted to be operated by these Horse Power and the best adapted for Railroad and Mining purposes. One of the SEVENTY-FIVE DOLLAR PUMPING ENGINES when driven by the TWO HORSE POWER has a capacity equal to any Four or Five Horse Power Steam Engine and Pumping Machine for the same purposes.



THRESHING MACHINES

Of the most approved kinds, for one and two horses and with simply Separators, or with Complete Cleaners which fit the grain for market in one and the same operations, and of the most approved construction.

They are very extensively introduced into all the grain-growing sections of this country and the world. They are especially adapted to the force of the above Horse Powers and can be driven by Steam or Water power with equal advantage. They will be furnished on the most liberal terms and warranty.

Liberal discounts made to RAILROAD COMPANIES from the above prices, and agents solicited for the sale of their manufactures.

For further particulars see the new Illustrated and Price Catalogue of the ALBANY AGRICULTURAL WORKS, furnished gratis on application to the proprietors.

EMERY BROTHERS,
No. 62 & 64 State st.,
ALBANY, N. Y.

COTTON WASTE
OF DIFFERENT QUALITIES,
FOR MACHINERY AND
RAILROAD USE
CONSTANTLY ON HAND.
K. EGAN & CO.,
19 Burling Slip, N. Y.

BOARDMAN'S
Patent Steam-Boilers

SAVE over 30 per cent. of the fuel required for flue or plain cylinder boilers, while they have all the advantages of strength, cheapness and simplicity of construction, convenience and safety in use, claimed for either. Send for a circular.
H. BOARDMAN,
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CAR AXLE WORKS.



A. & P. ROBERTS,
PENCOYD IRON WORKS,
OFFICE No. 410 WALNUT STREET,
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Rolled or Hammered Car Axles, Bar Iron and Forgings.

A. WHITNEY & SONS
CAR WHEEL WORKS,
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FURNISH
CHILLED WHEELS,
FOR CARS, TRUCKS, and TENDERS.
CHILLED
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FOR LOCOMOTIVES.
ROLLED AND HAMMERED AXLES.
WHEELS and AXLES,
FITTED COMPLETE.

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BUSH & LOBDELL,
WILMINGTON, DELAWARE,
MANUFACTURERS OF
CHILLED WHEELS
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TIRES,
FOR RAILROAD CARS
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Locomotive Engines,
ARE PREPARED TO EXECUTE PROMPTLY
ORDERS TO ANY EXTENT FOR THEIR
CELEBRATED WHEELS,
EITHER SINGLE OR DOUBLE PLATE,
WITH OR WITHOUT AXLES.
WHEELS FITTED
To HAMMERED or ROLLED AXLES,
IN THE BEST MANNER, AT THE SHORTEST NOTICE,
AND ON THE MOST REASONABLE TERMS.

THE ROGERS Locomotive & Machine WORKS,

SUCCESSORS TO

ROGERS, KETCHUM & GROSVENOR,

PATERSON, N. J.,

HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either

COAL OR WOOD BURNING

LOCOMOTIVE ENGINES

AND OTHER VARIETIES OF

RAILROAD MACHINERY.

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M. K. JESUP, *Vice Pres't.*
L. P. STARR, *Sec'y and Treas'r.*
44 Exchange Place, New York.

THE TAUNTON LOCOMOTIVE MANUFACTURING COMPANY,

TAUNTON, MASS.,

HAVING large facilities, and having had a long experience in the business, are prepared to furnish

LOCOMOTIVES,

EITHER FOR BURNING WOOD OR COAL,
OF THE MOST APPROVED CONSTRUCTION.

ALSO ALL KINDS OF

RAILROAD MACHINERY,

STATIONARY ENGINES AND BOILERS,
SUGAR MILLS, SHAFTING, ETC.

HARRISON TWEED,
Agent and Treasurer.
P. I. PERIN, Sup't.

Locomotive Engines.

DANFORTH, COOK & CO.,

PATERSON, N. J.,

HAVING erected an extensive Shop, with the most approved Machinery and Tools, are prepared to execute orders for the various classes of Freight and Passenger Locomotive Engines and Tenders, in the best manner and on the most favorable terms.

Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops.

The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention.

RICHARD NORRIS. HENRY LATIMER NORRIS.

RICHARD NORRIS & SON,

LOCOMOTIVE STEAM ENGINE BUILDERS,

SEVENTEENTH STREET, ABOVE CALLOWHILL,

PHILADELPHIA,

ENGAGED EXCLUSIVELY IN THE MANUFACTURE OF

LOCOMOTIVES,

RAILWAY TOOLS AND

MACHINERY.

MANUFACTURE to order, Locomotives of any Arrangement, Weight or Capacity. In Design, Material and Workmanship, the Locomotives produced at these Works, are equal to and cannot be excelled by any.

IRVING HOUSE,

NEW YORK,

BROADWAY AND TWELFTH STREET,

ENTRANCE, 45 TWELFTH STREET.

THIS House is now open for the accommodation of FAMILIES and TRANSIENT GUESTS, and will be conducted upon the **EUROPEAN PLAN.**

PROPRIETORS:

GEO. W. HUNT,
Late of the Brevoort House, Fifth Avenue.
CHAS. W. NASH,
Formerly of the Great Republic.



LEMUEL W. SERRELL,

SOLICITOR OF

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VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS,** etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.

Address HENRY RUTTAN,
Coburg, Canada.

THE GREAT FIRE IN TROY.

Unparalleled Triumph

OF

LILLIE'S SAFES!

The following certificates explain themselves:

TROY CITY BANK, May 21, 1862.

LEWIS LILLIE, Esq.—Dear Sir: I am sure it will give you as much pleasure to know as it does me to say, that in the recent fire of the 10th inst., which desolated our city and destroyed our Banking-house, the contents of our Bank vault, though the building itself was a heap of ruins, remained entirely unharmed. This result we attribute entirely to the fact that our old Wrought Iron Doors were, about two years since, exchanged for a set of your celebrated Chilled and Wrought Iron Doors and Frames. With the old doors, not a book or paper in the Vault could have been saved; as it is, nothing in it was even damaged, though exposed to the most intense heat.

Yours, respectfully, S. K. STOW, Cashier.

TROY, N. Y., May 14, 1862.

The undersigned, using **Lillie's Chilled and Wrought Iron Fire and Burglar Proof Safes,** at the time of the late disastrous fire in this city, would state that our safes were subjected to a severe test by fire, the heat varying in intensity, according to the locality and surroundings. The time they were exposed to the fiery ordeal, unprotected by water, varied from 24 to 72 hours. We would say that our money, papers, books, etc. were well preserved, and the Safes are suitable for further use. By comparison with Safes of other manufacture, equally exposed, we have no hesitancy in recommending Safes of Lillie's manufacture to the public on their demonstrated merit as entitled to unparalleled confidence as fire-proofs.

James Kenyon,	S. Bachelder,
S. O. Gleason,	Gates H. Barnard,
Percy & King,	W. D. Haight,
McCoy & Beadle,	Denio & Freiot,
Coon & Van Valkenburgh,	Walsh, Petit & Anthony,
S. S. McClure,	D. H. Snyder,
Ross & Smith,	Jonathan Seaman.
Robert Green,	

Not dug out—nothing in them.

TROY, May 19, 1862.

The undersigned had one of **Lillie's Wrought and Chilled Iron Safes,** which went through the fire of the 10th of May. The Safe was exposed to a severe fire for over 24 hours. In falling it turned on its face, and when turned up to open the doors was red-hot. The back of the lower part of the Safe (behind the books) was filled with pennies, which, in falling over, pressed against the books, and brought them directly in contact with the doors. The wrappers on the pennies were mostly good. The books were unfit for further use, but the writing on them was partially legible and could be copied.

DUSENBURY & ANTHONY.

TROY, May 19, 1862.

This is to certify that we had in our store, in this city, when it burned, one of **Lillie's Small Safes,** which was in the fire, without water on the building or Safe. Most of the valuables were removed before the fire, and therefore we were not in haste to get the Safe out of the burning ruins. Some of the papers left in the Safe were legible when taken out, but most of them were charred.

I. M. SINGER & CO.,
Per G. W. BABCOCK, Agent.

This is to certify that the undersigned had one of LILLIE'S Patent Chilled Iron Safes in their store, which was burned during the late severe fire in this city, and we are happy to state, the Safe preserved all its contents in first-rate condition. All the papers were legible, and the books will do for further use, without even rebinding.

GRANT, NUTTING & CO.

The foregoing comprises all the Safes of my manufacture that were in the fire, and below will be found certificates from all the owners of Safes manufactured several years since, by World's Safe Company, who used my Patent Chilled Iron Shell, but not my Fire-Proof Cement.

WORLD'S SAFE COMPANY'S SAFES.

TROY, May 19, 1862.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire of the 10th inst., in this city, would state that our Safes were exposed to a severe heat, being confined in the burning ruins, unprotected by water, from one to three days. On opening the Safes the contents were mostly legible, and to a far greater extent than could be reasonably expected of any Safe. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectors against fire, and by this test we are prepared to recommend them as such to public patronage.

Lyman Bennett,	Silliman, Matthews & Co.,
Flood & Dunham,	E. L. Mallory,
John Hutchinson,	E. H. Virgil,

Sup't National Express Co.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire in this city, would state, that on opening our Safes the contents were mostly legible. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectives against fire, and we are happy to recommend them to public patronage.

W. & L. E. GURLEY,
R. L. & G. DRAKE,
LEONARD SMITH,
H. E. & W. ALENDORPH, Absent.

TROY, May 19, 1862.

To whom it may concern: We would certify that when the recent fire broke out in this city, we took out from our Safe (which was made by World's Safe Company) all our books, papers, etc., and then left it to the flames without shutting the door, and the Safe will do for further use by being repaired, although the book case was destroyed by the door being left open through the fire.

ACKLEY & CO.

TROY, May 19, 1862.

The undersigned, using Safes manufactured by the World's Safe Company, at the time of the late disastrous fire on the 10th instant, in this city, would state that our Safes were filled with fire-brick for the fire-proof, and while several of this class preserved their contents, ours were considerably charred, and only , part legible. In justice to Mr. LEWIS LILLIE, we are pleased to state that Safes of his manufacture proved to be powerful protectors against fire, and have preserved their contents, after having been exposed to the fiery ordeal, unprotected by water, from one to three days.

Stephen Holton,	Luther Greenman,
Bennett, Strickland & Fellows,	E. W. Johnson,
Corloss & House,	J. H. Goodsell.

TROY, N. Y., May 17, 1862.

LEWIS LILLIE—Dear Sir: We were using at the time of the late severe fire of 10th inst., a Safe purchased in 1852 of the late World's Safe Company. The contents were considerably charred, but our Ledger is mostly legible, and we are able to copy it.

The Safe was subjected to a severe heat for over eighteen hours, and we are satisfied that if water had been thrown on the ruins, as is ordinarily the case, the contents would have come out uninjured. You will please repair our Safe, placing in it the improvements embraced in Safes of your manufacture, and oblige

SHELDON & GREENE.

N.B.—The above Safe is believed to have damaged the contents more than any of those named in this circular.

There were only seven Sheet Iron Safes, made by Herring and others, outside of the railroad depot, that were exposed to the fire, four of which were entirely burnt out; the fifth was saved by being early cooled off by water; the remaining two were not severely tested.

LEWIS LILLIE.

H. R. HUBBELL, Agent,
No. 198 Broadway, New York.

T. G. SELLEW,

MANUFACTURER OF

Desks and Office Furniture,

WAREROOM } No. 107 FULTON ST., Near Nassau, N. Y.

LIBRARY FURNITURE made to order.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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American Railroad Journal.

New York, Saturday, August 30, 1862.

Rome, Watertown and Ogdensburg R. R.

As announced in a previous number, the formal opening of the Rome, Watertown and Ogdensburg Railroad took place on the 20th instant, a large and respectable company from this city being present on the occasion. The extension line is 19 miles in length, connecting Ogdensburg with the Potsdam and Watertown division at a point about eighteen miles south-west of Potsdam. The first named place is therefore brought within 400 miles of this city, the distance being traveled by rail in sixteen hours, and at a cost of about ten dollars. Compared with any other route in operation from New York to Ogdensburg, there is a saving of fully seventy miles in length, and a more than corresponding advantage in time. At Ogdensburg the road taps the St. Lawrence, the Grand Trunk Railway of Canada, and the Prescott and Ottawa City Railway, the river being nearly always passable either by ferry-boats or on the ice. On the Erie Canal and the Hudson River the company own a line of propellers for heavy freight, enabling them to transport merchandise between New York and Rome in three days.

The entire line is now 192 miles along, consisting of the main stem from Rome to Watertown and thence to Ogdensburg, about 143 miles; next, the Cape St. Vincent branch, 25 miles, and lastly the branch to Potsdam and the Northern Railroad, 24 miles. It will thus be seen to be next in length to the Erie and the Central. This arrangement of the principal line and branches is different from what was originally intended, but is the necessary result of circumstances over which the companies had at first no control.

The cost of the new line, 19 miles, has been only $300,000; but depot buildings and some additional rolling stock are required which may call for possibly $100,000 more. It is in contemplation to run a wharf into the St. Lawrence for a few hundred yards, so as to reach deep water and secure freedom from the current. The company own a narrow headland which is well adapted to the purpose, enabling the work to be constructed at little cost.

The present road was built as two separate interests, the line from Rome to Watertown and St. Vincent having been completed in June, 1852. Its length was 97 miles and its cost $2,159,500, represented by $1,498,500 of stock, $375,000 first mortgage and $310,000 second mortgage bonds. At the present time the capital is put at $1,500,000 and the mortgage debt at $700,000 in round numbers, the latter being in process of liquidation by a sinking fund. The track is in good condition, the rail used weighing 56 lbs. per yard.

The Potsdam and Watertown road is 75½ miles long and cost $1,594,956, of which $665,419 was paid in as capital, the residue consisting of first and second mortgage bonds and floating debt. The first mortgage ($800,000) was guaranteed by the Rome and Watertown; but on the failure of the borrowers to pay the interest the mortgage was foreclosed and the road sold to the Watertown and Rome Company at a small figure beyond the bonded debt. At the present moment, as we learn from a statement by one of the Directors, the company's obligations consist of $1,500,000 of capital stock, $700,000 in bonds on the W. & R. division, $800,000 on the Potsdam end, and $300,000 on this and the newly opened extension. There is no floating debt. It will be seen that while about four millions and a quarter have been expended in building the whole work, its cost to the present company was only $3,300,000, or $17,200 per mile.

It is proposed to consolidate the $800,000 and $300,000 issues, making a new one for $1,200,000, the balance being used to complete the improvements. A sinking fund sufficient to liquidate the entire principal at maturity will be provided and the new description be issued only in exchange for the existing ones.

We may add that the business enjoyed by the company is increasing, while their policy is invariable to reject all that cannot be conducted at a profit. During ten years the Watertown and Rome Company have paid 76 per cent. as dividends.

The country traversed by the road is for the most part excellent, being underlaid with extensive deposits of limestone, sandstone and iron. Its dairy products are among the best in the country, large quantities being annually sent *Westward* as well as to this city. Watertown is a flourishing place having a large manufacturing industry.

Mr. W. C. Pierrepoint, of Pierrepoint Manor, is President, and Mr. J. Addison Day, of Watertown, Superintendent. Mr. R. E. Hungerford, of Watertown, is Secretary and Treasurer.

Northern Illinois Railroad.

The completion of the Northern Illinois Railroad was celebrated by an excursion on the road from Chicago on the 14th inst. *The Chicago Tribune* says:

The completion of the Northern Illinois Railroad a continuation of the Racine and Mississippi, opens another avenue of trade and commerce for Chicago. The distance from this city to Savannah, on the Mississippi River (via the N. W. R. R. to Clinton Junction), is 181 miles, through a fertile, beautiful, thickly settled, grain-growing region, which our merchants and produce dealers will visit with profit.

The completion of this road is another milestone in the progress of the great North-West. In June, 1852, the completion of the first railroad to the Mississippi was celebrated at Rock Island. The Northern Illinois is the tenth railroad that now connects the Mississippi with the East, north of the Ohio River. Here is another instance of the triumph of Northern mind and muscle—when an entire railroad is built and equipped in times like these; and when a town of hotels and warehouses, stores, &c., as Lanark has, springs into existence, as if by magic, from what was only nine months ago a broad corn-field, and now a town of several hundred inhabitants, who last week raised a company for the war from their numbers.

Chili--Its Financial Resources.

The domestic debt of Chili, bearing three per cent. interest, amounted on the 21st of July, to $2,342,225. The foreign debt consists of the English loan of 1822, which has now been reduced to $4,911,500; and the English loan of 1858, the principal and interest of which now amounts to $7,620,044 74—making the total debt of the republic $14,873,769 74. The loan of 1858 which was obtained for railroad purposes is accounted for as follows:

Southern Railway	$2,000,000 00
Santiago and Quillota Railway	1,436,456 11
Treasury office	1,487,531 07
Paid in advance to contractor, Mr. H. Meiggs	191,784 26
Do. do. for materials	186,688 86
Railway of the Meiggs contract	548,656 85½
Money loaned	1,429,958 41
Expenses	81 37½
Cash at the Collectorship at Valparaiso	143,497 04
Cash	195,410 76½
Total	$7,620,044 74½

The revenue of the Republic from all sources for the year 1861, were as follows:

From custom houses	$3,538,804 99
" monopolized goods	953,787 24
" tax on plantations	666,789 64
" tax on sales (alcabalas)	221,434 03
" licenses	74,639 00
" stamp paper	106,089 00
" post office	116,307 17
" tax on capital	3,342 42
" mint	27,572 25
" toll duties	45,729 03
" transitory sources	96,325 39
Total receipts in 1861	$5,850,821 19
Total expenditures	7,362,155 61
Deficit	$1,511,334 42

The Secretary of the Treasury proposed to contract another domestic loan to supply the deficiency; and meet the balance of the public expenditure of the current year by issuing Treasury notes payable at from one to eighteen months, bearing 5 per cent. interest. The money loaned by the government, which is to be gradually collected, will, it is supposed, be sufficient to meet the payments of these notes as they mature. The railroads, being nearly exclusively the property of the government, will soon become a source of great revenue, as they are far advanced toward completion. The new tariff, to go into operation on the 1st of January next, is also expected to increase the revenue. The business of the custom houses of the Republic in 1860 and 1861, have been as follows:

	1860.	1861.
Foreign goods	$26,764,149	$23,148,955
Foreign goods entered for home consumption,	22,171,506	16,676,424
Foreign goods re-exported	3,784,319	4,953,037
Foreign goods withdrawn for the Argentine provinces	1,484,176	585,489
Export of home produce	24,813,448	20,349,634
	$79,017,598	$65,713,539

The imports in 1861 were as follows:

Provisions	$3,690,356
Machinery and implements	1,131,749
Raw materials	1,937,629
Articles of luxury	1,728,374
Articles manufactured	8,188,314
Total imports	$16,676,422

And the exports were:

Agricultural products	$4,977,891
Mineral products	14,426,278
Sundries	925,465
Total exports	$20,329,629

The following is a comparative statement of the exports of Chili during the years 1860 and 1861:

	1860.	1861.
Coal	$274,011	$336,099
Barley	443,525	446,728
Jerked beef	120,806	75,321
Copper bars	5,828,363	5,594,610
Regulus	3,323,476	3,534,168
Cow hides	983,955	528,009
Vermicelli	42,523	31,051
Beans	42,617	31,833
Navy bread	168,251	101,105
Flour	1,170,351	1,326,913
Wool, assorted	464,568	207,648
Timber, assorted	167,582	152,071
Silver ore	906,201	821,568
Copper and silver regulus	573,230	221,223
Copper ore	4,386,907	1,923,116
Nuts	68,077	45,604
Silver bars	1,534,066	1,308,680
Silver, refuse (chatalonia)	4,746	11,018
Copper, refuse (retalla)	876	209
Wheat	1,054,501	1,639,497
Total	$21,559,655	$18,476,976

Railroad Earnings--Monthly.

The earnings of the Cleveland, Columbus and Cincinnati R. R., for July, 1862, were $131,686 88
Do., 1861 82,689 86
Increase $43,997 02

Boston and Maine Railroad.

The gross earnings of this road for the fiscal year ending May 31, 1862, have been as follows:

From passengers	$457,483 16
" freight	249,033 79
" rents	12,331 77
" mails	10,623 06
" interest	2,955 86
	$732,427 64

And the expenses were:

Repairs of road	$69,607 28	
" bridges	9,565 39	
" stations, etc.	20,550 23	
" locomotives	30,254 32	
" cars	20,525 17	
Coal	16,605 88	
Wood	37,949 89	
Oil and waste	7,866 80	
Switchmen, gatemen, etc.	22,084 32	
Passenger expenses	62,699 53	
Freight "	49,191 23	
Taxes	13,878 51	
Danvers Railroad rent	7,500 00	
All other expenses	41,418 29	
		409,696 84
Net earnings		$322,730 80
Depreciation of locomotives and cars	$14,006 00	
Renewals of rails	18,318 30	
		32,324 30
Balance of net earnings		$290,406 50
Deduct two dividends of 3 per cent. each		249,342 00
Leaves a balance undivided of		$41,064 50
Add balance from previous year		587,862 50
Making the sum of undivided earnings		$628,927 00

Compared with the previous year, the earnings and expenses are as follows:

	1860-'61.	1861-'62.
Gross earnings	$930,151 31	$732,427 64
Expenses, renewals, etc.	529,728 45	442,021 14
Net earnings	$400,422 86	$290,406 50
Mileage of passenger trains	449,152	409,437
" freight "	181,019	168,373
" wood "	4,755	1,349
" gravel "	8,395	960
" extra "	17,400	19,029
	663,721	599,048
Passengers carried	1,868,797	1,620,855
Do., carried one mile	28,308,103	24,642,836
Tons of freight	273,440	193,368
Do., carried one mile	7,551,842	5,552,110

The total length of the main line, from Boston to South Berwick Junction is 74.26 miles.

Medford Branch	2.23 "
Methuen "	3.61 "
Great Falls "	2.95 "
Newburyport Railroad	26.97 "
Danvers "	9.20 "
Total length of road operated	$119.22 miles.

The capital stock authorized by charter is $4,550,000, of which $4,155,700 has been subscribed; of this $4,076,974 52 has been paid.

The company has no funded debt.

The cost of road and equipment May 31, 1862, was as follows:

Graduation and masonry		$884,067 40
Wooden bridges		371,468 55
Superstructure, including iron		984,523 89
Stations, buildings, fixtures, etc.		520,722 78
Land, land damages and fences		847,198 08
Engineering, and other expenses		272,388 94
		$3,880,369 64
Locomotives	$195,300	
Passenger and baggage cars	73,990	
Merchandise cars	143,279	
		412,569 00
Total cost of road and equipment		$4,292,938 64

The equipment consists of 36 locomotives; 53 passenger, 19 baggage and 585 freight cars.

The gross receipts for the past year are less than those of the previous year by $197,723 67. The expenses, however, show a reduction of $87,707 31, making the decrease in net earnings only $110,016 36. The directors say:

It is a matter of regret that we are unable to present a more favorable exhibit of the past year. The cause of this unfavorable condition of things is national, and beyond our control. But it is none the less real—none the less disastrous—because without remedy.

The same cause, which has operated unfavorably on our road, has had a contrary effect on those roads which are made channels of communication between the large cities and Washington.

Ours is a road dependent more upon its local than foreign business. Of the staple products of the country, very little, comparatively, passes over it, except what is consumed in the manufacturing, mechanical, and other industrial pursuits along its line.

In consequence of the great scarcity of cotton, that branch of manufacture has furnished much less transportation than usual. Whenever the business of the country shall have resumed its former condition of growth and prosperity, a more favorable statement may be expected.

We would remark here, that from the operation of causes, which may prove temporary, the business of the current year, since May 31, has proved much more satisfactory than during the corresponding period of the last year.

In former years, we have received considerable sums of money from the surplus earnings of the Portland, Saco, and Portsmouth Railroad. The same causes, which have unfavorably affected our

road, have had a similar effect upon that road. We have had no call upon us to supply funds for the guarantied dividends, and probably shall not be called upon for that purpose. But, until more prosperous times, we cannot reasonably expect any considerable revenue from that source.

By examining the statement of undivided earnings for several years, it will appear that the amount has steadily increased. That amount, however, is not invested in cash or cash assets. This will appear from the following statement:—

The amount actually received from the sale of 41,557 shares of capital stock, is $4,076,974 52. Upon that number of shares dividends were declared in 1850, and there has been no change since.

The construction accounts, showing the cost of the road and equipment, amount to $4,292,938 64; consequently the sum of $215,964 12 more than was received from the sale of shares has been expended in constructing and equipping the road.

The available assets of the Corporation, of all kinds amount	$612,781 20
Deduct from this sum the ascertained liabilities	199,821 32
This balance being	$412,962 88
Together with the above sum of	215,964 12
Makes the sum of	$628,927 00

Which is the amount of undivided earnings.

In other words, of the sum of $628,927, which is the amount of the undivided earnings, as before stated, $215,964 12 is invested in the construction and equipment of the road; and the balance, being $412,962 88, is invested in other items of property, after deducting from their sum total the ascertained liabilities.

It also appears that the corporation owes only one note of $22,000, balance due for land purchased in Boston. This note will become payable Oct. 1 next, and can then be paid, without any inconvenience, from the money in the Treasury.

Our liability on account of the Newburyport Railroad, last year, was $72,239 20. It is now only $4,140, and that is not on interest.

Notwithstanding we have so largely reduced our indebtedness during the past year, we have, at all times, been able to meet the legitimate demands upon the treasury, without hiring money. Thus it appears that, while our financial condition has been easy, there has been but little surplus of money idle in the treasury.

The freight building destroyed by fire in July, 1861, has been replaced. A brick engine house is also in process of erection at South Berwick Junction—the cost of which, exclusive of the foundation will not much exceed $4,000. The northerly abutment of the bridge over the Cochecho river has been rebuilt. The tracks over the Mystic river are now being relaid with new timber above the action of the tide. Extensive repairs upon Miller's river and Charles river bridges have also been made. About 40,000 cedar ties have been used in repairs of track during the past year. The average number used for the past seven years has been about 35,000, at an annual expense of $11,000. In addition to which there has been an annual expenditure for chesnut switch ties of something less than $1,000. The amount required to be expended annually in renewal of ties is estimated at $12,800. For the last five years the expenditure for iron rails has been on an average $20,332. In the past, as in previous years, it has been the purpose of the directors to keep the bridges, track, rolling stock, &c., in thorough repair. No expense has been spared to accomplish this object. Whatever would conduce to the safety or comfort of the traveling public has been cheerfully granted. The directors close their report by expressing their undiminished confidence in the value of this property; and the assurance that whenever the great industrial pursuits of the country are prosperous, the stockholders may rely upon generous returns from their investment.

CONDENSED BALANCE SHEET.

Capital stock		$5,076,974 52
Sundry balances		49,010 32
Deposit on account of Newburyport Railroad bonds		2,160 00
Amount payable on account of Newburyport Railroad bonds		1,980 00
Notes payable (on account of land in Boston		22,000 00
Dividend July 1, 1862		124,671 00
General reserve account—being undivided earnings		628,927 00
		$4,905,722 84
Construction		$3,880,369 64
Equipment		412,569 00
Property accounts		82,079 35
Cash	$22,953 07	
Notes	312 73	
Open accounts	23,265 80	
		59,403 76
Boston and Maine Railroad stock		50,000 00
Danvers Railroad bonds		71,000 00
Danvers land damage account		758 08
Danvers Co., as per agreement		25,000 00
Newburyport Co., "		300,000 00
Gt. Falls and Conway R. R. bonds		20,000 00
Suspense account		4,543 01
		$4,905,722 84

President—F. GOGSWILL.
Superintendent—WM. MERRITT.
Clerk—JAMES C. MERRILL.
Treasurer—H. B. WILBUR.

Manufactures of New York.

We have before us a table from the Census Returns of 1860, giving the number of industrial establishments in the city of New York; the amount of capital invested, cost of raw material, number of hands employed, and the value of the annual product. From this we learn that the number of manufacturing establishments in this city in 1860, was 4,259; capital invested, over $60,000,000; cost of raw material, $88,500,000; number of men and boys employed, 64,000; number of women and girls, 24,500; the annual value of production was $158,000,000. As compared with the census of 1855, these figures show an increase of 1,860 establishments, $28,000,000 of capital invested, $32,000,000 in cost of raw material, nearly 20,000 in the number of persons employed, and over $52,000,000 in annual product. The more prominent branches as to number are bakers, boot and shoemakers, carpenters, cigar makers, printing, clothing, furniture makers, millinery, saddles and harness and blacksmithing; the largest sums of capital invested are in printing, clothing, gas, sugar refining, iron machinery and steam engines, piano fortes, malt liquors, iron founding, gold and jewelry, and boots and shoes—all these over a million each. The largest amount of capital invested in one branch is printing, viz.: book printing, $3,121,000; newspapers, $2,941,200; job printing, $645,800; printing presses, etc., with binding, type, and stereotype work, engraving, ink, and lithography, $1,942,650—in all $8,650,650. In the cost of raw material, sugar refiners stand first—over sixteen millions; then clothing, nearly ten millions; printing (newspaper) over three millions; flour, and meal, and iron machinery about two and a quarter millions each; cured meats, two and three quarter millions, bakers, over two millions; of those using up from one to two millions are boot-makers, carpenters, cabinet makers, furriers, gas factories, gold and jewelry makers, hatters, iron founders, lead pipe and shot makers, brewers, lard and sperm oil refiners, job printers, shirt makers, chandlers, and umbrella makers. The greatest number of male workers is in clothing, 10,954; next, boots and shoes, 3,643; then come, of trades employing over 1,000, carpenters, cabinet makers, gas factories, iron foundries and iron machinery, piano fortes, book printing, newspaper printing, and sugar refining. Women and girls are of course most in number in clothing business, there being 10,624—about as many as of males; shirt making employs 2,794, and hoop skirts 1,474; no other trades employ a thousand; there are 350 at artificial flowers, 811 in book folding and binding, 359 at paper boxes, 575 at carpets; cloaks, 379; furs, 500; millinery, 778; printing nearly 1,000; fringes and trimmings, 476; in tobacco, 318; umbrellas and parasols, 706. Of the value of manufactured articles, refined sugar is the greatest—more than nineteen millions of dollars worth. Next comes clothing, $17,000,000; printing more than $10,000,000; bakers, $4,367,000; iron machines and steam engines, about $4,500,000; boots and shoes, nearly $4,000,000; cured meats, $3,211,730; furniture, $3,790,000; gas, $3,284,000; carpentery, $2,843,000; flour and meal, $2,612,500; gold and jewelry, $2,161,091; hats, $2,125,783; hoop skirts, $2,064,667; iron founderies, about $2,500,000; malt liquors, $2,150,000; pianos, $2,430,000, and about fifteen others running from one to nearly two millions. The per centage of increase for five years—1855 to 1860—has been, on the number of establishments, 77½; capital employed, 86½; cost of material, 57; hand employed, 28; value of annual product, 49¼.

The New Narrow-Gauge Rail Route Across New Jersey via Camden, and Raritan Bay.

In the matter of the application of the Camden and Amboy Railroad Company for an injunction to restrain the Raritan and Delaware Bay and Camden and Atlantic Railroad Companies from such a connection of their respective roads as would open a continuous rail line from the Delaware river at Camden to Port Monmouth on Raritan Bay, Chancellor Green, on Monday, August 18, delivered an opinion, refusing the injunction asked for. Subjoined is the opinion of Chancellor Green:

"The Delaware and Raritan Canal and the Camden and Amboy Railroad and Transportation Companies, complainants, *vs.* the Raritan and Delaware Bay Railroad Company, the Camden and Atlantic Railroad Company and others, defendants.

The necessity for an immediate decision of this cause has allowed no opportunity for the preparation of an extended opinion; but the thorough research and elaborate arguments of counsel (for which I acknowledge my indebtedness) have satisfied me as to the principles which must be recognized and the conclusions which must be adopted in the disposition of the motion now before the Court. Those principles and conclusions I shall, therefore, now state without any attempt to present in detail the reasons upon which they are founded.

1. The complainants have, by virtue of their contract with the State of New Jersey, the exclusive franchise of transporting passengers and freight by railways across the State between the cities of New York and Philadelphia, and are entitled to the protection of a Court of Equity in the enjoyment of that franchise.

2. There is no sufficient evidence in the cause that the rights which the complainants by their bill seek to maintain have been impaired or relinquished by consent, or the complainants' right to protection forfeited by acquiescence in the acts of the defendants.

3. The incorporation of the Camden and Atlantic Railroad Company to construct a railroad across the State from Camden to the sea, at or near Absecom Inlet, and the incorporation of the Raritan and Delaware Bay Railroad Company to construct a railroad from Raritan Bay to Cape Island were no violation on the part of the State of their contract with the complainants.

4. The junction of the Camden and Atlantic Railroad with the Raritan and Delaware Bay Railroad at their (necessary and legitimate) point of intersection, so as to form a continuous though circuitous line of railway from Camden to the Raritan Bay, and which, with the aid of steamboats upon the Delaware River and Raritan Bay, will form a continuous line, and which, by possibility, may be used for the transportation of passengers and merchandise across the State between the cities of New York and Philadelphia, constitutes no violation of the complainants' right.

5. There is a legitimate purpose for which these roads thus united may be used, viz: The transportation of freight and passengers from points and places within the State of New Jersey along the line of the respective roads and between those points and the cities of New York and Philadelphia, respectively.

6. There being a legitimate purpose for which these roads may be constructed and used, and for which a junction between them may be formed, the defendants cannot be restrained from effecting such junction merely because it may be perverted to an unlawful purpose.

7. The fact that either of the said roads, or the connecting link between them, is being constructed without lawful authority, either because no survey of the route has been filed in the office of the Secretary of State, or because it is not constructed in conformity to the route prescribed by its charter, constitutes no ground for equitable relief against such construction, at the instance of the complainants, unless their rights will be thereby violated.

8. Such unauthorized construction and connection of the roads may afford evidence tending to show a fraudulent design, on the part of the Directors, to violate the rights of the complainants, but it is not sufficient, upon a motion for a preliminary injunction, to overcome the answers of the defendants under their corporate seals, and under the oaths of their officers, who are made defendants for the purpose of discovery.

9. Under the views taken by the Court of the true construction to be given to the contract between the State and the complainants, the answer of the defendants is a full denial of the equity of the complainants' bill, and renders the allowance of an injunction before the final hearing improper.

10. If the roads of the defendants, by means of the contemplated connection, should be used for the purpose of transporting passengers or merchandise between the cities of New York and Philadelphia, or to compete the business with the railroads of the complainants between the said cities in violation of the contract between the State and the complainants, full and adequate protection to the complainants' rights can be given by injunction, restraining such use of the road.

11. No duties imposed upon the defendants in the prosecution of their legitimate business by acts of incorporation, and no contract into which they may have entered or may enter with third persons or with each other, can justify any violation of the rights of the complainants, or afford protection against the consequences of such violation.

12. The State is no party to this suit. Her sovereignty cannot be entrenched upon, nor her right of eminent domain impaired, by any decision in this cause, nor by any unauthorized or illegal acts which may be done or permitted by the defendants under color of her authority.

13. If the roads of the defendants, by means of the connection that may be made between them, either lawfully or unlawfully, shall be fraudulently used in violation or evasion of the sovereign rights of the State, she has the power and is fully competent to guard those rights.

The application for an injunction must be denied, and the rule to show cause discharged, with costs."

Construction of the Statutes as to the Ringing of Engine Bells at Railroad Crossings.

SUCH STATUTES ARE FOR THE BENEFIT OF PEOPLE TRAVELING ON THE HIGHWAY. A PERSON INJURED WHILE WALKING ALONG THE TRACK, CANNOT MAINTAIN AN ACTION AGAINST THE COMPANY, BY REASON OF THE NON-RINGING OF THE ENGINE BELL.

The Supreme Court of Rhode Island, in the case of O'Donnell *vs.* the Providence and Worcester Railroad Company have decided that the fourth section of the "act in relation to railroads" in that State, giving an action to any one injured by the neglect of a railroad company to ring the bel upon their locomotive engine for the distance, at least, of eighty rods from the place where the railroad crosses any turnpike, highway or public way, upon the same level with the railroad, and keep the same ringing until the engine shall have crossed such turnpike or road, was exclusively designed for the benefit of persons crossing the turnpike; and hence a person who is injured by the engine, whilst he is walking along the track of the railroad and not at any crossing, cannot recover damages against the railroad company for such injury upon the ground that the injury was caused by their neglect to ring the bell upon their locomotive, as required by the statute.

The plaintiff's declaration alleged that on the 25th day of April, 1857, the defendants unreasonably neglected and refused to ring any bell upon their locomotive engine, whilst the same was passing upon their railroad, within the distance of eighty rods from the place where said railroad crosses a certain public way, to wit: Webster street in the city of Providence, at the same level with said road, and unreasonably neglected and refused to keep said bell ringing until said engine had crossed said public way: by reason of said neglect the plaintiff was thrown down by said engine and run over and greatly injured, so that he was compelled to have his leg amputated, etc., etc.

The act under which the action was brought so far as applicable to it, is as follows:

Sec. 1. Every railroad company incorporated under the authority of this State shall cause a bell of at least thirty-two pounds in weight to be placed upon each locomotive engine passing upon their road; and the said bell shall be rung at the distance of at least eighty rods from the place where said railroad crosses any turnpike, highway, or public way upon the same level with the railroad, and shall be kept ringing until the engine has crossed such turnpike or road.

Sec. 2 prescribes the duty of placing a board at the crossing with the following inscription in capital letters "Railroad Crossing—Look out for the Engine while the Bell rings." Section third is as follows:

If any railroad company shall unreasonably neglect or refuse to comply with the requisitions contained in this act they shall forfeit for every such neglect or refusal a sum not exceeding one thousand dollars, to be recovered in an action of debt before any court proper to try the same; one half thereof to and for the use of the State, and the other half to and for the use of the person who shall sue for the same. And the said railroad company shall also be liable for all damages sustained by any person by reason of such neglect or refusal on the part of the company.

At the trial the judge instructed the jury, *pro forma*, that if they were satisfied as to the fair result of the whole testimony, that the defendants neglected to ring their bell as alleged in the declaration and that in consequence of such neglect the plaintiff was injured, they should find a verdict in his favor, without reference to the place where he was, or whether he was or was not lawfully there. Under these instructions, the jury having returned a verdict for the plaintiff for $1,500 damages, the defendants moved for a new trial, upon the ground of error in law in said instructions. The following is the opinion rendered at the decision of the case, after argument at a General Term of the court.

BRAYTON, J.—The plaintiff does not allege that the defendants conducted the engine carelessly and negligently, and that by reason of such carelessness and negligence the plaintiff was knocked down and injured, but in the language of the statute, that the defendants unreasonably neglected and refused to ring any bell upon a locomotive engine of theirs passing upon their railroad at the distance of eighty rods from the place where said railroad crossed a certain public highway upon the same level with the railroad, etc., by reason whereof the plaintiff was thrown down and injured.

If the defendants have violated any duty owing from them to the plaintiff, and by any means or in consequence of that violation the plaintiff has suffered injury, he has a right to compensation and damages at the hands of the defendants for for such injury. In the language of the books, an action lies against him who neglects to do that which by law he ought to do; and that whether the duty be one existing at common law or be one imposed by statute. In order, however, to a recovery, it is not sufficient that some duty or obligation should have been neglected by the defendants, but it must have been a neglect of some duty or obligation to him who claims damages for the neglect. In 1 Comyn's Digest, Action upon Statute F, it is said: "In every case where a statute enacts or prohibits a thing for the benefit of a person, he shall have a remedy upon the same statute for the thing enacted for his advantage, or for the recompense of the wrong done to him contrary to said law;" confirming the remedy to such things as are enacted for the benefit of the person suing. * * * * * *

The proof in this cause as given by the plaintiff, was that he the plaintiff, was not, at the time the injury happened, either at the place where the railroad crossed the public highway on the same level, nor upon the highway which was so crossed by the railroad, but at a very considerable distance from any such highway, and upon the track of the railroad. * * * * *

Whether the instruction was or was not erroneous depends upon the construction to be given to the statute. If the thing enacted here, viz., the ringing of the bell, was enacted for the benefit of persons in the position of the plaintiff, then the instructions were correct. If, on the other hand, it was enacted for the benefit of those only who were

travelers, and had occasion to pass upon the high-, and crossed it at grade, then was the instruction erroneous?

Now in looking at the provisions of this statute, e think the purpose and object of them are reasonably clear. The act does not require the bell to be rung at or near the approach to any place where any private passway crosses the railroad, nor near any place where the railroad crosses even a public highway, but only near highways or turnpikes which the railroad crosses on the same level and where only there would be danger of a collision of the train with individuals, or their horses, carriages, or teams. The bell is required to be rung for the distance of eighty rods before coming to such crossings. From the usual speed with which trains move, the time between the first signal from the bell, till the engine would cross the public highway, would be barely sufficient for reasonable notice to persons approaching such crossing—from thirty to forty seconds. It is quite evident that it could not have been intended to warn people elsewhere. At such places it was necessary to give notice to travelers approaching the place of crossing, and before they were upon the track, that they should not venture there while the train was approaching: and the bell was required to be sounded that they might have such notice. But the other provision of the act contained in section 4 is still more positive. The sign is to be placed at the highway, and at the place of crossing. It is to be in large letters, so as to be most likely to attract the attention of a passing traveler, and which he could not well fail to see. It is provided that it shall be placed so high as not to obstruct travel, and at such height as to be easily seen by travelers; and other language would have been used, if the act had been designed for the benefit of persons upon the track of the railroad at other places than the crossing of uch highway.

We are all of opinion that this enactment was not for the benefit of persons in the situation of the plaintiff, and that the direction given to the jury was, in this regard, erroneous; and for that cause the verdict rendered for the plaintiff must be set aside.

A new trial in this case would be of no service to either party. The plaintiff counts upon the neglect of a duty prescribed by statute, and upon that alone; and that duty not being enacted for his benefit, he cannot claim damages for the neglect of it and can have no right to recover against the defendant, and for his cause.

Railroad Earnings--Weekly.

The Toledo and Wabash Railroad earned the

3d week of August, 1862	$37,004 50
Do., 1861	30,164 91
Increase	$6,839 59

The receipts of the Grand Trunk Railway of Canada for the week ending August 16, were:

1862	$56,311 40
1861	51,141 59
Increase	$4,669 81

The earnings of the Chicago, Burlington and Quincy Railroad Line (310 miles) in the 2d week of August, 1862, were $53,491 34 against $41,163 22 for corresponding term in 1861, showing a gain in 1862 of $12,328 12.

The traffic of the Great Western Railway o Canada for the week ending August 15, 1862, was as follows:

Passengers	$18,825 41
Freight and live stock	18,233 92
Mails and sundries	1,319 28
	$38,378 61
Corresponding week of last year	28,066 28
Increase	$10,312 32

The Galena and Chicago Railroad earned the

3d week in August, 1862	$28,950 14
Do., 1861	35,792 27
Decrease	$6,842 13

The Chicago and Rock Island Railroad earned

the 3d week in August, 1862	$28,692 00
Do., 1861	38,363 70
Decrease	$9,491 70

The Michigan Southern Railroad earned for the

3d week of August, 1862	$53,038
Do., 1861	38,777
Increase	$14,261

The Cleveland and Toledo Railroad earned the

3d week of August, 1862	$18,932 00
Do., 1861	15,329 00
Increase	$3,603 00

The traffic of the Northern Railway of Canada for the 2d week in August, 1862, was:

Passengers	$1,891 14
Freight	6,620 19
Mails and sundries	100 92
Total	$8,612 55
Corresponding period, 1861	9,271 41
Increase	$659 06

The Michigan Central Railroad earned in the

3d week of August, 1862	$48,015 48
Do., 1861	31,507 47
Increase (equal to 55 per cent.)	$17,508 01

Financial Strength of the North.

It is only in adverse circumstances, or when the exigency far exceeds previous estimate or calculation, that we can judge correctly of a nation's strength. If ours has not been in the former, it certainly found itself in the latter category. Burdens tenfold greater than those supposed in the outset to be adequate to the crises have, at successive stages, been assumed; but with the last, our people were never more strong and hopeful, and really never more prosperous. Few wars in modern times have been more collossal in their proportions; yet none at all approaching it in magnitude, have been followed by consequences so little detrimental to the general welfare. Food, clothing and labor are as abundant as ever at the North—three crowning tests of national prosperity. The productiveness of its people was never so great. The crop of the North, the present year, exceeds that of any previous one; and as we are an agricultural people, all our industries consequently were never more profitably employed. All this prosperity follows immediately upon the excision, and as far as their commerce was concerned, of the practical annihilation of one-third of the States, whose commercial and manufacturing wants were almost wholly supplied by the North. But the disappearance of the rebel States, with their great staple, which they unhesitatingly confided in as the most potent power in the world, has not, in a perceptible degree, weakened the financial strength of the North, while the ease with which it has carried the burdens imposed upon it, has demonstrated this strength to exceed vastly, not only the estimate of the most sanguine among ourselves, but has excited the astonishment, and shut the mouths of those who predicted, because they desired, our speedy collapse. We have, consequently, achieved a victory of far greater value than mere success in the field. This in the outset may be no indication of the final result—it may be due to skill and enterprise of a leader on the one side, or imbecility and incapacity on the other. Such matters may be only accidents, which are corrected as affairs progress, and when real strength can be brought into action against decided inferiority. Results are then graduated just to the degree of the resources and ability that either party can bring into the field.

Whatever construction consequently may have been put, so far, upon the events of battles, or of military operations, the North has steadily gained in moral position, and in the respect entertained for it by Foreign Powers. Their journals may depreciate, as much as they please, our military capacity, but they well understand that our *material* is of the finest quality, and that we have really displayed much greater military aptitude, and achieved greater success, than have European nations, when first plunged into hostilities after long periods of peace. We are every day gaining upon their confidence and respect. But this is not the only, nor the greatest achievement of our people. The war has disclosed an unity—a *nationality* among them, such as has existed, under similar circumstances among no others—for the reason that this nationality is based upon the idea that society and government as they exist at the North, are organized in a manner so as to promote, in the highest degree, the welfare of every member and subject of them. Where such conviction is deep-seated and universal, no possible cause of internal discord exists. There is, in fact, the most intimate and necessary relation between the prosperity and internal harmony of the North. The one is only a sequence of the other. The connection between a good government and a favorable material condition is fully seen, and society is never ungrateful to its benefactors, when the benefits they confer are appreciated. It is not a case where envy or jealousy ever came in to mar the universal sentiment of gratitude and respect.

The fact of our commercial strength, as well as its source, is coming to be palpable to all. But there are abundant proofs beyond those already cited. At the outbreak of the rebellion it was to be expected that securities of all kinds should undergo a fearful decline. The nation was, for a time virtually broken in two. From that moment a new path and a new experience was entered upon. Every possible contingency in the future suggested itself to the public mind. Would not disintegration go on till no two States or communities would be left together? If so would securities or property even retain any value? The mere entertaining of such questions could not have any other effect than that of depreciating in an extraordinary degree the market value of such securities and property. The period of depression necessarily continued till the converse of the proposition presented to the public mind—the probable destruction of the government with all the terrible consequences flowing from such a catastrophe—was fully shown. It could not, and ought not to be taken for granted, but must be left to the course of events, which

since the outbreak, has been one of steady demonstration, that we were what we wished to be—a nation, possessing every element of material strength, and to a degree possessed by no other people; and every condition and attribute of internal quiet and order. Confidence gradually manifested itself, as conviction grows out of indisputable evidence. Prices steadily, though slowly, improved, as one element after another upon which values are based, were found to be in our favor. In this way, by the slow and tedious, but safe process of demonstration have we very nearly reached the place from which our people were so rudely hurled when the rebellion broke out. We shall soon wholly regain it, and reach in the end a much higher one, because we have established what before was only assumed in our favor—genuine strength, and all the conditions of a compact nationality under circumstances the most adverse. The grand thermometer—prices at the Stock Exchange—already records and certifies the truth of the views expressed. Prices will continue to advance, till there shall be a complete harmony between the law of our strength, and the public sentiment in reference to it—a harmony as yet by no means reached.—*Hallett's Financial Circular.*

Great Western Railway of Canada.

Mr. Thomas Swinyard, assistant to Mr. Cawkwell, of the London and Northwestern, has been appointed general manager of the Great Western of Canada, Mr. Brydges having accepted the more lucrative and onerous engagement of General Manager of the Grand Trunk. There will be but one opinion as to the fitness of Mr. Swinyard for this important post, the universal testimony of every one who has been brought into official communication with him concurs in admitting that a calm demeanor and deliberate judgment, with an experience of fifteen years in railway affairs, joined to great natural abilities, specially qualify him for this office. We have reason to know that he was appointed to this situation solely on the strength of the favorable testimonials forwarded to the board from the London and Northwestern as soon as it became known he was a candidate; and we feel convinced, from our knowledge of Mr. Swinyard, that he will assume the duties of his office with a mind perfectly unprejudiced, and with no peculiar views of his own, other than his judgment may determine to be necessary, and as occasions arise, so as to forward the interests of the Great Western of Canada to the best of his abilities.—*London Railway Times.*

New York Canal Tolls.

The following is a comparative statement of the tolls collected on the state canals, showing an increase thus far this year over the receipts for the same period last year of nearly a million dollars:

Receipts 1st week in August, 1862	$132,279 68
Do. in 1861	100,202 78
Increase	$32,094 95
Receipts 2d week in Aug. 1862	107,046 72
Do. in 1861	86,588 41
Increase	$20,458 31
Receipts 3d week in Aug., 1862	202,905 78
Do. in 1861	126,659 69
Increase	$76,246 09
Total receipts from May 1st to August 22d, 1862	$2,595,336 90
Do. in 1861	1,759,615 10
Total increase	$835,721 10

During the first and second weeks in August, 1862, navigation was suspended on the Western Divisions of the Erie Canal about seven days, in consequence of the break at Knowlesville.

Value of imports at New York from foreign ports for seven months:

	1860.	1861.	1862.
First quarter	$64,692,800	$61,366,400	$45,222,800
Second quarter	53,005,300	42,485,400	39,537,600
July	24,821,600	14,909,000	20,353,200
Total	$142,519,700	$118,760,800	$105,413,600

Summary of imports at New York from foreign ports for seven months:

	1860.	1861.	1862.
General merchandise	$74,087,600	$46,174,100	$63,076,900
Dry goods	63,990,400	31,515,000	30,185,200
Total merchandise	$140,078,600	$77,689,100	$93,262,100
Specie	2,441,700	41,071,700	12,151,500
Total imports	$142,519,700	$118,760,800	$105,413,600
Withdrawals	33,251,000	56,268,000	51,397,700
Warehoused	42,926,100	42,864,900	40,585,200

COMMERCE OF THE PORT OF NEW YORK.

Value of Exports and Imports and Revenue from Customs at New York, in July, for four years:

Years.	Exports.	Imports.	Customs Rev.
1859	$15,602,400	$27,306,000	$4,951,200
1860	14,463,200	24,821,600	4,504,000
1861	10,028,000	14,909,000	2,069,600
1862	28,654,940	20,353,200	7,211,800

EXPORTS.

Value of exports from New York to foreign ports for the month of July:

	1860.	1861.	1862.
Domestic merchandise	$7,525,713	$9,552,739	$14,050,437
Foreign, dutiable	232,552	260,866	449,943
Foreign, free	140,949	203,325	1,117,193
Total merchandise	$7,899,214	$10,016,930	$15,617,573
Specie	6,563,985	11,020	8,067,337
Total exports	$14,463,199	$10,028,000	$23,684,915

Value of exports, exclusive of specie, from New York to foreign ports for seven months:

	1860.	1861.	1862.
First quarter	$20,727,100	$33,477,700	$32,075,500
Second quarter	22,840,800	33,123,500	29,796,300
July	7,899,200	10,017,000	15,617,600
Total	$51,467,100	$76,618,200	$77,491,500

Export of specie from New York to foreign ports for seven months:

	1860.	1861.	1862.
First quarter	$4,212,300	$1,463,600	$8,906,400
Second quarter	17,367,500	1,765,800	19,069,900
July	6,564,000	11,000	8,067,300
Total	$28,143,800	$3,260,400	$36,043,600

Total value of exports from New York to foreign ports for the month of July:

	1860.	1861.	1862.
First quarter	$24,939,400	$34,941,300	$40,982,000
Second quarter	40,208,300	34,909,300	48,865,300
July	14,463,200	10,028,000	23,684,900
Total	$79,610,900	$79,878,600	$113,535,100

Summary of exports from New York for seven months:

	1860.	1861.	1862.
Domestic merchandise	$46,281,600	$71,030,200	$73,056,800
Foreign, dutiable	3,325,100	3,699,400	3,000,200
Foreign, free	1,960,400	1,988,600	1,434,500
Total merchandise	$51,467,100	$76,618,200	$77,491,500
Specie	28,143,800	3,260,400	36,043,600
Total exports	$79,610,900	$79,878,600	$113,535,100

IMPORTS.

Value of imports at N. York from foreign ports for July.

	1860.	1861.	1862.
For consumption	$18,759,905	$3,200,663	$13,799,505
Warehoused	4,402,475	1,769,736	4,502,764
Free goods	1,594,918	2,972,054	1,831,932
Total merchandise	$24,757,298	$7,942,453	$20,134,201
Specie	64,351	6,966,498	219,001
Total imports	$24,821,649	$14,908,951	$20,353,202
Withdrawals	3,593,993	6,622,454	6,102,033

	1st Class.	2d Class.	3d Class.	4th Class.	Flour, p.bbl.	Cotton, p.bale.
To Toledo, rail	$0 45	$0 85	$0 80	$0 25	$0 50	$1 75
To Detroit, rail	45	85	80	25	50	1 75
To Cleveland, rail	45	85	80	25	50	1 75
To Milwaukee, rail	85	70	53	40	70	....
To Chicago, rail	70	55	40	30	60	....
To Dunkirk and Buffalo, rail	75	62	50	40	80	3 10
To do., rail and lake	67	54	45	35	70	2 70
To New York, rail	1 65	1 30	1 15	75	1 50	6 50
To do., rail and lake	1 57	1 22	1 10	70	1 40	6 10
To Boston, rail	1 75	1 37	1 20	80	1 60	6 85
To Boston, rail & lake	1 67	1 29	1 15	75	1 50	6 45
To Phila. & Bal., rail	1 42	1 14	88	70	1 40	5 70
To Pittsburg, rail	70	58	44	35	70	2 90
To Toronto, rail	85	65	60	56	12	....
To Portland, rail	....	....	....	80	1 60	....
To Montreal, rail	....	....	....	65	1 80	....
To Albany, Troy and Schenectady, rail	1 65	1 30	1 15	70	1 40	6 50
To do. rail and lake	1 57	1 22	1 10	65	1 80	6 10

CUSTOMS REVENUE.

Receipts of revenue from customs at New York for seven months:

	1860.	1861.	1862.
July	$4,504,066	$2,069,591	$7,211,818
Qr. ending—			
June 30	7,584,924	3,507,469	13,519,804
March 31	10,754,755	7,077,765	11,543,584
Total	$22,843,745	$12,654,025	$32,375,206

Advance in Railway Freights.

The following are the new rates of freight which went into operation at Cincinnati on the 20th inst.:

Pacific Railroad.

The Leavenworth, Pawnee, and Western Railroad Company, we understand, have put under contract 350 miles of the Pacific Railroad to responsible contractors, the road to run from the Missouri River on to the 190th meridian, and the work to commence the 1st of October. The Directors of the Pacific Railroad, appointed by Congress, will meet at Chicago on Tuesday next.

☞ Railroad Companies will oblige us by sending us copies of their Reports, as soon as they are issued.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	534,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western:				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence:				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500.000	6	1885	96⅜
" "	700,000	6	1880	99
" "	1,128,500	6	1875	100
" "	1,000,000	6	1867	97
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie:				
1st Mortgage coupon	2,000,000	7	1877	89
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	106
Income ½ in '50, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	100
Mort. (chgd from Sterl'g)	888,000	5	1864	100
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	109
2d Mortgage	600,000	7	1875	100
Central Ohio:				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	64
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	110
Consolidated 2d Mort. (S. F.)	813,000	8	1890	108
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	105
Chicago and Northwestern:				
1st Mortgage (preferred)	1,250,000	7	------	95
1st Mortgage (general)	3,600,000	7	------	70
Bonds issued for coupons of do.	756,000	7	------	----
2d Mortgage	2,000,000	6	------	31½
Appleton Extension Bonds	184,000	7	------	80
Flagg Trust Bonds	245,000	8	------	----
Cincinn., Hamilton and Dayton:				
1st Mort age	394,000	7	1867	100
2d Mortgage	950,000	7	1880	100
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	90
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	96¾
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	93
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	81½
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	63
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	299,000	7	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	1872	65
Junction 2d Mortgage	221,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	1863	75
Junction Income	27,500	7	1862	----
C. and T. Income Mortgage	104,400	7	1863	75
C. and T. Income (convertible)	174,000	7	1864	----
C. and T. Income (convertible)	256,000	7	1864	----
C. and T. Dividend (convert.)	161,495	7	18-5	75
C. and T. Income (convertible)	39,000	7	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	1885	96½
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	115,900	---	var.	93½
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	6	1876	95
Cumberland Valley:				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60)				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	80
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	109
1st Mortgage (E. Extension)	1,499,000	---	1875	109
2d Mortgage	2,516,500	---	1881	107
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	---	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	275,000	6	var.	100⅝
2d Mortgage (convertible)	710,000	5	62-'72	98
3d Mortgage (convertible)	450,000	6	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Galena and Chicago Union:				
1st Mortgage Coupon	1,971,000	7	'62-'63	102½
1st Mortgage (Extended)	22,000	7	1882	104½
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	93⅝
***Great Western, Ill:**				
1st Mortgage Eastern Division	1,000,000	10	------	----
" Western "	1,350,000	7	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	47
Land Security	5,000,000	7	1881	28
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	103
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	110
2d Mortgage (S. F.)	2,000,000	7	1880	107
3d Mortgage	1,840,000	7	1875	94½
Convertible	1,002,000	7	1867	90
Illinois Central:				
Optional Right bonds	38,000	7	1868	----
Construction	10,798,500	7	1875	100
Construction	4,115,000	6	1875	100
Eight per cent. bonds	326,000	8	1865	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1868	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6	1861	----
3d Mortgage	250,000	6	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	169,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.				
City of Keokuk, 20 years	400.000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,900	6	1870	103
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903.000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	22½
2d Land Grant (Western Div.)	353,600	†	------	22½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	80
Long Island:				
1st Mortgage	500,000	6	1870	92
Extension Bonds	175,000	7	1890	100
Long Dock Co.:				
Mortgage Bonds	500,000	7	1882	----
Mortgages on Land	473,809	7	------	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24.000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	83
Marietta and Cincinnati:				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston:				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

‖ signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	---
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	94
1st Mortgage (convert.) Dollar	2,598,000	8	1869	107
1st Mortgage (S. F.), convertible	4,434,000	8	1882	112
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	904,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	---
Michigan Southern, conv.	44,000	7	1863	85½
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	100
Detroit and Toledo	684,000	7	1876	88½
1st General Mortgage (S. F.)	3,030,000	7	1885	102½
2d General Mortgage	2,572,000	7	1877	‖80½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	---
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	---
2d Mortgage	200,000	7	------	---
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	---
2d Mortgage	600,000	8	------	---
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	96
1st Preferred stock	1,060,000	---	------	90
2d Preferred stock	1,020,000	---	------	74
Mississippi Central:				
1st Mortgage	1,007,363	7	------	---
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	---
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	---
2d Mortgage (S. F.)	400,000	8	------	---
Oskaloosa Division	1,425,000	7	------	---
Land Grant	7,000,000	7	------	---
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	---
Mississippi State Loan	202,799	6	------	---
1st Mortgage	171,000	7	1876	---
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	---
Tennessee State Loan	674,860	6	------	---
Alabama State Loan	389,410	6	------	---
Income	1,508,070	8	'61-'67	---
Sterling	878,035	6	1883	---
Mississippi State Loan	200,970	6	------	---
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	---
Mortgage (due 1860, '63 and '65)	350,000	6	var.	---
Mortgage	450,000	8	1866	---
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	99
Preferred Stock	1,175,000	10	------	118
Muscogee:				
1st Mortgage	249,000	7	------	---
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	---
Chat. and Clev. Subsc. (endors.)	231,000	---	------	---
*New Albany and Salem:				
Crawfordsville	175,000	7	------	---
1st Mortgage	500,000	10	------	---
1st Mortgage	2,235,000	6	------	---
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	---
Mortgage	200,000	6	------	---
Extension	100,000	10	------	---
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	---
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	---
1st Mortgage Coupon	2,665,000	8	1886	---
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	---
New Orleans City Subscription	1,500,000	5	------	---
1st Mortgage (S. F.)	566,000	8	1889	---
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	106
Funding (S. F.) Bonds	1,553,000	7	1876	112
Stock Exchange (S. F.) Bonds	680,000	6	1883	106
Real Estate (S. F.) Bonds	166,000	6	1883	106
Real Estate Bonds	301,952	7	------	---
Bonds of June, 1854	3,000,000	7	1864	104
Convertible Bonds	970,000	7	1876	111
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	104½
New York and Erie:				
1st Mortgage	3,000,000	7	1867	110
2d Mortgage	4,000,000	7	1864	108½
3d Mortgage	6,000,000	7	1883	104½
4th Mortgage	4,900,000	7	1880	95
5th Mortgage	1,792,500	7	1883	86¾
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	106
2d Mortgage	1,000,000	7	1864	101
3d Mortgage	862,300	7	1867	88
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	---
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	---
North Carolina:				
State Loan	2,000,000	6	------	---
State Loan	1,000,000	6	------	---
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	---
2d Mortgage	224,500	---	------	---
Real Estate	35,910	---	------	---
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	---
Md. State Loan (B. and Susq.)	1,500,000	6	------	---
York and Cumberland 1st Mort.	175,000	6	1870	---
York and Cumberland 2d Mort.	25,000	6	1871	---
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	---
N. C. Contract, 2d Mort.	300,000	6	1875	---
Construction, 2d Mort.	2,500,000	6	1885	85
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	70
2d Mortgage	3,077,000	7†	1861	3
North Missouri:				
State Loan (30 years)	4,350,000	6	------	---
North Pennsylvania:				
Mortgage	2,500,000	6	1875	77½
Chattel Mortgage	360,000	10	1883	101½
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	---
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	---
Mortgage	205,800	6	1860	---
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	---
2d Mortgage	316,995	†	------	---
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	---
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	---
2d Mortgage or 1st Extension	1,200,000	6	1875	---
2d Extension	600,000	8	1873	---
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	---
State Loan (S. W. Branch)	2,800,000	6	------	---
Construction	4,500,000	6	------	---
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	---
Pennsylvania:				
1st Mortgage	4,990,000	6	1880	104½
2d Mortgage	2,421,000	6	1875	100½
2d Mortgage Sterling	2,126,400	6	1875	---
State Works Bonds	7,100,000	5	------	87½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	---
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	---
2d Mortgage (Coupon)	268,800	6	1876	---
3d Mortgage (Coupon)	156,600	6	1871	---
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	---
1st Mortg. (E. Ext.) convertible	500,000	8	1873	---
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	---
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	---
1st Mortgage (1859-'70-'75)	365,000	6	var.	---
3d Mortgage (1862-'70-'72)	378,000	6	var.	---
Special Mortgage (1865-'68)	175,000	6	var.	---
Last Mortgage (1861 to 1869)	133,500	8	var.	---
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	---
Loan of 1842	100,000	---	------	---
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	---
" 1836, "	192,000	5	1880	99
" 1849, "	3,103,600	6	1870	96
" 1861, "	436,000	6	1871	---
" 1843, "	1,548,300	6	1880	101
" 1844, (convertible)	863,000	6	1880	100½
" 1848, "	124,000	6	1880	99
" 1849, "	83,000	6	1880	102
" 1857, "	3,586,500	6	1886	84½
" 1856, "	1,475,000	7	1886	89½
Bonds and Mortg's—real estate	592,200	---	------	---
Preferred Stock	1,551,800	---	------	---
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	---
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	---
Alleghany Co. "	750,000	---	------	---
Connellsville "	100,000	---	------	---
Mc'Keesport "	100,000	---	------	---
Baltimore City "	94,000	---	------	---
Baltimore City Stock	906,000	---	------	---
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	---
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	96½
2d Mortgage	5,100,000	7	1911	84
3d Mortgage	2,000,000	7	1911	63
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	---
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	---
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	---
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	---
1st Mortgage (West'rn Division)	757,000	8	------	---
Raleigh and Gaston:				
Coupon	100,000	---	1862	---
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	---
Guarantied by State	200,000	7	1875	---
Mortgage (Coupon)	250,000	7	1859	---
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	---
Richmond and Petersburg:				
Coupon	159,000	---	1875	---
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	83
2d Mortgage	937,500	7	1863	1½
3d Mortgage	435,050	7	1863	---
Sacramento Valley:				
1st Mortgage	400,000	10	1875	---
2d Mortgage	329,000	10	1881	---
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	---
Mortgage	997,000	7	1866	---
Mortgage	1,000,000	7	1875	---
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,280,000	7	1866	---
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	---
1st Mortgage (R. and W. Br.)	100,000	7†	1856	---
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	---
3d Mortgage	75,000	7	1870	---
Dividend Bonds	60,000	7	1856	---
South Carolina:				
State Loan	187,000	5	1868	---
Sterling	183,333	6	1863	---
Sterling	2,000,000	5	1866	---
Southern Mississippi:				
1st Mortgage	500,000	---	------	---
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	---
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	---
2d Mortgage	450,000	---	------	---
*Steubenv. and Ind. (P. C. and C.)				
1st Mortgage	1,500,000	7	1870	---
2d Mortgage	900,000	7	1865	---
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	91
2d Mortgage	1,535,000	7†	------	---
3d Mortgage (Income)	1,000,000	10†	------	---
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	---
St. Louis City Subscription	500,000	---	------	---
St. Louis County Subscription	1,000,000	---	------	---
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	94½
Mortgage (half to State)	7,000,000	5	'75-'78	---
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	---
St. Louis, Alton & Terre Haute:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	92
2d Mortgage (convertible)	2,000,000	7†	'68-'70	90
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	---
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	---
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	94½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	94½
2d M. (Toledo and Wabash)	1,000,000	7	1869	71½
2d M. (Wabash and Western)	1,500,000	7	1899	71½
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	---
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	---
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	---
Warren (N. J.):				
1st Mortgage	568,500	7	1875	---
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	---
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	---
Dollar Bonds	802,000	6	1875	---
Albany City Bonds	1,000,000	6	'66-'76	---
Hudson & Boston R. R. Loan	150,000	6	------	---
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	85
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	89½
2d Mortgage	200,000	7	1872	---
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	---
Sterling, issued in 1858	144,500	6	1868	---
Company's, endorsed by State	150,000	6	1873	---

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,236	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,806	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,862	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	—	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,373,922	122.4	252,906	359,147	149,477	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	142
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	—
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	—	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	....
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,850	808 060	301,979	....	....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	48
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41 466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6½	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	—	—	—	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '62	100.0	3.9	10.0	153.5	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	—	—	—	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	—	—	—	—	....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	—	—	—	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,690,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123 343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	38	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	—	—	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	—	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.		138.0	.....	832 343	454,541	—	—
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	.....	3,500,000	4,500,000	.....	10.000,000	220.0	.....	1,098,465	452,693	4	....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	.....	10,195,257	168.0	.....	1,514,478	242,564	—	86½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,935,000	264,676	11,817,527	213.0	.....	849,719	414,828	—	....
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,064,704	415,971	3	68½
10 Nov. '58	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	—	—	—	—	....
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,069,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.3	1,123,454	1,720,396	811,185	5	74½
31 May, '61	175.0	—	....	—	....	....	.....	Great Western	5,022,926	*	—	1,600,000	2,391,000	.....	.....	175.0	.....	485,945	161,529	—	....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,023	2,965,758	1,150,903	—	62½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. ..	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	—	—	—	—	....
.. .. ..	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper.	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
.. .. '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	—	—	—	—	....
31 Dec. '58	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy	—	....
.. .. ..	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	—	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,036,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	—	—	—	—	....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26.641	610,050	1,178,000	40,550	2,108,011	109.0	363,122	400,397	133,009	—	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	20
31 Dec. '60	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37,219	2,031,942	84.0	.....	277,952	119,745	—	....
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,534	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,986	121,416	—	....
.. .. '59	64.0	—	—	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	—	—	—	—	....
1Dec. '60	86.0	49.0	....	—	23	....	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,080	—	....
.. .. '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	....
.. .. '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	—	—	—	—	....
30 Nov. '61	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,975,801	73 0	325,707	377,692	216,184	10	120
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	—	—	—	....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's	85,239	46,771	—	....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	— —	2,469,777	—	287,143	2,870,015	111.0	102,646	200,160	81,779	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458 821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13 0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	—	—	—	—	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,81:	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	....	—	18	10	230	Louisville and Frankfort	1,383.526	126,735	6,540	1,104,587	414,519	—	1,649,651	65.1	244,778	246,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 (	613,903	716,478	371,12	—	....
.. .. '59	18.8	—	....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18 5	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	—	—	—	—	....
.. .. ..	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	—	—	—	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,856,320	80.0	190,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	—	2,665,000	1,150,717	.....	206.0	.....	1,232,624	556 434	—	....
31 Aug. '60	53.7	—	....	135.3	....	....	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	106,434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,506	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	78
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,112	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	104
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	68½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	27½
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	96½
31 May, '61	74.3	8.8	49.7	—	32	54	606	Boston and Maine	4,300,849	*	485,758	4,076,974	—	86,655	.....	118.3	.....	776,065	315,071	6½	113
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	122,720	—	.....	61.8	.....	588,871	272,429	8	117½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	120½
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	.....	52.3	.....	250,836	122,956	6	91
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	72½
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	—	55,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	—	71.6	.....	543,158	217,054	6	103
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	—
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	116½
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	600,000	213,000	108,500	—	21.6	.....	123,015	24,907	2	53
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	.....	.....	.....	18,291	—	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	359	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	107
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	—
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	—
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	14
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W. S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	129
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	55
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '59	57.0	—	.....	—	—	—	.....	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
20 Sep. '60	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	.....	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	.....	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '62	284.5	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	69½
31 Mar. '62	240.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	32½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '58	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	628,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	69.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	—	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	—	—	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- -- --	—	—	—	.....	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '58	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	263,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,553	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,669	128,366	8	61
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	104½
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	72½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	108
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,100,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	66½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,616	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	.....	Belvidere Delaware	3,128,287	*	—	997,862	2,082,000	103,879	3,183,741	76 0	.....	274,204	162,841	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	—	—	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,825	12	126½
31 Dec. '60	60.2	—	.....	—	—	—	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,906	—	1½
31 Dec. '61	64.0	—	43.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	132
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,708	263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	—	—	—	New Jersey	3,809,089	400,378	1,249,621	4,397 820	688,000	—	5,628,931	33.8	.....	992,767	579,981	10	132
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	5½	90
31 Dec. '60	15 0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	—	—	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,259	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	oper. by Re	ns. & S	arat.	—	—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	oper. by W	estern.	—	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	2,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220	23 8	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	125,021	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,635,579	176 0	483,412	595 845	187,704	—	—
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,980,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	130
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,758	1,989,015	566,461	—	8
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	245,195	297,640	137,347	—	18
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	28,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	.....	7,309,042	2,601,663	6	94½
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,023	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,616	1,979,108	—	39½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,386,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	16⅔
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Ce	ntral.	—	60,000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	90,061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,364	5	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,457	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	65?,249	1,776	—	557,600	150,000	13,480	721,080	oper. by B.	N. Y. &	E. 4,996	—	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	70,240	1,322	—	30,8?9	—	57,262	88,151	19.0	23,667	—	4,731	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	.....	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,895	271,158	154,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	oper. by Hud	s. River.	—	—	6	—
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	oper. by oth	er Co's.	—	—	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.81	23,518	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	----	oper. by	Erie R.	W. Co.	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,453	353,441	164,672	6	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	---	---	----	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,963	35,572	—	—
-- -- '58	223.0	—	—	—	---	---	----	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
-- -- '59	97.0	—	—	—	---	---	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	97.0	.....	206,917	108,541	—	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	---	---	—	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	.....	—	.....	—	—	—	—
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	.....	314,091	102,765	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,125,458	6,810,432	141.0	.....	699,716	230,551	—	—
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	.....	646,205	329,714	7½	98
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	192½
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369 849	238,063	—	59
31 Dec. '61	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,353,000	—	—	96.6	.....	1,120,370	662,948	14	114
30 Nov. '58	101.0	102.5	—	—	42	---	----	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	25½
31 May '62	109.2	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	54
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	8	87½
31 Mar. '61	144.0	—	7.9	—	---	---	----	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	.....	376,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,175	104,912	—	307,246	716,000	80,845	—	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	.....	102,180	52,408	—	—
-- -- '59	36.0	—	—	84.0	---	---	----	Fremont and Indiana	.....	.....	----	.....	.....	.....	1,358,867	.....	.....	.....	.....	.....	.....
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	.....	69,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	412,002	2,981,267	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	8	106
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	.....	434,290	99,554	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	.....	—	—	—	—
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	.....	185,934	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	865,502	1,012,236	400,559	—	20
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	62,624	.....	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	.....	311,201	164,554	10	57½
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	.....	219,548	32,460	—	4
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249.778	159,551	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	.....	2,169,946	1,339,680	—	99
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	---	---	----	Erie and Northeast	700,000	.....	.....	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L	.....	10	.....
31 Aug. '60	36.9	18.6	21.9	—	---	---	----	Harrisburg and Lancaster	1,882,555	.....	.....	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	56
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,016	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	----	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	62½
30 Nov. '59	28.0	5.0	13.5	----	9	---	----	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	17
31 Dec. '60	20.0	—	4.0	—	---	---	----	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,950	3,412,871	303 927	9,803,622	.....	.....	753,318	670,227	6	51½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	.....	556,192	379,976	10	50½
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	—	3,147,130	2,860,000	22,820	6,205,967	65.7	247 002	564.225	292,124	—	10
31 Dec. '61	331.1	28.1	391.7	—	229	119	8,851	Pennsylvania	26,541,156	3,447 522	1,421,980	13,264,100	16,677,400	1,322,915	34,234,569	423.0	4,415,926	7,300,001	3,646,938	6	49½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	23.0	.....	1.637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	---	----	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,857	157,194	—	49½
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,678	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,800	—	25,225.48	151.4	1,795,927	2,905,838	1,412,905	—	30
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	.....	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125½
1 Oct. '61	98.0	6.0	—	—	82	109	565	Phila., Wilmington and Balt.	7,021,713	744,425	142,840	5,600,000	2,475,500	140,993	8,742,000	200.5	439,780	1,516,986	675,484	6½	55½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	PENNSYLVANIA, (*Continued.*) Pittsburg and Connellsville	2,828,895	90,303	—	1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	.....
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 328	18,909 881	467.5	2,434,641	3,031,787	1,299,721	—	31
30 Sep. '59	31.0	—	.....	11.0	...	...	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280.000	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	.....	.....
30 Sep. '59	9.2	15.3	14.9	—	...	...	.....	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	84,501	29,604	3½	.....
31 Mar. '61	28.0	1.2	2.0	—	...	...	.....	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	.....	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	4	1	445	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	114,126	61,848	—	16
30 Nov. '59	29.6	6.5	31.9	—	...	...	.....	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	8	3	127	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
30 Sep. '60	78.0	—	6.0	—	4	11	9	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	.....	78.0	199,878	238,420	860,339	—	13
					16	8	125	RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	—	.....	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	447,917	8,500	—	.....	13.6	.....	26,454	6,914	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	...	...	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	...	...	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,540	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	...	...	.....	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	...	...	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	...	...	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	.....	41.9	...	...	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	...	...	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	...	...	.....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859	.....	—	.....	.....	...	...	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	360,000	204,544	.....	45.8	57,950	127,958	87,243	—	.....
1859	30.0	—	0.6	8.0	...	...	.....	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	...	...	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	...	...	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,566	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	...	...	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	750.0	...	...	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	679,119	6,385,045	119.6	849 440	834,368	113,318	—	.....
31 Aug. '60	62.0	.....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	.....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,353,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	.....
31 Aug. '60	47.0	—	2.8	—	...	...	.....	Vermont and Canada	1,350,695	—	—	1,350,000	—	.....	1,380,695	ope	r. by Vt.	Central	.....	—	1234
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	.....	23.7	47,950	45,930	8,522	—	.....
31 Aug. '60	54.0	10.5	.....	—	...	...	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	...	...	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	.....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,285,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	24.9	—	...	...	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	21,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	22,182	—	.....
— — '57	42.0	—	.....	27.8	...	...	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	.....	1,108,354	436,039	—	34
— — '57	50.0	—	.....	85.0	...	...	.....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
10 May, '61	104.0	—	.....	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	.....
— — '58	10.0	—	.....	55.0	...	...	.....	Wisconsin Central	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								CANADA.													
31 July '61	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,519,800	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	.....
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	11
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	.....	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— — '59	95.0	1.8	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12 0	—	14	18	235	European & North American	4,543,564	*	—	4,637,852	—	—	4,637,852	108.0	.....	130,678	36,432	—	—
1 July, '61	60.0	—	.....	.....	...	...	.....	New Brunswick and Canada	1,402,748	102,333	—	1,280,000	13,100	136,000	1,799,232	60.0	.....	132,555	36,670	—	.....
								NOVA SCOTIA.													
31 Dec. '61	81.5	—	.....	60.1	...	...	.....	Nova Scotia	4,268,717	*	.....	.....	.....	.....	.....	61.5	.....	120,918	26,803	—	.....
								NEW GRANADA.													
Dec. 60	48.7	—	.....	—	...	...	.....	Panama	8,000,000	[*]	1620,804	[5,000,000	2,400,000	—	9,603,530	48.7	.....	1,539,869	1,110,652	12	140½

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 27.

	Th 21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27.
State Stocks:—						
California 7s	98	....	98	....	100	....
Georgia 6s	....	....	....	....	....	....
Illinois Conpon bonds	....	....	....	....	....	....
" Canal bonds	....	....	96	96	96	96
Illinois War Loan	97½	....	98	....	....	99
Indiana War Loan	....	95	....	....	....	....
Kentucky 6s	....	....	....	....	....	....
Louisiana 6s	....	....	....	....	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	....	....	....
Minnesota 8s	....	....	....	....	....	....
Missouri 6s	47½	47	47½	48	47½	48½
Do. iss. to H.& St.J.R.	63	63	....	....	....	61
New York 6s, 1874	....	....	....	....	....	....
North Carolina 6s	....	....	....	....	....	....
South Carolina 6s	....	....	....	....	....	....
Ohio 6s	104	....	....	....	105	....
Tennessee 6s, 1890	51	50½	50½	51	51	....
Virginia 6s	....	57	....	....	56½	....
Railroad Shares:—						
Buffalo & State Line	....	....	....	....	....	....
Chicago, Burl. and Q.	85	85½	85½	....	....	86½
Chicago and Rock Isl.	67½	67½	67½	68½	68½	68½
Clev., Col. and Cin.	....	121	121	....	122	122½
Clev. and Pittsburg	24	24½	25½	25½	25½	25½
Clev. and Toledo	53	52	53½	54	53½	54
Del., Lack. and West	....	....	....	97½	98	99
Galena and Chicago	73½	73	72½	74	74	74½
Hudson River	49	48½	50	51½	52½	54½
Illinois Central (scrip)	62	61½	62½	63	62½	62½
Michigan Central	67	67	67½	68½	69½	69½
M. S. and N. I. guar'd,	61	62½	62½	63½	64½	64½
M. S. and N. I.	30½	30	31	31½	31½	32½
Mil. and P. du Chien	33½	....	33	34½	34	34
M. and P.du C.1st pref.	....	....	....	....	....	....
M. and P.du C.2d pref.	....	....	....	....	....	....
New Jersey	....	....	....	....	....	....
New Jersey Central	....	....	....	....	....	....
New York Central	93½	92½	93½	93½	94	94½
Erie	38½	37½	38½	38½	38½	39½
Erie pref.	68½	67½	....	68½	69½	69½
" Ass. scrip	....	....	100	....	....	....
N. York and Harlem	16½	16½	16½	16½	16½	16½
N. Y. and H."pref."	39½	....	....	40½	41½	41
Panama	138½	138	....	139	140½	....
Phila. and Reading	....	....	....	59½	59½	62
Pitts. Ft.W.& Chicago	....	....	....	....	....	38½
Toledo & Wabash	....	....	....	....	....	....
" " Pref.	....	....	....	....	....	46
Railroad Bonds:—						
Buff.,N.Y. & Erie 1 M.	....	....	....	90	90	....
Chic. and N.W. 1st M.	....	....	....	....	....	....
" " 2d M.	....	30½	30½	....	31½	31½
" " S. F.	....	....	....	....	....	....
" " A. B.	....	52	....	51½	52½	54
" " I. B.	....	85	....	....	....	....
" " Exten.	80½	....	....	....	81	81½
Clev. & Pitts., 1 M.	....	96½	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	80	81	....	....
" 4 M.	....	....	....	....	....	....
Cl. & Tol. S.F. 7 p.c.	....	95½	96	96	96½	....
Chi., Bur. and Q. 8 p.c.	....	....	....	....	....	....
Chi. and R.I. 1st M.'70	....	....	....	....	....	105
D.L.& W.1 M.8p.c.'71-5	....	....	....	....	....	....
" 2M.8p.c.'81	....	....	....	....	....	....
Gal. & Ch.1M.7p.c.'63	....	....	104½	....	....	....
" 2M.7p.c.'75	....	....	....	....	....	....
" 1 M. Ex.'82	....	....	104½	....	....	....
Hann. & St.J. bonds	....	....	....	....	....	....
Hudson R. 1M.7p.c.'69	107½	108	....	110	....	....
" 2M. S.F.	....	....	....	....	107	....
" 3M.7p.c.'75	....	....	....	....	....	94½
" conv. bonds	....	90	104½	....	....	....
Illinois Central bonds	100½	100	....	100	....	....
La Crosse & Mil. L. G.	....	....	....	....	....	....
Mil. and P. du C. 1st M.	....	....	96	....	96	....
Mich.Cen.S.F.8p.c.'82	....	....	....	....	112	112
" conv.8p.c.'69	....	....	....	....	....	....
M.S.& N.I. 1 M. S.F.	....	101	....	....	101½	102½
" " 2 M.	89½	89½	....	89	....	89½
N. J. Central 1st M.	110½	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
N.Y.C.6p.c.certif.'83	....	....	....	....	....	....
" 1 M. 7 p.c.'64	104	....	....	....	....	....
" bonds 1876	....	112	111	....	....	....
N.Y.& E. 1 M. 7 p.c.'67	....	....	....	110	110½	....
" 2 M. 7 p.c.'64	....	....	....	108½	....	....
" 3 M. 7p.c.'83	103	....	104	104	104	104½
" 4 M. 7 p.c.'80	....	94½	95	....	....	95
" 5 M. 7 p.c.'83	....	88½	89	....	....	89½
N.Y. & H.1 M.7p.c.'73	106	106	....	....	....	....
" 2 M. 7p.c.'64	....	....	....	101	....	....
" 3 M. 7p.c.'67	....	....	....	....	....	....
Pitts., Ft.W.&Chi.,1M.	....	95	95½	96	96½	96½
" " " 2d M.	81½	81½	82½	83½	84½	84
" " " 3d M.	57	55½	....	60	60½	63
St. L., Alt. & Chi, 1 M.	....	....	....	....	....	....
St. L., A. & T. H. 1 M.	92	92	....	....	....	....
" " 2 M.	....	90	....	....	....	....
Toledo & Wab. 1 M.	....	....	....	....	92½	94½
" " 2 M.	69	69½	70	70	70½	71½
Miscellaneous:—						
American Gold	115½	116½	115½	115½	115½	115½
Del. and Hud. Canal	100	99½	....	....	100	100½
Penn's Coal Co.	99	....	....	....	....	98½
Pacific Mail S. S. Co.	109½	109½	110½	110½	111	110½

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 27.

	Th.21.	F.22	Sat.23.	M.25.	Tu.26.	W.27.
Federal Stocks:—						
U. S. 5s, 1871	....	....	....	....	....	90
U. S. 5s, 1874	90	....	89½	90	....	90½
U. S. 5s, 1865	....	....	....	....	....	....
U. S. 6s, 1881, reg.	100½	100½	101	....	....	101½
U. S. 6s, 1881, cou.	100½	100½	....	101½	101½	101½
U. S. 6s, '81, O.W.Ly.	97½	....	....	....	....	....
U. S. 6s, 1881, " ½y.	98	97½	....	98½	....	98½
U. S. 6s, 1862	....	....	....	....	....	....
U. S. 6s, 1867	99½	99	99½	....	....	....
U. S. 6s, 1868	99½	99½	....	....	....	....
Treasury 7 3-10 Notes	104½	103½	104½	104½	104½	104½

London Stock Exchange.

The following are the closing prices in the London Market on the 16th August:

United States 5s, 1874	66	to	68
Maryland 5s	68	"	72
Virginia 6s	45	"	47
Atlantic and Great Western, N.Y. sec., 1st mort., 1880, 7 per cent.	x. c. 66	"	68
Erie shares, ex assessment scrip	28½	"	29½
Erie shares, 7 per cent. preference	51	"	53
Erie shares, assessment scrip	1½	"	2½
Illinois Central 6s, 1875	72	"	74
Illinois Central 7s, 1875	x. c. 77	"	78
Illinois Central $100 shares, $90 paid, dis.	50½	"	49½
Illinois Central, all paid	48	"	50
Michigan Central 8s, Convertible, 1869	83	"	85
Michigan Central Sinking Fund 8s, 1882	83	"	86
Michigan South. and North. Indiana 7s, 1885	75	"	80
Do. do. do. $100 shares	18	"	20
New York Central 6s, 1883	78	"	80
New York Central 7s, 1864	x. c. 78	"	82
New York Central 7s, 1876	78	"	82
New York Central 7s, 1876	78	"	82
New York Central $100 shares	69	"	71
New York and Erie 7s, 1867	85	"	90
New York and Erie, 2d mort., 1859	78	"	82
New York and Erie, 3d mort., '83, assented	79	"	81
New York and Erie, 4th mort.	70	"	74
New York and Erie, 5th mort.	66	"	70
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	103	"	105
Panama, 2d mortgage 7s, 1872	102	"	104
Pennsylvania Central 6s	x.c. 78	"	82
Pennsylvania Central 2d mortgage	84	"	86
Pennsylvania Central $50 shares	37	"	39
Philadelphia and Reading $50 shares	18	"	22

American Railroad Journal.

Saturday, August 30, 1862.

Stock and Money Market.

During the past week the stock market has experienced few fluctuations, the movements being on the whole favorable. To day (Thursday) prices are firm, with a slight declinetoward the close of the first Board, occasioned by rumors from Washington. United States sixes due in 1881 are 101½; seven and three-tenths treasury notes, at 104½; Custom House demand notes, at 107½; United States fives, at 90½. These figures show an average gain of fully one per cent. during the week.

Should political events become more favorable, we may expect the five-twenties to advance sufficiently to warrant the conversion into that class of securities of large sums of government currency, which has just recommenced. But late events, whatever may be their ultimate bearings, have not exerted as favorable an influence as is desirable.

Under the improving receipts of our railroads the value of their stocks and bonds has materially improved of late. The most noticeable advancement appears to have been in the Pittsburg, Fort Wayne and Chicago. Within a short time the stock of that road has risen from 30 to 39; the first mortgage, from 90 to 97; the seconds, from 77 to 84, and the thirds, from 50 to 62. It is stated that the people of Pennsylvania are purchasing largely the securities of that great and important line. It is estimated that the net earnings this year will pay twice the amount of the bonded debt. Other stocks have also experienced a considerable rise. Erie (Common) is 39, against 37¾ on the 21st. Erie Preferred, 69½, against 67¾; Central, 94⅜, against 92⅞. Hudson River, 54⅜ against 48¾. The last of these is nearly equal to the rise in Pittsburg, Ft. Wayne and Chicago, and is due to the remarkable growth in its business the present year. Galena and Chicago is 74, against 72½ on Thursday week. Michigan Central has advanced 2 per cent.; Michigan Southern, fully 2½; Cleveland and Toledo, 1½; Chicago and Rock Island, 1½, and so on. The bonds of these and other roads have sympathized with the rise in their stocks.

In gold there has not been much alteration, the rates being on the whole slightly more favorable. By this we mean a decline in price as compared with currency. The rate is now 115¼ to 115½, advancing or receding with the course of political events. It will puzzle an ordinary calculator or observer of events to assign any valid reason why the precious metals should continue to hang so fixedly about fifteen per cent above the par of currency, which is equal to a six per cent security with interest payable in gold. In our bank vaults specie is slowly but steadily on the increase, the amount at the close of last week being $35,588,486. With diminishing exportations to Europe there can be little doubt that this treasure will keep on accumulating. The deposits are increasing still more rapidly, and now amount to $143,347,340 *net*, an increase of one million and a quarter during the past week. These are still pouring in at a corresponding rate. It is evident that this flood of money cannot remain much longer pent up in Wall street; but must take some outward direction, whether that shall be toward government securities, the stocks and bonds of public works, real estate, or all together. In the manufacturing and commercial lines we do not anticipate any great changes from the present state of things until the return of peace.

The rates of money are still from four to five per cent for first class paper. Lenders are not so particular about the length of time as about the character of the borrower. Considerable sums are now being received on deposit at four per cent by the general government; and from present appearances will increase for some time to come. But so much depends on the course of political events that no one feels safe in forecasting the weather on 'Change more than twenty-four hours ahead.

A Railroad Clearing House.

The want of a building or block of buildings in this city, where the different railroad companies keeping agencies of any kind might have their offices, has long been felt, and occasionally made known. It seems passing strange that no steps should have been taken up to this time to remedy the great disadvantage of having those offices sprawling all over the lower parts of the metropolis instead of bringing them together, where a unity of interest would arise out of their proximity and mutuality of dependence. So long as they remain apart, as at present, they will possess a smaller portion of the *esprit du corps* than is desirable and indeed necessary, if they are not to continue to work to the injury of each other. Silly competition, jealous rivalries have been productive of mischiefs enough, in all con-

science, to warrant a different course for the future. If such is to be the case it should be accompanied by the opening of some grand Temple of Concord, in which managers and employees could have an opportunity of coming together and devising measures for the common welfare of those lines which they represent.

For the sake of the traveling public would we also urge a movement of the sort. The millions of our citizens and strangers who are annually on the move, would find it a very great convenience to have one common depot established where every kind of information could be instantly obtained, instead of being obliged to roam from place to place at the sacrifice of time, means and temper—at the sacrifice, too, of the *disposition* to travel; since every obstacle in the way is so much friction that requires to be overcome. But if at the great central headquarters knowledge of routes, fares, and the like could be obtained without encountering existing difficulties, an important stimulus to travel would be at once communicated to all who desired to enjoy that intellectual gratification.

The conveyance of baggage and the lighter kinds of freight might, it appears to us, be also made less liable to loss or other risk, thus proving another benefit to the community and indirectly contributing to the prosperity of our railroads.

With a single block of offices forming a common centre, business of other kinds, such as telegraphing, expressing, etc., would be attracted also in a mass to the same locality, thus further simplifying the machinery and cost, both to the companies themselves and the people whose patronage they enjoy.

There is still another and perhaps more important object to be secured by such an establishment. In the course of time a great Railroad Clearing House would probably grow out of it, with its daily settlements of shares and bonds sold or otherwise disposed of. With such an arrangement, it is evident, attempts at issuing fraudulent stocks, etc., would be futile, since they would be instantly checked and exposed. It is true such fraudulent forgeries as were discovered in 1854, do not appear to have been attempted lately; still, with sufficient relaxation of vigilance we may have a repetition of them at any time. It is perilous to create another of those panics, arising from loss of confidence, such as was witnessed eight years ago; and if, as we believe, a plan somewhat resembling that of our Clearing House for the Banks could be put into operation, there is every reason to hope that it would prevent the possibility of such an occurrence, at least on a large scale.

It is not our object to advocate the selection of any particular locality or site, nor are we prepared to suggest the best method of carrying the plan into effect. Enough that it is advantageous, combining with good service to the public a saving in expense to the companies; that it is perfectly feasible at any moment when the right kind of men shall undertake its accomplishment. Let the managers of our principal lines take the initiative, and others will doubtless be ready to second them, when they observe the common benefits arising from this "change of base."

It is also exceedingly desirable, though not to be expected at present, that all the railroads in the country should furnish monthly reports of their business to such a headquarters as we have recommended, giving the public the latest and fullest information in regard to traffic receipts, expenses, etc. In Great Britain this has been provided for by act of Parliament; but as our railroad companies are chartered by State Legislatures, it will be more difficult to bring such a common influence to bear upon them. In the absence of this, public opinion may be exercised with effect. But this is a remoter consideration than the establishment of a central set of offices And by the way we suppose there are few large cities on this continent or in Europe where the railroads entering them are so poorly supplied with office and depot accommodations. To carry such an arrangement into effect there would have to be an exceedingly slight sacrifice of those already provided for that especial purpose. The lines entering New York cannot always remain with their present shabby and inconvenient structures as offices. Now is the time for them to move on behalf of buildings, whether owned or leased, that shall enure to the benefit of the whole interest.

Controller Haws invites proposals for a loan of $250,000 Croton Water stock till September 25, 1862. This will be redeemed November 1, 1883 and will bear six per cent interest, payable quarterly.

Detroit and Milwaukee Railway.

The 1st Report of the Committee of 1st and 2nd Mortgage Bondholders, appointed by Resolution of a meeting held at No. 6, Old Jewry, London, on the 23rd of May, 1861, when it was resolved as follows:—

"That a Committee of Bondholders be appointed to communicate with, and if necessary assist, the Trustees appointed under the recent arrangement, and to examine the accounts from time to time, and generally to take such steps as they may think necessary or proper for the protection of the interests of the Bondholders; and that the Bondholders present constitute such Committee, with power to add to their number. That Messrs. John Dillon, William Austin, W. D. Starling, W. H. Barlow, and William Quilter, be requested to act as a Sub Committee to carry out the details, three of them to form a quorum."

In the last report of the Directors of this Company, which accompanied the accounts up to the end of 1861, it was stated that a further funding of coupons for another year will be required, in order to clear off the balance of the debts, and complete certain necessary works. In default of payment of the next coupons, which will become due in New York 15th November next, the bondholders will be entitled to foreclose; but experience has shown that no good can be done in such cases by individual action; and further, that it is always in the power of opposing parties to prolong proceedings almost indefinitely in the American Courts, where, of necessity, action would have to be taken. Under these circumstances, the Committee have corresponded with the Board in Detroit, with the view of coming to an arrangement for the institution of a friendly suit in November next, in which the usual decree shall be taken at the earliest moment; but with an understanding that the proceedings under it shall be suspended until November, 1863, and the committee are happy to be able to report that the board have acceded to this suggested course, the effect of which, if carried out, will be that in case of default in meeting the coupons due in November, 1863, *i. e.* the next which will become due after the expiration of another year's funding, the decree in the suit would immediately thereupon become operative. This is a result which could not be obtained at an earlier (if so early a) period by hostile proceedings.

Between hostile litigation and a friendly arrangement, such as has been suggested, there is this important distinction, that the pendency of a hostile suit, for whatever time it might be prolonged, would demoralise and disorganise the working of the line, all which will be avoided by the course suggested. The committee have no hesitation, therefore, in recommending the bondholders generally to agree to fund their coupons for another year, on the proposed arrangement being carried into effect. While the Committee have abstained from interference with the working arrangements of the line, they have from time to time to correspond with Mr. Brydges as to the accounts and financial arrangements. They also had an interview with that gentleman when he was in England, in December last, and they have much pleasure in expressing their satisfaction with the frankness and fulness of Mr. Brydges' explanations on all matters; and they also testify, so far as their means of judging extends, that the funds of the Company have been faithfully administered, in accordance with the arrangements embodied in the mortgage deed of the 15th November, 1860. It appears by the last report of the Directors, already referred to, that the net revenue for 1861 was sufficient, within the small sum of $12,376, to meet all the interest charges on bonds and mortgages. The gross traffic for 1862, as compared with 1861, appears by the last returns to have been, thus far, as follows:—

1862	£69,919
1861	58,683
Balance in favor of 1862 up to July 3	£11,236

Mr. Brydges, in his last letter, dated June 30th, 1862, writes as follows:—"I enclose you statements of the receipts and expenses of the Detroit and Milwaukee Railway for the months of March and April. The traffic is continuing good, and I see no reason to doubt the correctness of my former statements that by the 15th of May next the Company will be free from its financial troubles. The only difficulty which can arise is one over which we can have no control, and that is, the extraordinary financial position into which matters are getting in the United States. What the result of them is going to be I shall not attempt to prophesy."

Mr. Brydges' conection with the Great Western of Canada has now ceased, he having accepted the general managership of the Grand Trunk of Canada. A new manager of the former Company has been appointed, and it has been thought judicious for the present that Mr. Brydges should still retain his position as President of the Detroit and Milwaukee Railway Company. By the reorganisation arrangements carried out in 1860, the principal voting powers are now vested in the Great Western of Canada, whose large advance to this Company were then converted into a preference stock; till the rights which the bondholders will acquire in consequence of the inability of the Company to meet the coupons becoming due in November next, will entitle them to a voice in any arrangements which may now be made with reference to the future management of the line. One mode of securing this will be to appoint a London Committee, consisting of—say three bondholders, to act jointly with three members of the board of the Great Western of Canada; this committee would be able to exercise an effective control over the management of the line, which a mere committee of bondholders, having no legal powers, could not alone do, as well as obtain direct and frequent communication on matters relating to the Company. The committee submit for the consideration of the bondholders are port on the condition of the line which they obtained last year from Mr. W. Pare, a gentleman well known in connection with railways, and who was then in Canada on the business of another railway Company. His opinion as to the position and prospects of this line will be found highly satistory and assuring.

REPORT OF MR. WILLIAM PARE, ON THE LINE.

Toronto, 23rd July, 1861.

Having read the papers you sent me in the above, and others obtained on this side, including the letter of the President, Mr. C. J. Brydges, to the Bondholders and other creditors of the Company, dated October 24th, 1860, and print of the mortgage deed, published 1st January, 1861, and having had interviews with Mr. Brydges and Mr. Trowbridge, as reported in my letter to you from Chicago, of the 4th inst., I crossed Lake Michigan from Milwaukee in the steamer Milwaukee, after an interview with Mr. W. Graham, the freight agent of the Company in that city.

The boat and all its appointments are first class, and it is certainly well arranged for both passengers and freight.

Arrived at Grand Haven, I found some pretty extensive works going on, in the nature of piling, at the east or land end of the jetty or pier, which has been thrown out on the south side the entrance into the river from the lake. Upon inquiry from Captain H. Squire, the station master, he informed me that considerable damage had been done when the ice broke up this spring, undermining a great sand hill on this side the entrance to the railway terminus from the lake, and bringing down such large masses of sand as to completely block up the harbor, and render it inaccessible to their vessels in the months of April and May. I was subsequently informed by Mr. Trowbridge, that the works I saw in progress, and which were undertaken to prevent the like occurrence again, were being executed by contract, and would cost about $6,000. I learned from him, too, that the northern pier which is contemplated, but for the present is in abeyance, will cost $50,000.

I think, from the extensive shifting sands at Grand Haven, the probability is that in a series of years the necessary expenses at this end of the line will be large.

In travelling in the cars from Grand Haven to Detroit (186 miles), I noted that the line seems to have been originally well located and well graded. There are no deep cuttings, heavy embankments, or viaducts, or bridges of an expensive character. For very many miles together, and occurring frequently, the line is straight as an arrow, in the States called "air line," the gradients extremely easy, and the rails all but on the surface. Around the principal curves (very few) there is the extra caution, rarely adopted, of a guide rail, to prevent the engine and cars leaving the track. By far the larger portion of the line—I think I am right in saying with the exception of about a dozen miles—is laid with a good heavy T rail, fished at the joints, and the whole is fenced by a good snake fence, in prime order. The trains are good; the sides of the culverts of wood baulks, which I know are proposed by high authority here, as being better for this climate than brick or stone. The line is well ballasted, speaking generally, much better so than some 2,000 miles of railway I have been over in Canada and the States; for about nine miles east of Grand Haven this is of sand, all the rest is of excellent gravel, and the ties, or sleepers, are well bedded in it. The exception to this only extends over a few miles, and attention seems to be directed to it, as also to the gradual substitution of gravel for sand at the western extremity of the line; but the nearest point at which it can be obtained for this latter purpose, as I was informed, is at Roeb, 30 miles distant, so that the lead is considerable. The land on either side the line is very fertile, and is to a very considerable extent settled and settling. From Ionia, 124 miles west of Detroit, the "way" traffic is the heaviest, and keeps accumulating until Detroit is reached. For about one-and-a-half miles at this end the line runs through and on a level with the street, which, although not fully populated, is sufficiently so to render the working of the trains somewhat dangerous to life and property. I should be taxed to find a similar instance anywhere, and I conclude there must have been some good reason for selecting this entrance into the town, seeing that there are serious inconveniences, not to say heavy expenses, from the continual risk of accidents. The station expenses at Detroit are shared with other Companies, but the station is somewhat confined, and for modern times, incommodious. The line is worked by electric telegraph and semaphore signals at the stations, and, so far as I had the opportunity of observing, is very efficiently worked. Speaking of the line in its entirety, it is, in its original conception and construction, second to none I have travelled over on this Continent, and far surpasses almost all. It is, too, maintained in high order; but to do this, if done regularly and systematically, should not be a heavy, but comparatively with other lines, a light expense. I was informed that the complement of labor for maintenance of permanent way was four tracksmen to every six miles.

The facts I have just adduced as to the permanent way, coupled with others—as, for instance, the average price of cord-wood fuel is one dollar per load only, or 30 per cent. less than some other lines in the locality—afford reasonable proof that this line can be cheaply worked.

As to the receipts, the passenger traffic this year has fallen off considerably, in consequence, Mr. Graham and Captain Squier told me, of the "currency difficulties" incident on the war in the States. The freight has been, according to the same authorities, three times greater this year than last, and they expect a heavy trade this fall. It would have been far larger in the first half but for the sand-slip. An immense quantity of freight, chiefly grain, had been stored against the breaking up of the frost, which was obliged to be sent eastward by other routs, in consequence of the vessels not being able to make the station at Grand Haven. As to the total half-year's revenue, the secretary, Mr. Trowbridge, said it exceeded the corresponding period of 1860 by 15,000 dollars, and that, but for the obstruction I have named, it would have exceeded it by 100,000 dollars more.

As to the proportion of working expenses to gross receipts, Mr. Brydges told me it would be about 60 per cent., and this was confirmed by Mr. Trowbridge.

You will observe by a "circular" dated "February, 1861," and bearing the signature of William Graham, as agent to the Company, and which was handed me by him, that the Company contemplate building "two first-class propellers," so as to meet the exigencies of the trade next winter.

It seems to me that the most serious contingency of this concern is the harbor works, at Grand Haven. I should say these works are likely to tax the skill of an experienced hydraulic engineer.

I am, &c.,

WILL. PARE.

—*Herapath.*

The French System of Drafting.

Under French law every birth in the Empire must be registered within forty-eight hours, under pain of severe penalties for any attempted violation of the code. France is divided into 40,000 communes, each of which has a Mayor, holding his appointment from the Department of the Interior at Paris—which, by the way, is in all respects the most important branch of the French Government. It is in presence of the Mayor that births are declared and formally placed upon record for future reference and use. The law requires that the child shall itself be brought before the civic functionary, the full names of the infant given, the names and condition of both parents, when known, given, also the sex of the child declared, and all the facts certified to by two credible witnesses, whose names, residences and occupations are also carefully recorded.

It will be seen at a glance that the information thus obtained is of immense utility to the Government, in conducting the operations of the conscription, whose mechanism may be described in a very few words: The Government calls for a contingent, let us suppose, of 100,000 recruits, for 1862. The Legislative Body authorizes the levy to be made. Each department of the Empire, of which there are now eighty-nine, is required to furnish a quota, based upon the amount of its population. The Mayors hold lists of all individuals born in their respective communes, and notifications are sent to every male child borne in 1842 (the drafting age being twenty years,) that he is to present himself on such a day, at the *mairie*, to take part in the drawing. This notification is a mere formality, as every young man knows when he will be required te come forward, and it frequently happens that youthful Frenchmen, residing abroad, return to their native land at this period, for the special purpose of fulfilling ing a duty, which, if they chosed, might be readily avoided, by simply remaining out of France.

To illustrate the mode in which the drawing takes place, we will suppose that a particular commune is required to furnish 100 conscripts—the total number of eligible young men being say 500. Five hundred bits of paper are placed in an urn, of which four hundred are blanks, and the remainder, marked from one to one hundred, oblige their holders to "fall in." The 400 who have escaped are now exempt from military service, unless some extraordinary event—such as an invasion of France—should demand the calling out of the entire arms-bearing population.

The mode of raising recruits, as has been seen, is simple enough—all being afforded a fair chance. As regards exemptions the French system is scarcely less simple. In the first place, the conscripts undergo a rigid medical examination, and if any are found laboring under physical disability they are at once discharged. Next in order are the exemptions of *soutiens de famille*, or individuals with families dependant upon them. Thus the only son of a widowed mother is exempted. So also is the only brother of an orphan sister. Brothers of a soldier still serving in the army are exempted until the latter's term shall expire, only one of a family being drawn at one time. A wife cannot exempt her husband, even if there be children, as the law holds that young men ought not to marry until they have fulfilled their military obligations to the State.

A last class of exemptions has a pecuniary feature. In former years—that is to say, up to 1856—no conscript not exempt by physical debility, or by the other causes above enumerated, could escape service, except by procuring a substitute. This had given rise to a degrading species of trade or speculation, in which large numbers of man-sellers and buyers were engaged. But, under the system referred to, the conscript who bought a substitute was *responsible for his substitute*, and if the latter deserted or *died*, before the expiration of the seven years' term, was liable to be forced back into the ranks. This system was abolished in 1856, by order of the Emperor, and the Government itself accepts pecuniary indemnity for the withdrawal of a conscript, and practically pays for his substitute by offering an ample bounty to volunteers. It is arranged that the sum received and paid by Government shall vary according to the military exigencies of the country, but the present basis is as follows: A conscript is exempted for 2,400 francs ($480), and the Government pays a bounty to volunteers amounting to 2,200 francs ($440), making a profit of 209 francs by the exchange.

The Eighth Census.

The following is a continuation of the preliminary chapters of the Census Report of 1860, now in course of preparation at Washington, under the direction of Jos. C. G. KENNEDY, Esq.:

THE SEWING MACHINE

has also been improved and introduced, in the last ten years, to an extent which has made it altogether a revolutionary instrument. It has opened avenues to profitable and healthful industry for thousands of industrious females, to whom the labors of the needle had become wholly unremunerative and injurious in their effects. Like all automatic powers, it has enhanced the comforts of every class, by cheapening the process of manufacture of numerous articles of prime necessity, without permanently subtracting from the average means of support of any portion of the community. It has added a positive increment to the permanent wealth of the country, by creating larger and more varied applications of capital and skill in the several branches to which it is an auxiliary. The manufacture of the machines has become one of considerable magnitude, and has received a remarkable impulse since 1850. The returns show an aggregate of 116,330 machines made in nine States in 1860, the value of which was $5,605,345. A single establishment in Connecticut manufactured machines to the value of over $2,700,000, or nearly one-half of the whole production in that year. During the year 1861 sewing machines to the value of over $61,000 were exported to foreign countries. It is already employed in a great variety of operations and upon different materials, and is rapidly becoming an indispensable and general appendage to the household.

CLOTHING.

Among the branches of industry which have been signally promoted by the introduction of the sewing machine, is the manufacture of men's and women's clothing for sale, which has heretofore ranked with the cotton manufactures in the number of hands—two-thirds of them females—and the cost of labor employed. The increase of this manufacture has been general throughout the Union, and in the four cities of New York, Philadelphia, Cincinnati and Boston, amounted in value to nearly forty and one quarter millions of dollars, or over eighty-three per cent of the product of the whole Union in 1850. The manufacture of shirts and collars, of ladies' cloaks and mantillas—a new branch which has received its principal impulse within the last ten years—and of ladies' and gentlemen's furnishing goods generally, form very large items in the general aggregate of this branch. They severally employ extensive and numerous establishments, many of them in large cities with heavy capital. In Troy, New York, the value of shirt collars alone annually manufactured is nearly $800,000, approximating in value to the product of the numerous and extensive iron foundries which have been a source of wealth to that city.

COTTON GOODS.

Among the great branches of pure manufacture in the United States, that of cotton goods holds the first rank in respect to the value of the product and the amount of capital employed. Aided by the possession of the raw material as a product of our own soil, and by the enterprise and ingenuity of our people, this valuable industry has grown with a rapidity almost unrivalled.

The total value of cotton goods manufactured in New England was $80,301,535, and in the Middle States $26,272,111—an increase of 83.4 per cent in the former, and 77.7 in the latter. The remaining States produced to the value of $8,564,280, making the whole production during that year $115,137,926, against $65,501,687, the value of this branch in 1850, or an increase in the general business of nearly 76 per centum in ten years. In the States of Maine and New Jersey the manufacture increased in the same time 152 per cent; in Pennsylvania, over 102 per cent; in New Hampshire and Connecticut, over 87 per cent; in Massachusetts, nearly 68 per cent, and in Rhode Island 88.7 per cent. The total production in this branch was at the rate *per capita* of $3 60 for every individual in the Union, equivalent to 46½ yards of cloth for each, at the medium price of 8 cents per yard. The average product per head in 1850 was 36¼ yards. The increase alone has therefore, been at the rate of 11 yards for each person, or nearly equal to the average annual consumption *per capita* in 1860, when it was estimated to amount to 12 yards. The number of hands employed in the manufacture in 1860 was 45,215 males, and 72,605 females, an increase in the male operatives of 10,020, and in the female of 10,944 since 1850. The average product of the labor of each operative was $969. The number of spindles was returned at 5,035,798, being an increase of 1,402,105, or 38.5 per cent over the aggregate in 1850, which was estimated at 3,633,693. The New England States possess 3,950,297, or 78.6 per cent of the whole, while Massachusetts alone employes 1,739,700, or 29.3 per cent of the number returned in the Union. The increase of spindles in the last decade was, in New England, 1,208,219, or 30 per cent. In the State of Maine, 186,100, or 163.3 per cent; in the State of New Hampshire, 229,484, or 52.1 per cent; in the State of Massachusetts, 451,609, or 35 per cent; in the State of Rhode Island, 141,862, or 22.7 per cent, in the State of Connecticut, 211,188, or 83.1 per cent; while in Vermont it exhibited a decrease.

The product per spindle varies in the different States, partly accounted for by the fact that many manufacturers purchase yarns which have been spun in other States.

The product of cotton goods per spindle is as follows:—In Maine, $22 12; Massachusetts, $21 12; New Hampshire, $24 87; Vermont, $18 13; Rhode Island, $16; Connecticut, $16 46. The average in the New England States is $20 30; in the Middle States, $30 48, and in the whole Union $22 86.

The quantity of cotton used in the fabrication of the above goods was 364,036,123 pounds, or 910,000 bales of 400 pounds each. Of this amount the New England States consumed 611,738 bales, and Massachusetts alone 316,665. The consumption per spindle in that year in the various States and sections was as follows:—

	No. spindles.	Lbs. cotton.	Lbs. per spindle.
Maine.....	300,000	23,438,723	78
New Hampshire.	669,885	39,212,644	58.5
Vermont	19,712	1,057,250	53
Massachusetts ..	1,739,700	126,666,089	72.3
Rhode Island ...	766,000	38,521,608	50.2
Connecticut	464,000	15,799,140	34
In New England..	3,959,297	237,844,854	61.8
In Middle States .	861,661	76,055,666	88.26
In United States .	5,035,798	364,036,123	72.2

When we consider the large number of hands, and especially of women and children, who find employment in this business, the quantity of raw material, of machinery and of fuel, exclusively of American production, employed in this branch, and the amount of comfortable clothing and household stuffs supplied at cheap rates, or the amount it contributes to the internal and foreign commerce of the Union—its progressive increase is a subject of the highest satisfaction, and its growth here and abroad is one of the marvels of the nineteenth century.

WOOLLEN MANUFACTURES.

The returns of woollen manufactures show an increase of over fifty-one per cent in ten years. The value of woollen and mixed goods made in 1850 was $45,281,764. In 1860 it amounted to $68,865,963. The establishments numbered 1,909, of which 453 were in New England, 748 in the Middle, 479 in the Western, 2 in the Pacific and 227 in the Southern States. The aggregate capital invested in the business was $35,520,527, and it employed 28,780 male and 20,120 female hands, 639,700 spindles and 16,075 looms, which worked up more than eighty million pounds of wool, the value of which, with other raw materials, was $40,360,300. The foregoing figures include satinets, Kentucky jeans and other fabrics of which the warp is cotton, though usually classed with woollens. In the manufacture of these mixed goods the amount of cotton consumed is 16,008,625 pounds, which, with 364,036,123 pounds, used in making cotton goods, as previously stated, amounts to 380,044,748 pounds or 959,112 bales, exclusive of a considerable quantity used annually in household manufactures and for various other purposes.

The largest amount of woollens was made in New England where the capital was nearly twenty millions of dollars, and the value of the product $38,509,080, but little less than the total value in 1850. More than half the capital, and nearly one-half of the product of New England belonged to Massachusetts, which had 131 factories of large size. Rhode Island ranked next, and had increased its manufacture 163 per cent in ten years, that of Massachusetts being 48 per cent. The value of woollens produced in the middle States was $24,100,488, in the Western $3,718,092, and Pacific and Southern $2,538,303. The sectional increase was in New England 52.1, in the middle States 54, and in the South 107, the last showing the greatest relative increase. Pennsylvania, next to Massachusetts, was the largest producer, having 447 factories, which made $12,744 373 worth of woollen and mixed fabrics, an increase of 120 per cent. A value of $.919,019 was the product of 222 establishments in the city of Philadelphia.

The State of New York holds the third rank in relation to this industry, its manufactures amounting to more than nine millions of dollars. The woollen manufactures of Maryland exhibit an increase of 86 per cent. In Ohio, which produced in 1850 a greater value of woollens than all the other Western States, there was a decrease on the product of 1850, owing, probably, to the shipments of wool to Europe, which, in 1857, was found to be the most profitable disposition of the rapidly increasing wool crops of that State. In Kentucky, now the largest manufacturer of wool in the West, the product was $1,128,882, and the increase in ten years 40.4 per cent; while in Indiana, which ranks next, it was 31 per cent, and in Missouri 18.8, on the product of 1850.

The extension of this important manufacture is a subject of great interest to the country, inasmuch as our climate renders woollen clothing necessary throughout a large part of the Union during much of the year; and because it would supply the best market to the wool grower.

The quantity of wool returned for the whole Union in 1850 was upwards of 52,500,000 pounds. Sheep raising has been greatly extended and improved since that date in Ohio, Texas, California and other States, and the clip in 1860 amounted to 60,511,843 pounds; an increase of 15.2 per cent in ten years. The yield still falls far short of the consumption, and large quantities continue to be imported, notwithstanding the amount of territory adapted to sheep husbandry.

LINEN GOODS.

The manufacture of linen goods has made but little progress in this country. A few mills, chiefly in Massachusetts, make crash and other coarse fabrics; the largest two in that State produced six million yards in 1860. Others are extensively engaged in making twines, shoe and other threads. It is to be regretted that the manufacture of flax has not attained greater magnitude in a country where the raw material is so easily and cheaply grown. Farmers throughout the West have raised the crop simply for the seed and thrown out the fibre as valueless.

FLAX COTTON.

The manufacture of fabrics from flax cotton has been commenced, and success in a new branch of industry is confidently expected. The inventive genius of our countrymen has perfected machinery for the preparation of flax for spinning, which can be furnished, it is alleged, at as low a rate as the product of Southern cotton fields.

SEWING SILKS.

The manufacture of sewing silks is extensively carried on in this country. Including tram, organize, &c., the production exceeded five mil-

lion dollars in the States of Connecticut, New Jersey, Massachusetts, Pennsylvania and New York, their relative values being in the order mentioned. Ribbons are made to a small extent, but the chief manufactures of silk consist of ladies' dress trimmings, coach lace, &c., of which the cities of Philadelphia and New York produce to the value of $1,260,725 and $796,682 respectively.

INDIA RUBBER GOODS

were made chiefly in Connecticut, New York, New Jersey and Massachusetts, to the value of $5,729,900—an increase of ninety per cent, in the last decade.

LEATHER.

The production of leather is also a leading industry of much importance to the agriculturist and stock raiser, as well as to the commercial interest, inasmuch as it consumes all the material supplied by the former, and feeds an active branch of our foreign import trade. The tanning and currying establishment of the United States produced in 1850 leather, exclusive of Morocco and patent leather, to the value of $37,702,333. The product of the same branch in 1860 reached $63,090,751, an increase of nearly 67 per centum. In the New England States it was $16,333,871, in the middle States, $36,344,548, and in the Western States, $5,986,457; being an increase of 66.6 per cent, 90.7 and 13.3 in those sections, respectively. The Pacific States and Territories (including Utah), which returned no leather in 1850, produced in 1860 to the value of $351,469. The largest producers of leather are New York, $20,758,017; Pennsylvania, $12,491,631; and Massachusetts, $10,354,056; an increase in those States of 111.7, 98.4 and 82.3 per cent, respectively. Including Morocco and patent leather the aggregate value produced in the Union in 1860 exceeded sixty-seven millions of dollars.

If we add to the sum total of this manufacture the aggregate value of all the allied branches into which it enters as a raw material, or take an account of the capital, the number of hands, and the cost of labor and material employed in the creation and distribution of its ultimate products, it is doubtful if any other department of industry is entitled to precedence over that of leather.

BOOTS AND SHOES.

The manufacture of boots and shoes employs a larger number of operatives than any other single branch of American industry. The census of 1850 showed that there were 11,305 establishments, with a capital of nearly thirteen millions of dollars, engaged in making boots and shoes to the value of $53,967,408, and employing 72,305 male and 32,948 female hands. The returns of 1860 show that 2,554 establishments in the New England States employed a capital only $2,516 less than that of the whole Union at the former date; and with 56,039 male and 24,978 female employees produced boots and shoes of the value of $54,767,077, or eight hundred thousand dollars more than the entire value of the business in 1850, and 82.8 per centum in excess of their own production in that year. Massachusetts increased 92.6 per cent., having made boots and shoes of the value of $46,440,209, equal to 86.6 per cent. of the general business in 1850. The State of New York returned 2,276 factories, with an aggregate production of $10,878,797; and New England, New York, Pennsylvania and New Jersey together produced $75,674,946 worth of these articles, being 40.4 per cent. more than the product of all the States in 1850, and 67.9 per cent. more than their own manufacture in that year. The three counties of Essex, Worcester and Plymouth, in Massachusetts, produced boots and shoes to the value severally of about 14½, 9½ and 9¼ millions of dollars. The largest production of any one town was that of Philadelphia, in which it amounted to $5,349,887; the next, that of Lynn, Massachusetts, was $4,867,899; the third, Haverhill, $4,130,500; the fourth, New York city, $3,869,068. The largest production of a single establishment was of one in North Brookfield, Massachusetts, and amounted to over $750,000. This establishment was the largest of five the same proprietors had in operation that year, the total production whereof was over one million pairs of boots and shoes, valued at over thirteen hundred thousand dollars. Machinery propelled by steam power is now used in many large manufactories with highly satisfactory results.

CABINET FURNITURE.

The value of cabinet furniture made in 1860 in the New England, Middle States and Ohio reached the sum of $19,553,734, an increase of 80.5 per cent. over the product of those States in 1850, and exceeding the production of the whole Union in 1850. New York returned in 1860 furniture of the value of $7,175,060 (or 40.6 per cent. of the whole amount made in 1850), Massachusetts $3,365,415, and Pennsylvania $2,938,503. The growth of this branch keeps pace with the increase of population and wealth, and serves to swell the amount of our exports. It gives employment at remunerative prices to skilled labor, which it attracts from the crowded labor markets of Europe.

MUSICAL INSTRUMENTS.

Our advance in wealth and refinement is attested by the rapid increase in the manufacture of pianofortes and other musical instruments. New England, New York and Pennsylvania produced musical instruments to the value of $5,791,807—an increase of 150 per cent. over their own production in 1850, and 124 over the whole value of that branch in the Union in the same year. New York alone made $3,392,577 worth—being $811,862 more than the whole amount returned in 1850. In this branch our manufacturers have achieved marked success. Without claiming for them superiority over their brethren in France and Germany, it is admitted that church organs and other instruments made in this country are better suited to the climate, and in other respects fully equal to those which come from the most celebrated establishments in Europe.

JEWELRY.

The increased amount of the precious metals and the greater ability of all classes to indulge the promptings of taste or luxury, have added greatly to the manufacture of jewelry, and of all kinds of gold, silver and plated wares. In the New England and Middle States, the production of jewelry and watches reaches nearly eleven millions in value; of silver, silver plated wares, &c., nearly six and one half millions; making over seventeen and a quarter millions of dollars, exclusive of gold leaf and foil, and the assaying and refining the precious metals, exceeding the product of the whole Union in 1850, by $6,312,500 in value; an increase of over fifty seven per cent., and of sixty-three per cent. on the production of those States in that year. The production of cheap jewelry has been greatly augmented by recent improvements in electro metallurgy.

AMERICAN WATCHES.

The manufacture of American watches, commenced within the last ten years in Boston as an experiment, has proved eminently successful. Unable heretofore to compete with the low priced labor of European workmen, our ingenious countrymen have perfected machinery by the aid of which watch movements are fabricated equal, if not superior, to the hand made. The continued growth of this branch will diminish the importation of foreign watches, and may, at no distant period, earn for our country a reputation in this manufacture equal to that she enjoys in the kindred branch of clock making. Gold and silver watches are now produced to a very large extent, chiefly in the cities of Philadelphia, New York and Newark.

CHEMICAL ARTICLES.

Improvements in technical chemistry have added largely to the number and value of its products. The manufacture of articles strictly classed as chemical, exclusive of white lead, ochres, paints, varnish, glue, perfumes, cements, pot and pearl ashes, &c., amounted, in 1850, to the value of nearly five millions of dollars. The production, in 1860, exhibited a considerable increase. This branch is susceptible of almost unlimited extension and application in the creation of commercial and useful articles from the refuse of every other manufacture, and the diversified products, vegetable, animal and mineral, of our own or other lands. Many of the chemical branches, apart from the money value of their manufactures, are of the highest economical importance to our country, as auxiliaries to almost every other industry of the people. Chemistry has as yet revealed but a tithe of the vast wealth of its resources.

GAS.

The manufacture and consumption of gas, for illumination and other purposes, which is one of the remarkable fruits of chemical science, has been greatly increased, not only in our Northern cities, but in the large towns and villages throughout the Union. The quantity returned is but four thousand million feet of the value of eleven million dollars, but the whole quantity made exceeded 5,000,000,000 cubic feet, the value of which was about thirteen millions of dollars.

SALT.

The making and refining of salt in the United States in 1850 employed 340 establishments, and the value of their production was $2,177,945. The four States of New York, Virginia, Ohio and Pennsylvania, which, in the order named, are the principal salt-producing States, made, according to the eighth census, nearly twelve millions bushels, the cost of which was $2 200,000, an average of about 18½ cents per bushel. Texas, Kentucky, Massachusetts and California are also self-producing States. About sixty per cent. of the whole was made in New York, at an average cost of 17 cents per bushel.

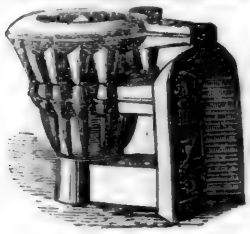
FISHERIES.

In the aggregate product of fiberies there was an increase of 28.5 per cent. over their value in 1850. The total value of the lake, river, shore, and deep-sea fisheries, including oysters to the value of $382,170, and $7,521,588 as the product of the whaling business, amounted in 1860 to $12,924,092. Of this amount $6,526,238 in the whale, and $2,774,204 in the cod, mackerel, halibut, and other shore fisheries, belonged to the maritime industry of Massachusetts, and constituted nearly seventy-two per cent. of the whole. This favorite occupation of her enterprising sons has made Boston, which has been over two and a quarter centuries engaged in the business, the principal distributing fish market of the Union, and has raised the port of Gloucester to the third rank among New England seaports in the amount of its foreign commerce. The latter has become the largest seat of the domestic fisheries in the United States, if not in the world, and distributes the products to all the large cities of the Union and to foreign countries.

The State of Maine holds the second place in respect to the value of its fishing interests, and returned $1,050,755 as the value of the cod, mackerel, herring, &c., taken by its fishermen. North Carolina had the largest shad fishery, amounting in value to $99,768. New Jersey, New York and Virginia took the largest amount of oysters, and Michigan returned the largest value in white fish, amounting to $250 567.

A slight decline in the value of the whale fishery arose from the increasing scarcity of the whale in its former haunts. The consequent deficiency of bone, teeth and oil, as raw materials, proved embarrassing to some branches of manufacture, particularly those employing whalebone. The scarcity of whale and other fish oils in the arts has been supplied by an increased production of lard oil, and especially by that beneficent law of compensation which prevades the economy of nature, and when one provision fails her children, opens to them another in the exhaustless storehouse of her material resources, or leads out their mental energies upon new paths of discovery for the supply of their own wants. Thus, when mankind was about to emerge from the simplicity of the primitive and pastoral ages, the more soft and fusible metals no longer sufficed for the artificer, and veins of ore revealed their wealth and use in the supply of his more artificial wants, and became potent agents of

his future progress. When the elaboration of the metals and other igneous arts were fast sweeping the forests from the earth, the exhaustless treasures of fossil fuel, stored for his future use, were disclosed to man, and when the artificial sources of oil seemed about to fail, a substitute was discovered flowing in almost perennial fountains from the depths of these same carboniferous strata. A decline of the cod and whale fisheries is, nevertheless, to be regretted, as they have been from the earliest period of our history the nurseries of seamen and of our naval and commercial marine, and therefore contributing to the national defence, to foreign commerce, shipbuilding, agriculture, and other important interests.



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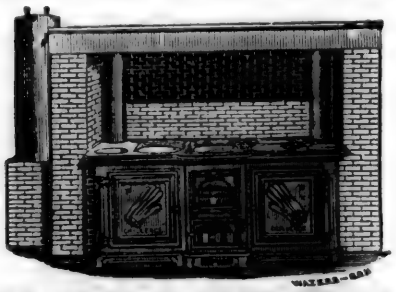
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Challenge Air-tight KITCHEN RANGES,

May be placed in a fire-place without masonry, and with or without water-back; or may be set out on feet, as an ordinary stove.

This range, already very popular, has the **LARGEST OVE[illegible]** of any in the market; BAKES PERFECTLY, never [illegible]ng to brown at the bottom; BOILS, ROASTS and and BROILS with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL,** which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light SUMMER AND WINTER PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

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The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

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This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

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The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used. CYRUS P. SMITH, Managing Director.

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Introduced one year ago, already ranks as the **LEADING STOVE** for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.

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Consultations may be had with the firm between 9 and 4 o'clock, daily, at their principal office, No. 37 Park Row, New York. We have also a branch office in the city of Washington, on the corner of F and 7th sts., opposite the United States Patent Office. This office is under the general superintendence of one of the firm, and is in daily communication with the principal office in New York, and personal attention will be given at the Patent Office to all such cases as may require it. Inventors and others who may visit Washington, having business in the Patent Offices, are cordially invited to call at their office.

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PROPOSALS

FOR $250,000 OF THE CROTON WATER STOCK OF THE CITY OF NEW YORK.

SEALED proposals will be received at the Comptroller's Office, until THURSDAY, September 25th, 1862, at two o'clock P. M., when the same will be publicly opened for the whole or any part of the sum of two hundred and fifty thousand dollars ($250,000) of the Croton water stock of the City of New York, authorized by Chapter 372 of the laws of 1860, and as amended by Chapter 181 of the laws of 1861, and by an ordinance of the Common Council, approved by the Mayor October 4, 1861, for increasing the supply of Croton water, etc.

The said stock will bear interest at the rate of six per cent. per annum, payable quarter-yearly, and the principal will be redeemed November 1, 1883.

The proposals will state the amount of stock desired, and the price per hundred dollars thereof, and the persons whose proposals are accepted will be required to deposit with the Chamberlain of the City, within ten days after the opening of the bids, the sum awarded to them respectively.

On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the stock, bearing interest from the date of payments.

Each proposition should be sealed and endorsed "Proposals for Croton Water Stock of the City of New York," and the same inclosed in a second envelope, addressed to the Comptroller.

The right is reserved to reject any or all of the bids, if considered necessary, to protect or promote the interests of the City.

ROBERT T. HAWS, Comptroller.

CITY OF NEW YORK, DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, Aug. 26, 1862. 3t35

THE NEW YORK CENTRAL RAILROAD COMPANY, TREASURER'S OFFICE, ALBANY, July 19, 1862.

EIGHTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend of Three per cent. on the Capital Stock thereof,—free of the United States Income Tax, which will also be paid by the Company—payable on the 20th day of August next, upon stock registered at New York, Boston and Albany, and on the 20th day of September next upon stock registered at London.

Stockholders whose stock is registered at New York, will receive their Dividends at the office of DUNCAN, SHERMAN & CO.; those whose stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose stock is registered at Albany, at the ALBANY CITY BANK; those whose stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s. 1d. to the dollar.

The Transfer Books will be closed at the close of business on Thursday, the 31st day of July inst., and will be re-opened at New York, Albany and Boston on the morning of Saturday, the 23d day of August next.

8t30 JOHN V. L. PRUYN, Treasurer.

CAR DUCK.

HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS, from 14 to 144 inches. PLUSHES, BURLAPS, CAR HEAD LININGS, and all kinds of RAILROAD SUPPLIES.

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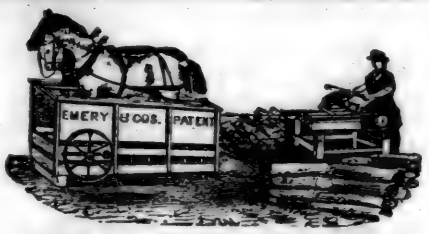
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The Company also have the pleasure of announcing that they have completed, after two years' labor, their shaft and machinery upon their new property in the VALLEY OF GEORGES CREEK, and are lifting from the very heart of the Coal Basin a superior and perfect article of **BITUMINOUS COAL,** remarkably free from impurities of every description, and possessing qualities peculiarly adapting it to Locomotive use, and to generating steam under all circumstances. This Coal will be known in market as **"BORDEN'S PIT COAL."**
Our Railroad friends, and others requiring a superior Coal, will find it to their interest to give this a trial before contracting elsewhere.
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LEATHER BELTING,
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DOUBLE BELTS TWICE THE PRICE OF SINGLE
Best Lace Leather and Steel Hooks for round Belts always on hand.
☞ In comparing my List of Prices with others, it will be necessary to compare also the quality of Belting. 3m28

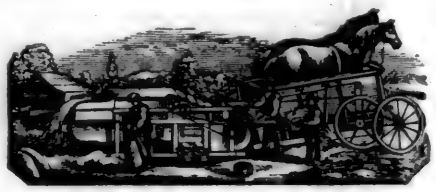


IMPORTANT
TO
RAILROAD COMPANIES,
THE ATTENTION OF
RAILROAD MANAGERS
Is called especially to the Machines manufactured especially for the use of Railroad Companies by the proprietors of the
ALBANY AGRICULTURAL WORKS,
CONSISTING OF
EMERY'S PATENT
Railway Horse Power,
Made changeable for both right and left hand work, also with changeable degrees of forces and motions of the driving Pullies without changing the Speed and Labor of the Horses, thereby adapting them to the different uses required, as Sawing Wood, Pumping Water, Driving Elevators and Machine Shops, Foundries, etc. The Power is also adjustable to any degree of wear or use, so as to always insure its working with its greatest efficiency. All the running chains in these Powers are made of the best MALLEABLE IRON which gives to them triple the strength and durability of Grey Iron which last is universally used by all other Railway Horse Power Manufacturers—thereby at the same time lessening the weight of these several hundred pounds, making them less cumbrous for handling and transportation.

WOOD SAWING MILLS.
These Sawing Mills are made upon the most approved and convenient plans in use. Having a heavy plate fly-wheel fixed to the Mandrill with a Ratchet or catch pulley for the driving band on the outside of the fly-wheel—the journal bearings are fitted with Babbet Metal—the wood carriage traverses on iron ways and gibbs—a 24 or 26 inch Saw is fitted, filed and set in working order and the plates warranted. When desired, a 14 inch saw is fitted, also a table for the purpose of slitting boards, etc., for fencing and carpenter work.
The whole together forming one of the most complete and desirable sets of machines for their purposes. They are already in very general use on nearly all the principal Railroads in this country.

PRICE,	ONE HORSE POWER	$90.00
"	TWO " "	120.00
"	SAW MILL, 24 in. Saw	37.00
	SETT BANDS and EXTRAS	5.00

PUMPING ENGINES
Of different kinds for Raising Water for Railroad tanks and other purposes, can be furnished on demand with Reciprocating or Rotary Pumps—fitted to be operated by these Horse Power and the best adapted for Railroad and Mining purposes. One of the SEVENTY-FIVE DOLLAR PUMPING ENGINES when driven by the TWO HORSE POWER has a capacity equal to any Four or Five Horse Power Steam Engine and Pumping Machine for the same purposes.



THRESHING MACHINES
Of the most approved kinds, for one and two horses and with simply Separators, or with Complete Cleaners which fit the grain for market in one and the same operations, and of the most approved construction.
They are very extensively introduced into all the grain-growing sections of this country and the world. They are especially adapted to the force of the above Horse Powers and can be driven by Steam or Water power with equal advantage. They will be furnished on the most liberal terms and warranty.
Liberal discounts made to RAILROAD COMPANIES from the above prices, and agents solicited for the sale of their manufactures.
For further particulars see the new Illustrated and Price Catalogue of the ALBANY AGRICULTURAL WORKS, furnished gratis on application to the proprietors.
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No. 62 & 64 State st.,
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OF DIFFERENT QUALITIES,
FOR MACHINERY AND
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SAVE over 20 per cent. of the fuel required for flue or plain cylinder boilers, while they have all the advantages of strength, cheapness and simplicity of construction, convenience and safety in use, claimed for either. Send for a circular.
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CAR WHEEL WORKS,
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FURNISH
CHILLED WHEELS,
FOR CARS, TRUCKS, and TENDERS.
CHILLED
Driving Wheels and Tires
FOR LOCOMOTIVES.
ROLLED AND HAMMERED AXLES.
WHEELS and AXLES,
FITTED COMPLETE.

G. G. LOBDELL. H. S. McCOMBS. D. P. BUSH
BUSH & LOBDELL,
WILMINGTON, DELAWARE,
MANUFACTURERS OF
CHILLED WHEELS
AND
TIRES,
FOR RAILROAD CARS
AND
Locomotive Engines,
ARE PREPARED TO EXECUTE PROMPTLY
ORDERS TO ANY EXTENT FOR THEIR
CELEBRATED WHEELS,
EITHER SINGLE OR DOUBLE PLATE,
WITH OR WITHOUT AXLES.
WHEELS FITTED
To HAMMERED or ROLLED AXLES,
IN THE BEST MANNER, AT THE SHORTEST NOTICE,
AND ON THE MOST REASONABLE TERMS.

THE ROGERS Locomotive & Machine WORKS,

SUCCESSORS TO

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COAL OR WOOD BURNING

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MANUFACTURING COMPANY,

TAUNTON, MASS.,

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LOCOMOTIVES,

EITHER FOR BURNING WOOD OR COAL,
OF THE MOST APPROVED CONSTRUCTION.

ALSO ALL KINDS OF

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HAVING erected an extensive Shop, with the most approved Machinery and Tools, are prepared to execute orders for the various classes of Freight and Passenger Locomotive Engines and Tenders, in the best manner and on the most favorable terms.

Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops.

The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention.

RICHARD NORRIS. HENRY LATIMER NORRIS.

RICHARD NORRIS & SON,

LOCOMOTIVE STEAM ENGINE
BUILDERS,
SEVENTEENTH STREET, ABOVE CALLOWHILL,
PHILADELPHIA,

ENGAGED EXCLUSIVELY IN THE MANUFACTURE OF

LOCOMOTIVES,

RAILWAY TOOLS AND

MACHINERY.

MANUFACTURE to order, Locomotives of any Arrangement, Weight or Capacity. In Design, Material and Workmanship, the Locomotives produced at these Works, are equal to and cannot be excelled by any.

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NEW YORK,

BROADWAY AND TWELFTH STREET,
ENTRANCE, 45 TWELFTH STREET.

THIS House is now open for the accommodation of FAMILIES and TRANSIENT GUESTS, and will be conducted upon the EUROPEAN PLAN.

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GEO. W. HUNT,
Late of the Brevoort House, Fifth Avenue.
CHAS. W. NASH,
Formerly of the Great Republic.



LEMUEL W. SERRELL,
SOLICITOR OF
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VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS,** etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.

Address HENRY RUTTAN,
Coburg, Canada.

THE GREAT FIRE IN TROY.

Unparalleled Triumph

OF

LILLIE'S SAFES!

The following certificates explain themselves:

TROY CITY BANK, May 21, 1862.

LEWIS LILLIE, Esq.—Dear Sir: I am sure it will give you as much pleasure to know as it does me to say, that in the recent fire of the 10th inst., which desolated our city and destroyed our Banking-house, the contents of our Bank vault, though the building itself was a heap of ruins, remained entirely unharmed. This result we attribute entirely to the fact that our old Wrought Iron Doors were, about two years since, exchanged for a set of your celebrated Chilled and Wrought Iron Doors and Frames. With the old doors, not a book or paper in the Vault could have been saved; as it is, nothing in it was even damaged, though exposed to the most intense heat.

Yours, respectfully, S. K. STOW, Cashier.

TROY, N. Y., May 14, 1862.

The undersigned, using **Lillie's Chilled and Wrought Iron Fire and Burglar Proof Safes,** at the time of the late disastrous fire in this city, would state that our safes were subjected to a severe test by fire, the heat varying in intensity, according to the locality and surroundings. The time they were exposed to the fiery ordeal, unprotected by water, varied from 24 to 72 hours. We would say that our money, papers, books, etc. were well preserved, and the Safes are suitable for further use. By comparison with Safes of other manufacture, equally exposed, we have no hesitancy in recommending Safes of Lillie's manufacture to the public on their demonstrated merit as entitled to unparalleled confidence as fire-proofs.

James Kenyon,
S. O. Gleason,
Percy & King,
McCoy & Beadle,
Coon & Van Valkenburgh,
S. S. McClure,
Ross & Smith,
Robert Green,
S. Bachelder,
Gates H. Barnard,
W. D. Haight,
Denio & Freiot,
Walsh, Petit & Anthony,
D. H. Snyder,
Jonathan Seaman.

Not dug out—nothing in them.

TROY, May 19, 1862.

The undersigned had one of **Lillie's Wrought and Chilled Iron Safes,** which went through the fire of the 10th of May. The Safe was exposed to a severe fire for over 24 hours. In falling it turned on its face, and when turned up to open the doors was red-hot. The back of the lower part of the Safe (behind the books) was filled with pennies, which, in falling over, pressed against the books, and brought them directly in contact with the doors. The wrappers on the pennies were mostly good. The books were unfit for further use, but the writing on them was partially legible and could be copied.

DUSENBURY & ANTHONY.

TROY, May 19, 1862.

This is to certify that we had in our store, in this city, when it burned, one of **Lillie's Small Safes,** which was in the fire, without water on the building or Safe. Most of the valuables were removed before the fire, and therefore we were not in haste to get the Safe out of the burning ruins. Some of the papers left in the Safe were legible when taken out, but most of them were charred.

I. M. SINGER & CO.,
Per G. W. BABCOCK, Agent.

This is to certify that the undersigned had one of LILLIE'S Patent Chilled Iron Safes in their store, which was burned during the late severe fire in this city, and we are happy to state, the Safe preserved all its contents in first-rate condition. All the papers were legible, and the books will do for further use, without even rebinding.

GRANT, NUTTING & CO.

The foregoing comprises all the Safes of my manufacture that were in the fire, and below will be found certificates from all the owners of Safes manufactured several years since, by World's Safe Company, who used my Patent Chilled Iron Shell, but not my Fire-Proof Cement.

WORLD'S SAFE COMPANY'S SAFES.

TROY, May 19, 1862.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire of the 10th inst., in this city, would state that our Safes were exposed to a severe heat, being confined in the burning ruins, unprotected by water, from one to three days. On opening the Safes the contents were mostly legible, and to a far greater extent than could be reasonably expected of any Safe. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectors against fire, and by this test we are prepared to recommend them as such to public patronage.

Lyman Bennett,
Flood & Dunham,
John Hutchinson,
Sillman, Matthews & Co.,
E. L. Mallory,
E. H. Virgil,
Sup't National Express Co.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire in this city, would state, that on opening our Safes the contents were mostly legible. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectives against fire, and we are happy to recommend them to public patronage.

W. & L. E. GURLEY,
R. L. & G. DRAKE,
LEONARD SMITH,
H. E. & W. ALENDORPH, Absent.

TROY, May 19, 1862.

To whom it may concern: We would certify that when the recent fire broke out in this city, we took out from our Safe (which was made by World's Safe Company) all our books, papers, etc., and then left it to the flames without shutting the door, and the Safe will do for further use by being repaired, although the book case was destroyed by the door being left open through the fire.

ACKLEY & CO.

TROY, May 19, 1862.

The undersigned, using Safes manufactured by the World's Safe Company, at the time of the late disastrous fire on the 10th instant, in this city, would state that our Safes were filled with fire-brick for the fire-proof, and while several of this class preserved their contents, ours were considerably charred, and only ½ part legible. In justice to Mr. LEWIS LILLIE, we are pleased to state that Safes of his manufacture proved to be powerful protectors against fire, and have preserved their contents, after having been exposed to the fiery ordeal, unprotected by water, from one to three days.

Stephen Holton,
Bennett, Strickland & Fellows,
Corless & House,
Luther Greenman,
E. W. Johnson,
J. H. Goodsell.

TROY, N. Y., May 17, 1862.

LEWIS LILLIE—Dear Sir: We were using at the time of the late severe fire of 10th inst., a Safe purchased in 1852 of the late World's Safe Company. The contents were considerably charred, but our Ledger is mostly legible, and we are able to copy it.

The Safe was subjected to a severe heat for over eighteen hours, and we are satisfied that if water had been thrown on the ruins, as is ordinarily the case, the contents would have come out uninjured. You will please repair our Safe, placing in it the improvements embraced in Safes of your manufacture, and oblige

SHELDON & GREENE.

N.B.—The above Safe is believed to have damaged the contents more than any of those named in this circular.

There were only seven Sheet Iron Safes, made by Herring and others, outside of the railroad depot, that were exposed to the fire, four of which were entirely burnt out; the fifth was saved by being early cooled off by water; the remaining two were not severely tested.

LEWIS LILLIE.

H. R. HUBBELL, Agent,
No. 198 Broadway, New York.

T. G. SELLEW,

MANUFACTURER OF

Desks and Office Furniture,

WAREROOM { No. 107 FULTON ST., Near Nassau, N. Y.

☞ LIBRARY FURNITURE made to order.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XVIII., No. 36.] SATURDAY, SEPTEMBER 6, 1862. [WHOLE No. 1,377. VOL. XXXV.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, September 6, 1862.

Grand Trunk Railway.

Mr. Watkin, who had been deputed by the London Directors to proceed to Canada, conduct negotiations with the Provincial Government and reform the management of the Grand Trunk Railway, has recently made a report of that concern to the Board. After some congratulations that the floating debt has been got rid of and a more equitable mode of settling the postal payments has been adopted, he alludes to the business of the road. For the year ending June 30, 1862, there is shown an increase of 60 per cent. in the net receipts; while the working expenses for the half-year ending Dec. 31, show a reduction from 84½ to 77 per cent., as compared with the corresponding time in 1860. Attention is then directed to the Arrangements Act passed at the last session of the Legislature, enabling the company to clear away its floating debt; to have its management transferred to England; to re-organize the concern on a more thorough commercial foundation; to devote the military and postal receipts to the extinction of the simple contract debt by the issue of bonds which shall represent that revenue. Though these benefits, says Mr. W., are not all that the company had a right to expect, they will nevertheless be found of considerable value. The postal arbitration is still proceeding, Chief Justice Draper having been selected as the third umpire; the lessors of the Detroit and Port Huron Railway have agreed to accept £22,500 instead of £36,000 per annum as rental; there is a fair prospect that the Atlantic and St. Lawrence Company will accept a similar compromise, making thus a saving of £24,000 a year on leases. Mr. Brydges, now exclusively engaged by this company, has reduced office expenses, and with reductions to be made in the locomotive and car departments it is expected that additional savings can be made to the amount of £39,246 per annum. Though the act authorizes the creation of an equipment mortgage for £500,000, Mr. Watkins does not favor its issue at present, believing that the present stock of engines and cars can be made to answer every purpose. With the civil war raging in this country, he questions the propriety of remitting money to the Provinces. He recommends the encouragement of shippers to find their own cars; a reduction in the number of trains run and the high rates of speed adopted, cutting off the system of free passes to influential personages, the abandonment of profitless stations and a reduction in part of the salaries paid. He thinks there is a reasonable probability of the extension of the line from Riviere du Loup to Halifax out of the moneys raised by the Province, under the guaranty of their bonds by the Home Government.

This report was issued just before the meeting of share and bondholders in the road, held at the London Tavern, on the 8th ultimo. The object was to accept or reject the provisions made by the last legislature, for which purpose a majority of three-fourths in value of both interests was made necessary. Sir Thomas Baring, M. P., presided on the occasion. The proceedings as we find them reported in the Toronto *Globe*, were quite animated. On the motion to accept the bill, a Mr. Conybeare, representing a large portion of the bondholders who were not present, and it is asserted had not been duly notified, offered an amendment for adjourning till the 25th, in order to let the bondholders act on the question separately. A Mr. Chapman accused the chairman of swindling the company, by the purchase of lands which, when found worthless, were transferred to the road, adding that if all parties got justice that officer would be sent to pick oakum with Sir John Dean Paul. Mr. Chapman's remarks were evidently dictated by strong personal resentments.

Mr. Watkin replied to Messrs. Conybeare and Chapman, and contended that much of the opposition made was incited by a disposition to break up the company altogether, instead of assisting it in the effort to recover its credit. He then reviewed the improved condition of affairs since his visit to Canada. When he arrived there the Company was deeply in debt to its employees, and no person would trust it; shippers were even afraid to let their property go into its cars lest these might be seized by parties who had obtained judgments. At present, credit was in a great measure restored; articles needed were purchased with ready money and at the lowest prices. The company's servants were working for its interests with commendable zeal. To accomplish this Mr. W. had to pledge his individual credit for large amounts. If railways in Canada were as yet unproductive, it was because they had been built in excess of the public wants. That province had 75 miles to every 100,000 inhabitants, while in England there were only 36 miles to the same number. After touching upon the reduction of expenses, Mr. Watkin referred to the postal service rendered and the compensation received. "We send daily, twice each way, the whole length of our railway, a traveling post office car, fitted up with the means of sorting letters and carrying on the postal service, *en route*. We run special trains to Quebec in summer and to Portland in winter, in connection with the Canadian Mail Steamers. We carry large numbers of persons free." For this the company had been offered as compensation barely enough to pay the fares of the post office officials. He then administered a severe rebuke to the Canadian Legislature for its ingratitude to those who had sunk twelve or fourteen millions in the province and made it in fact a country, not a dependency. He gave a sketch of events in the appointment of Messrs. Moffat, Brooks and Draper as arbitrators, and expressed a hope that justice would still be done by the present government, although its course hitherto had been unfair. The importance of the Grand Trunk road had been seen last winter, while the Trent affair was pending. The company had been seriously considering the propriety of abandoning it altogether; but at the urgent request of the Canadian authorities they continued it, enabling

troops to be thrown with despatch into all parts of the province. The speaker concluded by defending the Chairman's purchase of the Sarnia lands, as being strictly honorable.

The amendment was therefore withdrawn. On a division, the number of persons in favor of the original motion was 1,311 against 19, the stock and bonds represented being respectively £3,788,601 and £48,485. It was further resolved not to issue the £500,000 bonds without authority to that effect obtained from a special meeting of shareholders.

Mr. Brydges has just sent a circular to shippers of freight by the Grand Trunk, calling attention to the company's rolling stock which, though more than sufficient for all purposes in summer, cannot accommodate the freight thrown upon the road during the winter months. This crowding has interfered with the local business which ought to have been better attended to. He says:

It is proposed, in order to remedy these difficulties, to change the policy of the company in future—to make the local traffic along the line of the Grand Trunk Railway the first consideration—to give every possible attention to that traffic—and to take every step to encourage its development.

To accomplish these objects, traffic from the Western States to points off the Grand Trunk line itself will not be encouraged, until the company finds that it has sufficient rolling stock to carry such traffic after fully supplying the wants of the local trade of the line. Traffic from the Western States to London, Toronto, Ottawa, Quebec, Bangor and Portland will, of course, be treated as local traffic, and every attention paid to it as such.

The Provision Trade and other Produce from the West seeking shipment for European Markets at Montreal and Portland, will have especial attention; and such arrangements have been completed with the Montreal Ocean Steamship Company, as well as other lines of steam and sailing vessels, as will ensure ample shipping capacity for this trade. Every measure will be taken to ensure prompt despatch to this freight between Detroit and Montreal or Portland.

To accommodate this business, elevators are in course of erection—one at Sarnia, another at Toronto, and a third at Portland; each of these having a capacity of 150,000 bushels. It is intended to have one at Montreal of twice this capacity, so that grain can be stored there during the whole winter and shipped to Europe in spring Negotiations are on foot to build one at Kingston. Some changes in the tariff of rates are also to be made which will prove beneficial to shippers as a class. He concludes by stating that if they will hereafter provide their own cars, as is largely done in England, the company will be prepared to do the haulage at quite moderate rates.

New York Canals.

The quantity of flour, wheat, corn and barley left at tide-water, from the commencement of navigation to the 31st of August, inclusive, during the years 1861 and 1862, was as follows:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Barley, bush.
1861	624,459	12,995,462	10,581,545	198,459
1862	837,334	15,131,984	10,813,738	373,091
Incr.	212,875	2,136,722	32,199	174,632

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase of 636,179 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of August in the years indicated:

	1860.	1861.	1862.
Canal opened.	Apr. 25.	May 1.	May 1.
Flour, bbls	406,215	624,459	837,334
Wheat, bush	5,148,658	12,995,462	15,131,984
Corn, bush	9,677,651	10,581,545	10,813,738
Barley, bush	80,806	198,459	373,091
Oats, bush	3,710,046	2,995,885	2,275,852
Rye, bush	131,745	405,753	497,657
Beef, bbls	4,513	541	11,263
Pork, bbls	6,433	4,453	124,585
Bacon, lb	458,464	432,500	5,242,696
Butter, lb	144,390	150,615	456,367
Lard, lb	800,085	499,241	7,098,730
Cheese, lb	166,900	211,480	392,125
Wool, lb	1,682,215	869,749	1,291,123

Union Pacific Railroad Convention.

The Commissioners of the Union Pacific Railroad met at Chicago on Wednesday the 2d inst., General Curtis was chosen temporary Chairman, and Messrs. Robert Turney, of Pennsylvania, and John E. Robinson, of California, temporary Secretories. On the roll being called 76 members answered to their names.

At the afternoon session a permanent organization was effected by the choice of Wm. B. Ogden, of Illinois, as President, H. V. Poor, of New York as Secretary, and T. W. Alcott, of New York, as Treasurer.

On Wednesday, a joint resolution of the Legislature of Colorado on the subject of the railroad, was read and laid on the table for consideration. A committee of thirteen reported a preamble and set of resolutions, setting forth the great importance of the work for national and other purposes, also recommending that books for subscriptions should be opened at one of the principal cities in each of the Northern States. The report was accepted and the committee continued. Addresses were delivered by Gov. Evans and others, after which the Board adjourned for the day.

Housatonic Railroad.

The receipts of this road for the years ending December 31, 1860 and 1861, have been as follows:

	1860.	1861.
From freight	$196,306 86	$125,285 84
" passengers	101,417 74	79,851 23
" mail, express, etc.	21,382 08	20,154 93
	$319,106 68	$225,292 00

The expenses of 1861 were:

Repairs of road	$40,375 47	
" engines	7,205 87	
" cars	5,371 29	
" buildings, etc.	4,479 19	
Fuel	16,973 20	
Oil and waste	2,323 03	
Freight expenses	22,198 33	
Passenger "	14,282 72	
General "	7,138 01	
Miscellaneous	3,986 57	
		124,333 68
Balance		$100,958 32

Disbursed as follows:

State, town and city taxes	$1,048 80	
Rent of Stockbridge and Pittsfield R. R.	31,409 00	
Rent of Berkshire R. R.	42,000 00	
Rent of West Stockbridge Railroad	835 47	
Interest on old bonds, loans, exchange, etc.	9,961 10	
Coupons	7,000 00	
Sundry items charged profit and loss	748 66	
		93,003 03
Surplus		$7,955 29

Compared with the previous year, the gross earnings of the past show a decrease of $93,814 68, with a reduction in expenses of $42,301 64—making the decrease in net earnings $51,513 04. The report says:

It will be evident, from the above statement, that the war has operated with peculiar severity on the manufacturing interests of your road, reducing your receipts to the unprecedentedly low figure of $225,292 00, a reduction of 29.40 per cent. from those of 1860.

But the excellent condition to which the large expenditures of previous years have brought your roadway and equipment, have enabled us to curtail our expenses for the past year, in nearly an equal ratio, without in any respect, suffering your property to become depreciated.

On the first of January, 1858, the company's first mortgage bonds, to the amount of $300,000, became due. It was deemed expedient by your directors, at that time, to anticipate tho maturity of these bonds by issuing others, to the amount of $250,000, bearing seven per cent. interest, and $50,000 of which became due on the first of January of each succeeding year, up to and including January 1st, 1863.

In the midst of the financial crisis of 1857-58 these bonds, were negotiated, at an average of ninety-seven per cent. And, it was confidently expected that the earnings of the company would enable them to take up these bonds as fast as they became due.

The directors assumed that the receipts of the road in those five years, would at least, equal those of 1857; and, if this had been the case, their expectations in regard to the payment of these bonds, would have been more than realized.

But, during that interval, our manufacturing interests have been prostrated to a greater extent than could have been foreseen or reasonably anticipated by any one, and other means, must in consequence be resorted to, to take up the bonds.

In these circumstances, we have decided to issue bonds, to the amount of $200,000, bearing interest at seven per cent., and maturing January 1st, 1877; a sinking fund, to be invested in the bonds themselves whenever they can be obtained at par or less, being provided for their redemption when due. Up to the present time, the disposition to take these bonds at par, in exchange for outstanding and payment of past due bonds, has been pretty general. The whole amount will be negotiated at par. When this shall have been effected, an annual business of $300,000 can be done with such a moderate increase of expenses as will enable the payment of regular six per cent. dividends. We believe the present revulsion in our receipts to be merely temporary, and that the restoration of peaceful relations with our Southern States, will in connection with the higher tariff, which will probably be imposed upon foreign goods, again set our mills and furnaces in active operation, and restore onr business to its highest, previous standard. Our trains have been run during the past year with entire regularity and freedom from accident. The number of miles run by engines has been 189,358.

It is scarcely possible but that our receipts for 1862 should considerably exceed those of 1861; but the present unsettled condition of our National affairs does not allow us to make a reliable estimate. Unless, however, they are increased, by at least $50,000, you need not expect any material increase in the expenses.

The equipment of the road consists of 6 passenger and 5 freight locomotives; 10 eight-wheel

and 2 four-wheel passenger cars; 6 baggage, 217 freight and 30 gravel cars.

CONDENSED BALANCE SHEET.

Construction	$2,232,455 33
Equipment	207,320 00
Real estate	13,804 30
Wood lots	1,448 54
Materials on hand	36,023 55
Notes receivable	13,972 86
Stockbridge & Pittsfield R.R. stock	8,559 46
Housatonic R. R. preferred stock	3,687 50
Sundry accounts	27,836 17
Cash	22,423 12
	$2,567,530 83
Capital stock—common	$820,000 00
" " "	1,180,000 00
Bonds issued of 1857	164,500 00
" " 1848	24,500 00
Notes payable	43,747 52
Sundry accounts	34,426 14
Profit and loss	300,357 17
	$2,567,530 83

President and Sup't—CHAS. HUNT, Canaan, Ct.
Treasurer—H. NICHOLS, Bridgeport, Ct.
Secretary—J. T. LAWRENCE, "

The Eighth Census.

The following is a continuation of the preliminary chapters of the Census Report of 1860, now in course of preparation at Washington, under the direction of Jos. C. G. KENNEDY, Esq.:

IMPLEMENTS OF WARFARE.

Having partially reviewed the progressive industry of our country during the last decade, and seen the advancement in all that relates to the peaceful arts, the numerous improvements made in the implements and enginery of warfare, which are patent and undeniable, deserve consideration. Our improved firearms, especially rifles and pistols, have obtained a reputation not alone in Europe, but in Africa, Asia, and the islands of the sea, the traveller finds that his revolvers of American invention and manufacture exert a salutary influence on the Bedouin and the robber.

THE ARMSTRONG GUN INVENTED IN AMERICA.

The machinery for making the various parts of rifles and other firearms, which in its automic exercise, seems almost endowed with reasoning faculties, owes its origin to the inventive genius of New England. The Enfield rifle was transplanted to England by a son of Vermont, under whose superintendence the arms were made. And even the Armstrong gun, which obtained for its reputed inventor the honor of knighthood, was invented in this country, for a model was submitted and the principle demonstrated to scientific gentlemen at Harvard college anterior to its appearance in Great Britain.

FIRST RIFLES MADE BY MACHINERY.

The first rifles made by machinery to use the Minie ball or its equivalent, were made at Hartford, Connecticut, and Windsor, Vermont, for the English government. The machinery and tools for the armory at Enfield, England, were made at Windsor, Vermont, Hartford, Connecticut, and Chicopee, Massachusetts. Robbins & Lawrence did most of the work on such machinery and tools, and James T. Ames, agent of the Chicopee Works, got out the stocking machinery and some other parts.

In the year preceding June 1, 1860, a year devoted to peaceful pursuits, the manufacture of firearms was limited, and yet two establishments in a single city of Connecticut produced to the value of over one million of dollars. Had the national inventory been taken two years later, the magnitude of this and kindred branches of manufacture, stimulated by the necessities of the country, would have excited astonishment.

Without any special stimulus to growth—depressed, indeed, during the years 1857 and 1858, in common with other public interests, by the general financial embarrassments of those years—and with a powerful competition in the amazing growth of manufactures in Great Britain and nearly every other nation of Europe, the manufactories of the United States had nevertheless been augmented, diversified and perfected in nearly every branch, and almost uniformly throughout the Union. Domestic materials, whether animal, vegetable or mineral, found ready sales at remunerative prices, and were invigorated by the distribution of both raw and manufactured products. Invention was stimulated and rewarded. Labor and capital found ample and profitable employment, and new and unexpected fields were opened for each. Agriculture furnished food and materials at moderate cost, and the skill of our artisans cheapened and multiplied all artificial instruments of comfort and happiness for the people. Even the more purely agricultural States of the South were rapidly creating manufactories for the improvement of their great staples and abundant natural resources. The nation seemed speedily approaching a period of complete independence in respect to the products of skilled labor, and national security and happiness seemed about to be insured by the harmonious development of all the great interest of the people. Peace reigned within our borders and waited upon our name abroad. But in an evil hour the tide of prosperity has been stayed, whether to be rolled back or not the ninth census will reveal.

The General Railroad Law of Michigan.

ORGANISATION OF COMPANIES. POWERS OF COMMISSIONERS. WHEN A SUBSCRIPTION IS BINDING. WHEN ASSESSMENTS MAY BE MADE.

The Schoolcraft and Three Rivers Railroad Company was plaintiff, and sued one Daniel Shurtz in a Circuit Court of Michigan, upon a subscription to their stock made December 18, 1855.

It appears that the company had been previously organized, by an original subscription and filing of articles under the General Railroad Law, and that five commissioners were named in the articles to open books for further subscriptions under the statute. The amount of capital stock fixed by the articles of agreement, was $130,000, divided into 5,200 shares of $25 each. The directors, by vote June 14, 1855 (which was during the same month when the organization took place), passed a resolution instructing the commissioners to require payment of five per cent. upon all subscriptions when made. The subscription was made upon a subscription paper, circulated by an agent appointed by the board of directors, and no books of subscription were opened. It did not appear at the trial that the commissioners or any of them acted in the matter. The whole amount of stock was never subscribed. The directors called assessments from time to time, up to the full amount of each share subscribed. The defendant never paid any portion of his subscription, but on different occasions he promised to do so; and he also voted at a stockholders' meeting after having so subscribed. The subscription was in the following terms:

Dec. 18th, 1855. Schoolcraft and Three Rivers Railroad Company Stock Subscription.—We, the undersigned, agree to take the number of shares of stock in the Schoolcraft & Three Rivers Railroad Company, which is set opposite our names respectively, and bind ourselves, our heirs and executors, to pay for the same in monthly instalments, to the order of the president and directors of said Railroad Company, or their agent or attorney, for the purpose of constructing or building said road, whenever called upon so to do; which instalments shall not exceed twenty per cent. at any one time.

NAMES.	SHARES.	AMOUNTS
Daniel Shurtz	10	$250 00
Daniel Shurtz	10	$250 00

To be paid in one year.

The Circuit Court gave judgment to the plaintiff for the full amount claimed: and the case was then taken on appeal to a full bench of the Supreme Court of the State, which reversed the judgment of the Circuit Court, and held that the subscription thus made was not binding; that under the General Railroad Law passed by the Legislature of the State in 1855, the commissioners act as a statutory board, and derive their power from the law and not from the corporation. No one else is authorized to receive subscriptions, and the commissioners are not required to recognize or protect any stock not subscribed for on their own list. In this case the subscription not being under their auspices was not binding on them, and could not prevent other parties from taking the entire amount not subscribed by the original articles, whenever the commissioners should see fit to proceed and perform their duty; there was therefore no consideration for the promise of the subscriber, and the subscription was void. The court also held that no levy of assessments could be made until the whole amount of capital stock specified in the articles was subscribed.

The following opinion was rendered at the decision of the case.

CAMPBELL, J.—The principal legal questions arising on this finding, relate to the validity of the subscription, and the right to levy assessments upon it, if valid, before all the stock was subscribed.

The General Railroad Law contemplates that, after the organization is made legal, by filing articles in proper form after payment of five per cent. upon the preliminary subscription of $1,000 per mile, the commissioners named in the articles shall open books of subscription to the capital stock from time to time, at such places and on such notice as a majority of them shall direct; and shall keep open the books until all the capital stock shall be subscribed. Provision is made for an equal distribution in case the subscriptions exceed the sum fixed. After the whole sum is subscribed and distributed, they are to call a stockholders' meeting to choose directors. L. 1855. These commissioners act as a statutory board, and derive their powers from the law and not from the corporation. They are expressly required to give notice of the times and places fixed by them for receiving subscriptions, and to keep their subscription books open. The design of the law was to enable all persons to subscribe upon equal terms. No one else was authorized to receive subscriptions, and they were not required to recognize or protect in their distributions any stock not subscribed for on their own lists. It follows of necessity, that no person could by any other means obtain any assurance that he would be entitled to any share in the concern, and any subscription made without such assurance would be void for want of mutuality.

It is unnecessary to decide whether the subscriptions must be made literally in books, although such a course would be certainly much safer and less liable to mistake and abuse. Nor is the question whether, after the books are legally opened for subscription, any portion of the work may not be done by single commissioners, or by

clerks or other agents under the immediate inspection of the commissioners or some of them. The case does not find that the commissioners ever opened subscription lists, or did any other act required by law. If we were at liberty to look outside of the finding into the evidence, there is nothing to show any agency of the board whatever, and no proof that more than one of their number authorized any subscription. But the finding is entirely silent upon this. The statute requires a majority of the commissioners to determine when and where subscriptions are to be taken, and their duty continues until the whole amount of stock is subscribed and distributed. The subscription in question, not being made under their auspices, is not binding on them, and could not prevent other parties from taking the entire amount not subscribed by the original articles, whenever the commissioners should see fit to proceed and perform their duty. There was no consideration, therefore, on which to base Shurtz's promise.

We are also of opinion that, had the case found a legal subscription, any levy of assessments was premature. The case finds, expressly, that all of the stock was not subscribed. How far the act of 1857 modifies the power to call in subscriptions till this is done, is immaterial in this case, as all that was done here preceded the passage of that act. It is quite common in our special charters, and in some of our general laws, to permit corporations to proceed in the exercise of all their powers before their stock is all taken. When this is allowed, there is usually an express limitation, unless it is fairly to be deduced from other plain provisions. But the General Railroad Law (at least as it existed before the amendments referred to) contains no provision from which such an intent can be deduced. It allows each company to fix its own stock, but it must not fall short of $4,000 per mile for flat rail, or $8,000 per mile for heavy rail (see section 1,). When we compare this provision with the requirement that the commissioners shall keep their books open until all the subscriptions are full, and then call a meeting to elect directors at which they are to act as inspectors, we cannot resist the inference that the act was designed to prevent any company from proceeding without an assurance of genuine capital adequate to insure the building of the road entirely, or far enough to make it a safe security for loans to finish it. Persons subscribing have a right to rely on the completion of the stock subscriptions, as some assurance that their means will not be absolutely thrown away. And it is fairly presumable that broad grounds of public policy, to prevent gambling in inflated securities, and obtaining money under false appearances, were not left out of sight by the Legislature. Several cases were cited on the hearing which held that the subscribers could not lawfully be called on to pay any assessments until either the whole stock, or such minimum as the corporate law prescribed, should be taken. The reasons given for this ruling are convincing and ought to prevail.

Upon the finding of facts, we think the defendant below was entitled to judgment in his favor The judgment below must be reversed with costs, and a judgment must be entered in his favor in this court. As the errors upon which we decide the cause arise upon the record, and do not impeach the finding, it is not a case for a new trial The other Justices concurred.

Railroad Earnings--Monthly.

The following statement shows the business of the Philadelphia and Reading Railroad Company for July, 1862, compared with that of 1861:

	1862.	1861.
Rec'd from coal	$306,900 62	$213,381 11
" " merch'dise	39,675 11	26,630 59
" " travel, etc.	42,148 96	49,975 11
Total	$388,724 69	$289,986 81
Expenses	176,732 65	137,606 78
Net profit for the m'th,	$211,992 04	$152,380 03
Profit for the previous 7 months	826,572 14	740,281 08
Tot. net profit 8 mos.	$1,038,564 18	$892,661 11

The receipts of the Housatonic Railway Company for July, 1862, are $24,978 26
Do., 1861 ..... 18,956 82

Increase $6,021 44

Railroad Earnings--Weekly.

The traffic of the Great Western Railway of Canada for the week ending August 22, 1862, was as follows:

Passengers	$19,093 04
Freight and live stock	17,736 06
Mails and sundries	1,308 76
	$38,137 86
Corresponding week of last year	32,041 59
Increase	$6,096 27

The receipts of the Grand Trunk Railway of Canada for the week ending August 23, 1862, were:

18,424 passengers	$25,788 65
Mails and sundries	2,933 65
Freight and live stock, 8,449 tons	31,285 37
Total	$60,007 70
Corresponding week of last year	51,625 54
Increase	$8,382 16

The earnings of the St. Louis, Alton and Chicago Railroad for the 2d week in August, 1862, were $28,023 94
Do., 1861 ..... 25,569 50

Decrease $2,454 89

The earnings of the St. Louis, Alton and Chicago Railroad for the 3d week of August 1862, were $28,857 58
Do., 1861 ..... 29,789 97

Decrease $1,432 44

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 2d week of August, 1862, were $12,750 51
Do., 1861 ..... 16,561 53

Increase $3,811 02

The earnings of the Milwaukee and Prairie du Chien Railroad for the 3d week in August, 1862, were $16,977 20
Do., 1861 ..... 20,388 73

Decrease $3,391 53

The Michigan Southern Railroad earned for the first half of August, 1862. ..... $53,627 00
Do., 1861 ..... 89,954 00

Increase $36,327 00
—equal to 67 per cent.

The Chicago and Northwestern Railroad earned in the 3d week of August, 1862 ..... $14,668 61
Do., 1861 ..... 13,373 07

Increase $1,295 54

Commercial Position of the Country.

The state of the commercial relations of the United States with other countries is naturally a subject second in interest both at home and abroad, only to that of the war. For the very year of its outbreak, the gross amount of this trade was nearly $800,000,000, almost equally divided between imports and exports. There was no civilized country but had a large stake in this vast commerce, while the internal trade of our own was largely dependent upon it, interwoven as was the former with every interest in the land.

More than one-half, in value, of our exports had been made up of staples furnished by the South. These were instantly cut-off, reducing the amount of our exports in an equal degree. The North instantly lost a trade of corresponding value. It would naturally be supposed, under such circumstances, that the commercial position of the Northern States through which the foreign relations of the South had been conducted, would undergo a shock, which could have no other end than national bankruptcy. Such was a foregone conclusion of foreigners themselves. But remarkable as the event was, the fact was exactly the reverse. So suddenly did our people adapt themselves to the altered condition of affairs that they reduced their imports far below the scale of their exports, so as to bring foreigners so largely in their debt that the balance called for the importation of more than $50,000,000 in specie the past year. The nation went through the year and the crisis most triumphantly, displaying a degree of financial strength quite as astonishing to themselves as to others. The alarm caused by the rebellion was of course excessive. The market value of securities fell off enormously, and no small amount of individual loss and suffering was created. But in the aggregate there has hardly been a year in the history of our people in which they were more favored in all their interests, than in 1861.

We are now far advanced in the second year of the rebellion, and can see and judge more accurately of the commercial position and material prosperity of our people. It repeats in its general results the first, and would undoubtedly be still more in our favor, but for the enormous exports of gold in payment of securities held abroad, and sent home for sale. For 1861, up to the end of the second week in August, we imported through the port of New York, $33,000,000 in specie, over our exports. For a similar period of 1862 we exported, over imports, almost exactly the amount we imported the year previous. The flow was completely reversed. The exports from this port for the periods named for the years 1861 and 1862 were, exclusive of specie, $81,716,273 for the former, and $86,382,735 for the latter; showing an increase of $4,666,462. The imports, exclusive of specie, for the same time in 1861 were $81,446,435, and $106,641,234 for 1862, showing an increase for the past year of $25,194,799. But it must be borne in mind that the purchases of munitions of war which are all entered at the Custom House, and which have been enormous in amount, appear in the returns for the past year. These are extraordinary, and will not continue, but they undoubtedly very nearly equalled the excess of importations for the year, so that the volume of our exports and imports, exclusive of specie, were unquestionably very nearly equal,

MOVEMENT OF BREADSTUFF.

The following is a statement of the exports of Broadstuffs from the United States to Great Britain and Ireland since September 1, 1861.

	Flour, bbls.	Meal, bbls.	Wheat, bush.	Corn, bush.
New York	1,544,720	824	26,642,308	12,270,644
New Orleans	....	....	.....	.....
Philadelphia	330,827	406	2,201,652	662,375
Baltimore	62,117	....	332,823	615,523
Boston	275,656	10	61,652	54,669
Other ports	66,325	....	1,591,527	6,600
Total, 1861-62	2,578,645	1,240	24,829,962	13,609,811
Total, 1860-61	2,533,731	3,431	25,267,500	11,574,103
Increase	44,914	....	.....	2,035,708
Decrease	....	2,191	437,538	.....
Total, 1859-60	684,723	944	4,685,123	2,214,682
Total, 1858-59	102,032	23	468,788	320,691

TO THE CONTINENT.

	Flour bbls.	Wheat, bush.	Corn, bush.	Rye, bush.
New York	594,467	7,459,940	302,591	1,540,210
Other ports	27,122	107,910	19,463	44,291
Total, 1861-62	618,609	7,567,850	322,074	1,584,501
Total, 1860-61	124,817	3,012,267	63,737	343,242

FOREIGN DRY GOODS TRADE.

The value of dry goods imported at New York, in August, for six years, has been as follows:

1857	$10,949,700	1860	$12,361,500
1858	11,555,700	1861	2,704,000
1859	15,146,900	1862	6,566,100

The following is a comparative summary of the importations of dry goods at this port for August, 1860, '61, & '62:

ENTERED FOR CONSUMPTION.

	1860.	1861.	1862.
Manufacture of wool	$4,289,201	$558,465	$2,819,345
" cotton	1,292,409	90,603	610,513
" silk	4,497,283	437,518	1,384,892
" flax	594,933	71,165	508,490
Miscellaneous	874,167	114,281	323,708
Total	$11,547,993	$1,272,032	$5,646,948

WITHDRAWN FROM WAREHOUSE.

Manufacture of wool	$5,10,025	$527,780	$367,504
" cotton	214,926	172,299	58,822
" silk	171,271	468,512	223,898
" flax	69,215	94,630	76,345
Miscellaneous	47,056	21,318	32,467
Total	$1,062,523	$1,284,539	$759,036
Add entered for consumption	11,547,993	1,272,032	5,646,948
Total on market	$12,610,516	$2,556,571	$6,405,984

ENTERED FOR WAREHOUSING.

Manufacture of wool	$339,783	$516,741	$479,743
" cotton	269,711	64,155	96,349
" silk	111,155	751,170	169,021
" flax	60,540	33,599	114,524
Miscellaneous	32,303	66,335	60,563
Total	$813,492	$1,432,000	$919,200
Add entered for consumption	11,547,993	1,272,032	5,646,948
Total entered at port	$12,361,485	$2,704,032	$6,566,148

The following will show the value of dry goods entered for consumption, withdrawn from warehouse, and entered for warehousing, for the past eight months:

	Entered for consumption.	Withd'n f'm warehouse.	Entered for warehousing.
First quarter	$11,551,797	$4,756,787	$3,229,870
Second quarter	8,743,754	3,299,402	1,031,829
July	5,029,762	1,745,525	598,232
August	5,612,948	759,036	919,200
Total	$30,968,281	$10,562,750	$5,779,131
			30,968,281
			10,562,750
Total on market	$41,631,031	Total impt'n	$36,717,412

The following will show the total value of dry goods imported at New York for eight months of three years:

	1860.	1861.	1862.
First quarter	$34,673,400	$23,575,900	$14,781,600
Second quarter	15,976,200	6,462,200	9,775,600
July	15,338,800	1,476,900	5,623,100
August	12,361,500	2,704,000	6,562,100
Total	$78,351,000	$34,219,000	$36,747,400

The following will show the value of the different descriptions of dry goods imported at New York from January 1 for eight months:

	1860.	1861.	1862.
Manufacture of wool	$26,719,000	$11,365,200	$17,004,900
" cotton	13,869,000	6,247,300	6,065,700
" silk	27,757,000	11,509,000	7,553,000
" flax	5,247,000	2,658,100	4,440,000
Miscellaneous	4,767,000	2,439,400	1,683,800
Total	$78,352,000	$34,219,000	$36,747,400

The movements in dry goods for August, for six years, have been as follows:

Years.	Entered for consumption.	Withd'n from warehouse.	Entered for warehous'g.
1857	$89,280,300	$2,146,600	$1,128,900
1858	11,063,200	1,619,100	492,400
1859	14,230,400	1,476,500	946,500
1860	11,548,000	1,062,500	813,500
1861	1,272,000	1,284,500	1,432,000
1862	5,642,900	759,000	919,200

COMMERCE OF PHILADELPHIA.

We give below a statement of the business of the Philadelphia Custom House for the month of August, 1862, as compared with the two previous years:

	1860.	1861.	1862.
In Warehouse Aug. 1st	$967,244	1,232,900	77,546
Warehoused from foreign ports	122,979	10,649	70,823
" other districts	16,761	8,460	3,059
Withdrawn for consumption	164,465	117,573	39,397
" transportation	4,208	6,751	4,143
" exportation	6,195	15	....
In Warehouse Aug. 31	902,126	1,126,679	107,282
Entered for consumption	1,591,170	120,628	426,603
Free mdse. entered	303,646	242,008	16,416
Domestic produce exported	463,626	553,640	1,049,484

	DUTIES RECEIVED. 1860.	1861.	1862.
August	$168,614	$370,419	$240,778
Previous 7 months	1,575,112	1,644,463	2,599,963
	$1,743,726	$2,014,882	$2,840,731
		$1,068,553	

The total value of exports from the port for the period named for 1862 were $113,535,178; of imports $107,372,790, showing an excess of exports at this port equal to $6,162,388, of which specie made up $36,043,688. We have just about exported the regular product of our mines, leaving still within the country the importations of 1861. But we have shown that extraordinary causes swelled the imports 1862, which will not occur again. For the commercial wants of the country it is not probable that the imports were much greater for the past than the year previous, while the exports have considerably increased, with every prospect of a still larger increase for the year to come.

Were we not a gold producing country we could not be placed in a stronger position in reference to our foreign trade. In the time of our greatest need and greatest want of preparation, we have kept the balance arising out of commercial interchanges, largely in our favor. But every day strengthens this position. We have commenced the manufacture of a large proportion (in value) of the articles we have been accustomed to import. We have all the conditions for their manufacture, with abundant capital, and can soon produce them at rates far below what they can be imported for under the present high rates of duties. Our importations will soon be made up of articles which cannot be produced with our climate and soil, and which have not equalled, in value, one-third of the ordinary line of our imports. On the other hand our exports consist almost exclusively of *raw* materials which form the basis of support for the populations, and manufacturing establishments of the Old World. Every nation can get along without importing the fabrics of another, but cannot without its agricultural products (except in those in which it is self-supporting). We do not propose to discontinue the use of the Tea of China, or the Sugar of the West Indies; but we do expect to fabricate, for the future, our cotton and woolen goods, and all kinds of iron that we have been accustomed to import. That we have not done so before has been because we couldnot do everything at once. England cannot do without breadstuffs. She will, as she has done, buy in the best market. The people of this country are rapidly getting into a position in which they can undersell all others. Each year improves the system of culture, and cheapens the cost of transportation. Every year certainly must swell the volume of our exports and diminish, relatively, that of our imports. Such results are inevitable, flowing from causes that cannot be subverted or overridden. When we add the fact that we are a great gold producing people, and that we have already accumulated vast reserves of the precious metals to meet every contingency, and can count upon a yearly surplus of production of some $30,000,000 or $40,000,000 above the wants of our people, certainly no further element is wanting to establish our complete commercial independence of the world, even in the period of our greatest weakness.

The element creating a temporary disturbance, is the large amount remitted in payment of sales of securities on foreign account. With the rise in their market value the homeward flow may continue. This is not to be regretted, the greater the amount of securities held by our people the better. The present inconvenience will inure to our advantage, and will prove a substantial benefit, as it is a step further in releasing us from debts, the payment of the interest on which, makes no inconsiderable item in our exports of the precious metals. —*Hallett's Financial Circular.*

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds / Coupon Bonds — Under Act 15th April, 1842	$2,833,364	6	1862	102
		6	1862	102
Registered Bonds / Coupon Bonds — Under Act 28th June, 1847	9,415,250	6	1868	101⅛
		6	1868	100
Registered Bonds / Coupon Bonds — Under Act 31st December, 1848	8,908,842	6	1868	99⅛
		6	1868	97⅛
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	94
Registered Bonds / Coupon Bonds — Under Act 14th June, 1858	20,000,000	5	1874	----
		5	1874	90⅛
Registered Bonds / Coupon Bonds — Under Act 22d June, 1860	7,022,000	5	1871	90⅛
		5	1871	91
Coupon Bonds (Oregon War Debt), Under Act June, 1861	307,900	6	1881	98⅛
Registered Bonds / Coupon Bonds — Under Acts 8th Feb. and 17th July, 1861	50,000,000	6	1881	100⅝
		6	1881	101
Treasury Bonds (coupon) / Treasury Bonds (coupon) — Under Acts 17 J'y & 5 Aug. '61	55,000,000	7.3	1864	104
	53,600,000	7.3	1864	104
Registered Bonds / Coupon Bonds — Under Act 25th February, 1862; redeemable at pleasure after 5 years	20,000,000	6	1882	----
		6	1882	----
Treasury Notes—				
Under Acts 28 June, '60, and 8 Feb. and 2 March, '61	7,757,600	6	2 y'rs	108⅛
Under Acts 2 Mar. '61, & 17 Mar. '62 / Under A's 17 Ju. & 5 Au. '61 & 17 Ma. '62 — convert. into 20 / y'r b'ds due '81	10,000,000	---	Dem.	----
	50,000,000	---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	----------	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	50,000,000	5	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	100,000,000	6	1 year	99
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	98
" " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	102
Georgia—Coupon Bonds	525,000	7	'62–'74	----
" — " "	2,073,750	6	'63–'80	78
Illinois—Liquidation Bonds of 1849	250,890	6	1865	98
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	98⅛
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	97⅛
" —Interest Stock of 1857	786,223	6	------	98
" —New Refunded Stock of 1859	1,792,000	6	'60–'77	97
" —University Fund Interest Bonds of 1861	650,000	6	1879	101
" —War Fund Bonds of 1861	1,020,400	6	1879	95
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	99
" — " " " not registered	1,525,655	6	1860	94
Indiana—Inscribed Certificates (State)	5,322,000	5	18..	80
" — " " "	2,054,298	2⅛	18..	68⅛
" —Canal Preferred Certificates	4,079,500	5	18..	----
" — " (special) Certificates	1,216,737	5	18..	----
" —Deferred Certificates (State)	1,242,500	5	18..	----
" —Deferred (special) Certificates (State)	479,076	5	18..	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	96⅛
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68–'72	95
" — " " (banks)	600,000	5	18..	----
" —War Debt (loan from banks)	1,515,000	5	1864	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	66
" — " " (bank)	5,393,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	699,000	6	Var.	----
" —War Loan of 1861	----------	---	------	----
Maryland—Inscribed Certificates	5,964,251	6	Var.	104
" — " " (sterling)	8,857,222	5	Var.	----
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	104
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,000	5	'61–'72	----
" — " " of 1861 "	247,000	6	'62–'72	----
" —Union Fund Loan of 1861	2,217,900	5	'71–'76	----
" —Inscribed Certificates (loans to R. R. Cos.)	5,824,465	5	Var.	----
Michigan—Coupon Bonds	2,006,177	6	1863	95
" — " "	216,000	6	1878	95
" —War Loan: Coupon Bonds 1861	449,100	7	1881	100½
Minnesota—Coupon Bonds (State)	250,000	8	1867	98
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	----------	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41–'71	----
Missouri—Coupon Bonds	439,000	6	'63–'83	----
" — " "	100,000	6	1862	----
" — " (loans to Railroads)	23,101,000	6	'72–'86	47⅛
" —War Loan 1861	----------	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,830	6	'65–'71	103
New York—Certificates	----------	6	'61–'62	----
" — " State Loan $6,756,654	----------	6	'64–'65	103
" — " Railroad Loan 339,000	----------	6	65–'66	103
" — " Canal Debt—(old) 9,739,025	----------	6	'72–'75	115
" — " " " —(new) 13,200,000	----------	6	1874	115
" — " " " —(misc.) 642,585	----------	5½	1865	----
" — " " " —(floating) 2,500,000	----------	5	'66–'74	102⅛
" — "	----------	5	1883	102⅛
" — "	----------	4½	1864	----
" — "	----------	7	1864	105
" —War Loan of 1861	----------	7	1870	116⅛
North Carolina—Coupon Bonds	9,129,555	6	18..	67⅛
Ohio—Inscribed Certificates	6,413,325	6	1860	102
" — " "	1,025,000	5	1865	100
" — " "	2,183,531	6	1870	105
" — " "	1,600,000	6	1876	105
" — " "	2,400,000	6	1886	107
" —War Loan (1861)	1,500,000	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds / Inscribed Certificates — (1st January, 1862	37,687,760	5	'61–'82	----
		5	'61–'82	----
" — " "	400,630	6	1879	----
" — " "	388,200	4½	'63–'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68–'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	50
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	18..	----
" —War Loan (1861)	----------	---	18..	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85–'93	57
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77–'86	----
City Loans.				----
Albany—Coupon Bonds, (municipal)	150,000	5	'64–'74	----
" — " " "	265,000	6	'62–'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70–'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66–'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	----
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	103
" — " " (Balt. & Ohio R. R.)	5,000,000	6	------	----
" — " " (Water Works)	3,400,000	6	------	----
" — " " (Bank Stock)	553,966	6	------	----
" — " " (Improvement Stock)	4,963,215	6	------	----
Boston—Coupon (S. F.) Bonds (Municipal)	2,412,576	5	Var.	----
" —Coupon Bonds (Water)	6,243,680	5	Var.	----
Chicago—Coupon Bonds (Municipal)	860,000	6	18..	----
" — " " "	609,000	7	18..	----
" — " " (Sewerage)	822,000	7	18..	----
" — " " (Water Works)	1,133,000	7	18..	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	----
" — " " " " "	2,140,000	5	1887	----
" —Public Education Stock	150,000	5	1878	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1863	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69–'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71–'75	----
" — " " (Municipal)	1,136,200	6	'61–'80	----
" — " " (Buildings, etc.)	532,000	6	'66–'95	----
" — " " (Sewers)	425,000	6	'70–'88	----
" — " " (Improvement Old Limits)	260,000	6	'71–'87	----
" — " " (Water Works)	497,000	6	'71–'83	----
" — " " (Harbor Improvement)	239,000	6	'63–'86	----
" — " " (Wharf Improvement)	166,000	6	'67–'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " " "	180,000	6	1867	----
County Loans.				----
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18..	----
Jefferson, O.—Coupon Bonds	285,000	7	18..	----
Muskingum, O.—Coupon Bonds	564,000	7	18..	----
New York, N. Y.—County Court House Stock	250,000	6	'75–'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18..	----
Ross, O.—Coupon Bonds	343,880	7	18..	----
Scioto, O.—Coupon Bonds	110,000	7	18..	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				----
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	----
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	----
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63 '65	100
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	----
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	----
" " " Unsecured Bonds	2,773,726	6	'63–'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	465,000	6	1876	----
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	----
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	----
" " 2d " "	3,980,670	6	1882	----
" " Improvement " "	5-6,500	6	1870	----
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	----
" " Preferred Interest Bonds	227,569	6	1864	----
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	----
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	----
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				----
Erie Preferred	8,000,000	---	------	60½
Housatonic Preferred	1,180,000	8	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	63¾
Milwaukee & Prairie du Chien, 1st preferred	1,095,000	---	------	95
" " " 2d "	1,0e6,000	---	------	77
New York & Harlem, Preferred	1,500,000	---	------	40½
Philadelphia & Reading, Preferred	1,551,800	7	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec :				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western ;				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	95
" "	700,000	6	1880	95
" "	1,128,500	6	1875	95½
" "	1,000,000	6	1867	99½
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie :				
1st Mortgage coupon	2,000,000	7	1877	90½
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	106
Income ½ in '59, ½ in '62	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	100
Mort. (chgd from Sterl'g)	888,000	5	1864	100
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa :**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Central of Georgia :				
Mortgage	86,067	7	1863	----
Central of New Jersey :				
1st Mortgage	1,400,000	7	'65-'70	108
2d Mortgage	600,000	7	1875	104
Central Ohio :				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	64
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	15
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	112
Consolidated 2d Mort. (S. F.)	813,000	8	1890	108
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	106
Chicago and Northwestern :				
1st Mortgage (preferred)	1,250,000	7	------	95
1st Mortgage (general)	3,600,000	7	------	69
Bonds issued for coupons of do.	756,000	7	------	----
2d Mortgage	2,000,000	6	------	31½
Appleton Extension Bonds	184,000	7	------	81½
Flagg Trust Bonds	245,000	8	------	----
Cincinn., Hamilton and Dayton :				
1st Mortgage	394,000	7	1867	100
2d Mortgage	950,000	7	1880	96
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning :				
1st Mortgage	850,000	7	------	90
2d Mortgage	489,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	96⅔
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	95
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	82
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	62
Clev., Columbus and Cin. :				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	299,000	7	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	1872	65
Junction 2d Mortgage	221,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	1863	75
Junction Income	27,500	7	1862	----
C. and T. Income Mortgage	104,400	7	1863	75
C. and T. Income (convertible)	174,000	7	1864	----
C. and T. Income (convertible)	256,000	7	1864	----
C. and T. Dividend (convert.)	151,495	7	1865	75
C. and T. Income (convertible)	39,000	7	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	1885	96⅔
Columbus and Xenia :				
Dividend (due 1860, '61, '62, '66)	115,900	---	var.	93½
Connecticut River :				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	6	1876	95
Cumberland Valley :				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60) :				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware :				
1st Mortgage	500,000	---	------	91
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	112
1st Mortgage (E. Extension)	1,499,000	---	1875	109
2d Mortgage	2,516,500	---	1881	107
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	60
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000	---	------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	275,000	6	var.	100⅔
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	450,000	6	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessa.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida :—				
Internal Improvement (State)	1,655.000	7	1891	----
Free Land, 2d Mortgage	1,600,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Galena and Chicago Union :				
1st Mortgage Coupon	1,971,000	7	'62-'63	102½
1st Mortgage (Extended)	22,000	7	1882	104½
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	93½
***Great Western, Ill. :**				
1st Mortgage Eastern Division	1,000,000	10	------	----
" Western "	1,350,000	7	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	47
Land Security	5,000,000	7	1891	50
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1890	----
Harrisburg and Lancaster :				
New Dollar Bonds	661,000	6	1883	103
Hartford and New Haven :				
1st Mortgage	927,000	6	1873	99
Housatonic :				
1st Mortgage	170,000	6	1877	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69-'70	112½
2d Mortgage (S. F.)	2,000,000	7	1885	108
3d Mortgage	1,840,000	7	1875	94½
Convertible	1,002,000	7	1867	90
Illinois Central :				
Optional Right bonds	38,000	7	1868	----
Construction	10,798,500	7	1875	100½
Construction	4,115,000	6	1875	100½
Eight per cent. bonds	326,000	8	1865	----
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650,500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville :				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	1870	103
La Crosse and Milwaukee :				
1st Mortgage (Eastern Div.)	903,000	†	------	80
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	25
2d Land Grant (Western Div.)	353,000	†	------	25
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort :				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami :				
Mortgage (Coupon)	1,300,000	6	1883	91
Long Island :				
1st Mortgage	500,000	6	1870	92
Extension Bonds	175,000	7	1890	100
Long Dock Co. :				
Mortgage Bonds	500,000	7	1882	----
Mortgages on Land	473,809	7	------	----
Louisville and Frankfort :				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville :				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
Mc Minnville and Manchester :				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis :				
Mortgage	600,000	7	1861	83
Marietta and Cincinnati :				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston :				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv. :				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State (Tenn.) Loan	$1,340,000	6	------	---
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98⅛
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	1869	111
1st Mortgage (S. F.), convertible	4,434,000	8	1882	112
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	9⁻4,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	---
Michigan Southern, conv.	44,000	7	1863	85½
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	101
Detroit and Toledo	684,000	7	1876	8⁻½
1st General Mortgage (S. F.)	3,030,000	7	1885	103
2d General Mortgage	2,572,000	7	1877	90
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	---
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	---
2d Mortgage	200,000	7	------	---
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	---
2d Mortgage	600,000	8	------	---
Milwaukee and Prairie du Chien				
1st Mortgage (Coupon)	2,526,000	7	1891	95
1st Preferred stock	1,060,000	---	------	94
2d Preferred stock	1,020,000	---	------	72½
Mississippi Central:				
1st Mortgage	1,007,363	7	------	---
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	---
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	---
2d Mortgage (S. F.)	400,000	8	------	---
Oskaloosa Division	1,425,000	7	------	---
Land Grant	7,000,000	7	------	---
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	---
Mississippi State Loan	202,799	6	------	---
1st Mortgage	171,000	7	1876	---
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	---
Tennessee State Loan	674,860	6	------	---
Alabama State Loan	389,410	6	------	---
Income	1,508,070	8	'61-'67	---
Sterling	378,035	6	1883	---
Mississippi State Loan	200,970	6	------	---
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	---
Mortgage (due 1860, '63 and '65)	350,000	6	var.	---
Mortgage	450,000	8	1866	---
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	99
Preferred Stock	1,175,000	10	------	116½
Muscogee:				
1st Mortgage	249,000	7	------	---
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	---
Chat. and Clev. Subsc. (endors.)	231,000	---	------	---
*New Albany and Salem:				
Crawfordsville	175,000	7	------	---
1st Mortgage	500,000	10	------	---
1st Mortgage	2,235,000	6	------	---
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	---
Mortgage	200,000	6	------	---
Extension	100,000	10	------	---
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	---
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63'4'8	---
1st Mortgage Coupon	2,665,000	8	1886	---
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	---
New Orleans City Subscription	1,500,000	5	------	---
1st Mortgage (S. F.)	566,000	8	1889	---
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	106½
Funding (S. F.) Bonds	1,553,000	7	1876	111
Stock Exchange (S. F.) Bonds	680,000	6	1883	106½
Real Estate (S. F.) Bonds	166,000	6	1883	106½
Real Estate Bonds	301,952	7	------	---
Bonds of June, 1854	3,000,000	7	1864	107
Convertible Bonds	970,000	7	1876	112
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	104½
New York and Erie:				
1st Mortgage	3,000,000	7	1867	110½
2d Mortgage	4,000,000	7	1864	107
3d Mortgage	6,000,000	7	1883	101½
4th Mortgage	4,900,000	7	1880	95½
5th Mortgage	1,792,500	7	1883	88½
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	109
2d Mortgage	1,000,000	7	1864	102
3d Mortgage	862,300	7	1867	85
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	---
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	---
North Carolina:				
State Loan	2,000,000	6	------	---
State Loan	1,000,000	6	------	---
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	---
2d Mortgage	224,500	---	------	---
Real Estate	35,910	---	------	---
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	---
Md. State Loan (B. and Susq.)	1,500,000	6	------	---
York and Cumberland 1st Mort.	175,000	6	1870	---
York and Cumberland 2d Mort.	25,000	6	1871	---
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	---
N. C. Contract, 2d Mort.	300,000	6	1875	---
Construction, 2d Mort.	2,500,000	6	1885	87½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	75
2d Mortgage	3,077,000	7†	1861	3
North Missouri:				
State Loan (30 years)	4,350,000	6	------	---
North Pennsylvania:				
Mortgage	2,500,000	6	1875	77½
Chattel Mortgage	360,000	10	1883	100⅝
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var	---
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	---
Mortgage	205,800	6	1860	---
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	---
2d Mortgage	316,995	†	------	---
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	---
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	---
2d Mortgage or 1st Extension	1,200,000	6	1875	---
2d Extension	600,000	8	1873	---
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	---
State Loan (S. W. Branch)	2,800,000	6	------	---
Construction	4,500,000	6	------	---
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	---
Pennsylvania:				
1st Mortgage	4,990,000	6	1880	105½
2d Mortgage	2,421,000	6	1875	100⅜
2d Mortgage Sterling	2,126,400	6	1875	---
State Works Bonds	7,100,000	5	------	87½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	76
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	---
2d Mortgage (Coupon)	268,800	6	1876	---
3d Mortgage (Coupon)	156,600	6	1871	---
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	---
1st Mortg. (E. Ext.) convertible	500,000	8	1873	---
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	---
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	---
1st Mortgage (1859-'70-'75)	365,000	6	var.	---
3d Mortgage (1862-'70-'72)	378,000	6	var.	---
Special Mortgage (1865-'68)	175,000	6	var.	---
Last Mortgage (1861 to 1869)	133,500	8	var.	---
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	---
Loan of 1842	100,000	---	------	---
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	---
" 1836, "	192,000	5	1880	99
" 1849, "	3,103,600	6	1870	96
" 1861, "	436,000	6	1871	---
" 1843, "	1,548,300	6	1880	101
" 1844, (convertible)	863,000	6	1880	100½
" 1848, "	124,000	6	1880	99
" 1849, "	83,000	6	1880	102
" 1857, "	3,586,500	6	1886	90
" 1856, "	1,475,000	7	1886	89½
Bonds and Mortg's—real estate	592,200	---	------	---
Preferred Stock	1,551,800	---	------	---
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99⅞
Improvement	119,000	6	1863	---
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	---
Alleghany Co. "	750,000	---	------	---
Connellsville "	100,000	---	------	---
Mc'Keesport "	100,000	---	------	---
Baltimore City "	94,000	---	------	---
Baltimore City Stock	906,000	---	------	---
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	---
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	96⅛
2d Mortgage	5,100,000	7	1911	82⅝
3d Mortgage	2,000,000	7	1911	62
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	---
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	---
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	---
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	---
1st Mortgage (West'rn Division)	757,000	8	------	---
Raleigh and Gaston:				
Coupon	100,000	---	1862	---
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	---
Guarantied by State	200,000	7	1875	---
Mortgage (Coupon)	250,000	7	1859	---
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	---
Richmond and Petersburg:				
Coupon	159,000	---	1875	---
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	30
2d Mortgage	937,560	7	1863	2
3d Mortgage	435,050	7	1863	---
Sacramento Valley:				
1st Mortgage	400,000	10	1875	---
2d Mortgage	329,000	10	1881	---
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	---
Mortgage	997,000	7	1866	---
Mortgage	1,000,000	7	1875	---
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,200,000	7	1866	30
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	---
1st Mortgage (R. and W. Br.)	100,000	7†	1856	---
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	---
3d Mortgage	75,000	7	1870	---
Dividend Bonds	60,000	7	1856	---
South Carolina:				
State Loan	187,000	5	1868	---
Sterling	183,333	6	1863	---
Sterling	2,000,000	5	1866	---
Southern Mississippi:				
1st Mortgage	500,000	---	------	---
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	---
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	300,000	---	------	---
2d Mortgage	450,000	---	------	---
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	---
2d Mortgage	900,000	7	1865	---
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	91
2d Mortgage	1,535,000	7†	------	---
3d Mortgage (Income)	1,000,000	10†	------	---
St. Louis and Iron Mountain				
State (Mo.) Aid	3,501,000	---	------	---
St. Louis City Subscription	500,000	---	------	---
St. Louis County Subscription	1,000,000	---	------	---
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	99
Mortgage (half to State)	7,000,000	5	'75-'78	---
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	---
St. Louis, Alton & Terre Haute:				
1st Mortgage (convertible)	1,000,000	7†	'62-'72	91½
2d Mortgage (convertible)	2,000,000	7†	'68-'70	90½
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	---
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	---
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	90
2d M. (Toledo and Wabash)	1,000,000	7	1869	71⅝
2d M. (Wabash and Western)	1,500,000	7	1899	71⅝
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	---
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	---
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	---
Warren (N. J.):				
1st Mortgage	568,500	7	1875	---
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	---
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	---
Dollar Bonds	802,000	6	1875	---
Albany City Bonds	1,000,000	6	'66-'76	---
Hudson & Boston R. R. Loan	150,000	6	------	---
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	85
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	---
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	---
Sterling, issued in 1858	144,500	6	1866	---
Company's, endorsed by State	150,000	6	1873	---

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451,936	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,066	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	.....	.....	.....	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	.....	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	.....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	.....	.....	23.8	45,543	77,028	34,866	16	.....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,373,922	122.4	252,906	359,147	149,477	—	.....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,297,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	142
31 Dec. '60	74.0	—	.....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	.....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	.....
31 Dec. '60	62.0	—	2.6	—	6	12	2[illegible]	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	127,390	135,072	.....	—	.....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	.....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	.....
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,8.0	808 060	301,979	—	.....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	48
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41 466	—	.....
31 Oct. '61	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.9	.....	22,308	7,915	6½	.....
								FLORIDA.													
.. .. '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
.. .. '62	59.9	—	5.0	.....	.....	.....	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '62	100.0	3.9	10.0	153.5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229 0	879 468	1,715,025	764.574	10	.....
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123 345	232.0	.....	1,159,1*8	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026 868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71 6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770 425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			—	138.0	.....	832 343	454,541	—	.....
								ILLINOIS.													
31 Dec. '61	220.0	—	.....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	—	5,500,000	4,500,000	.....	10 000,000	220.0	.....	1,098,465	452,693	4	.....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689.340	3,814,516	—	10.195,257	168.0	.....	1,514,478	242,564	—	86½
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243.282	135,284	—	.....
1 Apr. '62	242.0	—	.....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,965,936	8,035,000	264,676	11,817,527	213.0	.....	849 719	414,828	—	.....
31 Mar. '62	181.8	—	.....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	67
10 Nov. '58	33.2	—	.....	—	—	—	—	Fox River Valley	580.000	.....	—	—	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '61	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.5	1,123,454	1,720,396	811,185	5	72
31 May, '61	175.0	—	.....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2 391,000	.....	.....	175.0	.....	485,943	181,529	—	.....
31 Dec. '61	454.8	252.5	.....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	7[illegible].3	2,458,023	2,965,758	1,150,903	—	62½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. ..	148.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	.....	—	.....	.....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	ope	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '58	186.0	—	.....	—	.....	.....	.....	Peoria and Oquawka	5,400,000	*	—	1.569 889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	.....	.....	.....	Quincy and Chicago	1,978,555	*	—	800.000	1 200,000	—	2,000.000	100 0	oper.by	Bur. &	Quincy	—	.....
.. .. ..	1.0	—	.....	—	.....	.....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,604,958	628,487	—	3,026,903	5,035,615	741,040	8,865,25.	208.3	.....	823,767	.....	—	.....
								INDIANA.													
.. .. ..	108.0	—	.....	—	.....	.....	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	.....	78.0	.....	.....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	.....	.....	.....	Evansville and Crawfordsville	2.233.413	*	2,750	986,061	1,219.100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '60	72.4	—	.....	—	19	15	374	Indiana Central	1,667.039	274,081	26.641	610,0 0	1,178.000	40,550	2,108,011	109.0	364,122	400,397	133,009	—	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2.497.952	540,043	25,689	1,659,900	1,36[illegible]284	140,6*9	3.458,108	10 0	.....	448,858	280,834	9	20
31 Dec. '60	84.0	—	.....	—	—	—	—	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37.219	2,031,942	84.0	.....	277,952	119,745	—	.....
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	.....
.. .. '59	64.0	—	.....	—	.....	.....	.....	Lafayette and Indianapolis	1.850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
1Dec. '60	86.0	49.0	.....	—	25	.....	.....	Madison and Indianapolis	2,667,704	*	356.755	1,648.050	1,285,500	87,939	3,060,128	135.0	201,402	230,563	99,080	—	.....
.. .. '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	.....
.. .. '58	74.0	—	.....	—	.....	.....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '61	73.0	—	.....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,976,801	73 0	325,707	377,692	216,184	10	120
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	.....	.....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	.....	.....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,0*4	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '61	111.0	—	.....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	.....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	.....	.....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
.. .. '59	55.0	52.6	.....	312.0	.....	.....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,554	—	85
30 Jun. '57	20.0	—	.....	113.0	.....	.....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	.....	22.0	.....	.....	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13 0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '61	29.0	—	.....	— }	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	.....	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	.....	— }				} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,151	65.1	244,773	245.911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,12.	—	.....
.. .. '59	18.8	—	.....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	.....	—	.....	.....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	.....
.. .. ..	27.0	—	.....	—	.....	.....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,207	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	206.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,685,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
31 Aug. '60	53.7	—	.....	135.3	.....	.....	.....	*Vicksburg, Shreveport & Texas*	1,662,801	*	—	1,283,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412			180,497	300,000	75,000	.....	.....	.....	.....	.....	—	—
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May,'61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	169,475	245,348	115,732	6	104
31 May,'59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*		169,200	556,600			37.0	.....	55,403	28,404	—	—
31 May,'61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	68
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,662,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	30
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000			601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*		1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	96¾
31 May,'62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,980,369	412,569	465,758	4,076,974		75,150	4,905,723	119.3	599,048	732,427	290,406	6	114
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	132,720		.....	61.8	.....	588,871	272,429	8	117½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000		126,104	.....	83.6	.....	928,932	408,594	8	121
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,689	163,400		.....	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	300,000		.....	52.3	.....	250,836	122,956	6	97½
30 Nov. '61	44.2	36.4	26.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,903,862	120.7	432,100	565,939	246,402	4	72½
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416		299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149		3,540,000			.....	71.6	.....	543,158	217,054	6	103
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226		217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651			292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	27.7	.....	204,374	48,542	8	116¼
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*		500,000	213,000	108,500		21.6	.....	123,015	24,907	2	53
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386			220,340	234,900	140,902	.....	.....	.....	.....	.....	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130			283,037	459,693	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	109
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			.....	.....	.....	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000		.....	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543		243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	—
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700			448,700			.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000			250,000			.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....			.....	.....	.....	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*		2,214,225	991,125		.....	77.0	.....	200,648	95,739	—	14
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*		5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	129
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*		1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	55
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....			.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596		2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- --	--	—	—	—	—	—	—	*Flint and Pere Marquette*	.....			.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	--	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....			.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May,'62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	.....	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	67½
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	31⅛
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnerota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292		2,000,961	2,554,732	895,992	6,331,899	236.0	.....	534,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	.....	.....	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	12,364,134	*		1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658		2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357		3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb, '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216			68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267		2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*		389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*		1,500,000			1,564,506	61.3	334,532	459,659	128,366	8	61
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*		250,000			250,000	ope	r. by Con	cord.	15,000	—	104½
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000			200,000			200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205			492,500		42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	72½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000			863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	108
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715		595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	87
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,128,257	*		997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	126½
31 Dec. '60	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,829,473	*		976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	43.0	—	39	21	284	Central of New Jersey	5,254,576	504,500		3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	132
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554			600,000	973,810	779,744	2,553,584	——	Leased	to Erie	Co.	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,236	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	.....	.....	.....	New Jersey	3,609,089	400,378	1,249,621	4,397 820	688,000	.....	5,628,931	33.8	.....	992,767	579,981	10	135
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	.....	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*		630,000			630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*		1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6¼	90
1 Dec. '60	13 0	—	.....	47.0	—	—	—	West Jersey	280,278	——	——	216,794	.....	56,582	.....	——	——	15,344	3,368	——	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	—	oper. by Re	na. & Sarat.	—	—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	—	oper. by W	estern.	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	2,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,450	97,690	750,220	23.8	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,972	3,633,579	176 0	483,412	593 845	187,704	—	—
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	132
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,834	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,758	1,989,013	566,461	—	82½
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2.680	2,633,393	100.5	243,195	297,646	137,347	—	18
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,259	654.9	.....	7,309,042	2,601,063	6	94½
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,276	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,e1e	1 979,108	—	37½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.9	1,200,243	1,144,980	391,253	—	15
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Ce	ntral.	60.000	—	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	356,460	425,637	90 061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,649	—	396,340	213,500	4,875	614,715	58.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,250	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	21.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	656,249	1,776	—	557,600	150,000	13,480	721,080	oper. by B.,	N. Y. & E.	4,996	—	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,731	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	oper. by Ren	s. & Sar.	—	—	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	.....	16,543	5,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	oper. by Hud	s. River.	—	—	6	—
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	oper. by oth	er Co's.	—	—	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.51	23,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	.....	oper. by	Erie R.	W. Co.	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,433	353,441	164,672	6	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,989	.....	77,294	.....	.....	.....	.....	.....	.....	.....
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71.660	3,256,750	118.2	.....	314,091	102,765	—	15
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,678,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	—
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	.....	3,818,784	198.3	.....	646,205	329,714	7½	98
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	.....	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,150	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	125
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,353,000	.....	.....	96.6	.....	1,120,370	662,948	14	114
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646.413	772,093	332,093	4	24½
31 May '62	109.2	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	53½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75.120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144.000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350.824	5,241,812	144.0	.....	375,002	212,107	—	—
31 Aug. '60	38.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	.....	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	102,180	52,408	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69.352	.....	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24.000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3.532,266	500 524	442,002	2,981,267	1,400,000	.....	4,960,780	138.0	814,908	1,336,991	632,114	8	106
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106.895	9,792,293	228.6	.....	434,290	99,554	—	—
30 Apr. '61	192.3	—	—	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	898,818	169,943	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	.....	185,934	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	865,502	1,012,236	400,559	—	21½
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	62,624	.....	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	58
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	.....	.....	146.0	.....	219,549	22.490	—	4
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	.....	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,178,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	.....	2,169,946	1,339,680	—	99
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940.136	36.3	.....	.....	.....	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	.....	.....	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L	.....	10	.....
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	.....	1,087,100	681,000	.....	1,883,343	55.5	.....	436,237	153,334	6	56½
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	187,303	2,164,303	68.9	.....	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	.....	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	.....	.....	45.7	183,500	679,908	342,039	6	64
30 Nov. '59	28.0	5.0	13.5	.....	9	.....	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	17
31 Dec. '60	20.0	—	4.0	—	.....	.....	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,950	3,413,871	303 927	9,803,932	.....	.....	753,318	670,227	6	51½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,028	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	50½
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,482,399	406,187	.....	3,147,130	2,860,000	22,820	6,205,087	65.7	247 062	364,225	292,124	—	9½
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541,156	3,447 522	1,421,980	13,264,100	16,637,400	1,322,915	34,234,569	423.0	4,413,036	7,300,001	3,646,938	6	50
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....	20.0	.....	1,637	.....	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157,194	—	49½
30 Nov. '61	147.4	4.0	61.0	—	145	65	5,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	.....	25,225,48	151.4	1,795,927	2,905,838	1,412,905	—	31
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	.....	.....	1,000,000	.....	.....	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125½
1 Oct. '61	98.0	6.0	—	—	32	100	565	Phila., Wilmington and Balt.	7,021,718	744,425	142,840	5,800,000	2,475,500	140,993	8,742,000	200.5	439,780	1,516,985	675,484	6½	55½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803		1.756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217		
31 Dec. '61	467.5		68.7		104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 329	18,999 5 81	467.5	2,434,641	3,031,787	1,299,721		89
30 Sep. '59	31.0			11.0				Pittsburg and Steubenville	1,947,462	*		1,221,277	280.000								
30 Sep. '59	54.0		3.0		7	7	26	Schuylkill and Susquehanna	1,258,700	*		1,258,700	97,000		1,355,700	54.0					
30 Sep. '59	9.2	15.3	14.9					Schuylkill Valley	573,616	*		568,150			573,616	24.5		34,501	29,604	3½	
31 Mar. '61	28.0	1.2	2.0		4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227			96,227	54,582		
31 Dec. '59	148.0		20.0	140.0				Sunbury (Phila.) and Erie	6,393,712	107,252		4,506,920	4,369,070	861,271	10,169,869	143.0		114,126	61,848		16
30 Nov. '59	29.6	6.5	31.9		8	3	127	Tioga	703,349	85,932		97,550	396,000			29.6		83,072	47,007	6	
30 Sep. '59	26.4		2.1		4	11	9	Westchester and Philadelphia	1,410,638	74,677		682,170	944,169	52,434	1,679,301	26.4		125,597	4,502		
30 Sep. '60	78.0		6.0		16	8	125	Williamsport and Elmira	4,050,314	*		1,500,000	2,200,000	293,895		78.0	199,878	238,420	860,339		13
								RHODE ISLAND.													
1 Jan. '60	50.0		2.0		12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	276,900			62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6		0.5			3	5	Providence, Warren & Bristol	448,666	*		4.7,917	8,500			13.6		26,454	6,914		
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5		182.4	2		26	Blue Ridge	2,126,539			1,916,515	217,577		2,134,092	13.2					
31 Dec. '58	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9					
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000			109.6		283,263	151,536	6	
— — '58	40.3							Cheraw and Darlington	600,000	*		400,000	200,000			49.3					
1 Jan. '59	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546	2,919,554	164.5		341,190	125,871		
31 Aug. '58	22.5							Kings Mountain	196,230	*		200,000			200,000	22.5				5	
31 July '58	32.0							Laurens	543,403	*		400,000	106,218		575,729	32.0		27,568	8,527		
28 Feb. '59	102.0							North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0		220,014	96,145		
31 Dec. '60	136.0	106.0			62	59	790	South Carolina					2,643,333					1,499,636	701,943	7	
31 July '58	25.1			41.9				Spartanburg and Union								25.1					
								TENNESSEE.													
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187		
1859				17.0	2		14	Edgefield and Kentucky	857,947	*		333,204	612,000	60,900		30.0	29,845	9,359	7,486		
1859	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000		140.0		318,718	187,466		
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407		130.3	150,142	297,806	3 149,167		
1860	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,707	291.0		1,635,096	873,597		
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000							
1859	100.0		30.6	55.8				Memphis, Clarksev. & Louisv.	2,000,000	100,500		298,721	740,000								
1859	59.0			40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	319,518		59.4	69,870	177,256	60,029		
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4	54,175	83,129	44,666		
1859	34.2		7.0		12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		34.2	30,065	23,808	13,892		
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000			159.0		734,118	337,384	6	
1859								Nashville and Northwestern													
1860	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595.922	860,000	204,544		45.8	57,950	127,953	87,243		
1859	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248			
								TEXAS, (*all aided by State*).													
— — '58	32 0			158.0				Buffalo Bayou, Braz.& Col'r'do								32.0					
— — '58	56 0			184.0				Galvest., Houst. & Henderson								56.0					
— — '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275-000	240,000	171,560		50.0	31,300	32,670			
1 May '60	70.0		6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000		70.0	102,200	282,846	196,568		
— — '59	25.0			110.0				San Antonio & Mexican Gulf								25.0					
— — '59	28.0			756.0				Southern Pacific								28.0					
								VERMONT.													
31 May, '61	90.7		8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422		1,280,400	800,000	60 589		90.7	118,219	183,750	92,683		80
31 Aug. '60	119.6		13.0		26	18	600	Rutland and Burlington	3,989,708	617,743		2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318		
31 Aug. '60	62.0		4.0		10	6	174	Rutland and Washington	1,771,683	*		950,000			62.0	142,839	150,318	30,288			
31 Aug. '60	119.0		20.0		42	28	885	Vermont Central	8,402,055	*		5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,589	127,727		
31 Aug. '60	47.0		2.8					Vermont and Canada	1,350,695			1,350,000			1,380,695	ope	r. by Vt.	Central			123½
31 Aug. '60	23.7		0.7		3	4	43	Vermont Valley	1,212,274	89,612		516.164	793,200			23.7	47,950	45,930	8,522		
31 Aug. '60	54.0	10.5						Western Vermont	1,083,500	*		332,000	700,000		1,083,500	ope	r.b.Troy	& Bost.	55,858		
								VIRGINIA.													
31 Aug. '59	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194						
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		113.7	703,034	136,302	43,062		
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332		
30 Sep. '59	103.5				8			Northwestern Virginia	5,322,150	*		468,605	5,719,229			103.5	345,427	248,004	loss		
30 Sep. '60	88.3	68.4	10.0		16	16	175	Orange and Alexandria				2,083,655	2,517,500	590,056		167.7	270,846	450,427	222,214		
30 Sep. '59	123.3	10.1			19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,851,500	292,842	4,745,256	133.4		410,166	201,344		
30 Sep. '59	59 2	21.3			14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5		326,554	213,852	7½	
30 Sep. '60	140.5	2.7	12.0		28	30	418	Richmond and Danville	3,726,037	*		1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328		57
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828		78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1		10	7	188	Richmond and Petersburg	1,222,523	*		835,750	204,808	26,853		43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7		0.2	14.6	2		23	Richmond and York River	704,840	20,554		657,812	85,000			23.7	12,542				
31 Jan. '60	80.0				10	11	161	Seaboard and Roanoke	1,469,246	*	1.200	844,200	472,811	52,926	1,639,648	80.0		240,446	121,053	7	
30 Sep. '60	178.2		21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6		39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957		
30 Sep. '59	32.0		2.5		5	4	49	Winchester and Potomac	516,830	59,000		300,000	120,000	24,736		32.0	30,000	49,971	14,469		
								WISCONSIN.													
1 Dec. '59	55.0		2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000		800,000	700,000	25.000		55.0					
31 Dec. '61	199.9		24.9					*Milwaukee and Minnesota*	7,400,000	*		4,940,000	2,460,000			199.9		756,476	329,580		
31 Dec. '58	40.0				5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182		
— — '57	42.0			27.8				Milwaukee and Horicon	919,757	*		1,101,200				42.0	10 mos.	60,066			
31 Dec. '61	191.9	42.5	28.3		45	37	643	*Milw'kee and Prairie du Chien*	7,600,000	*		4,826,800	2,467,000	58,549	8,036,604	234.4		1,108,254	436,039		33
— — '57	50.0			85.0				Milw., Watertown & Baraboo	514,238			346,861	132,000			50.0		121,401			
10 May, '61	104.0		38 8	8	7	321		Racine and Mississippi	3,802,016	*		2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,827	229,850	68,438		
— — '58	10.0			55.0				Wisconsin Central	600,000						operated	by	Fox Riv	er Vall.			
								CANADA.													
31 July '61	161.0				31	27	40	Buffalo and Lake Huron	7,056,450	*		6,819,800	183,000		7,150,000	16.10	400,075	1,771,780	363,670		
— — '59	81.0				16	17	214	Montreal and Champlain								81.0	166,245				11
— — '59	37.0	11.0		72.0	2	2	17	Brockville and Ottawa								48.0					12
30 Sep. '58	624.0	137.0		78.0	204	130	2,399	Grand Trunk	46,651,084	*		15,603,128	31,351,133		46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	123.0			87	126	1,689	Great Western	22,153,321	*		14,054,908	8,480,849			357.0	1,360,900			3	
— — '59	24.0				2	2	52	London and Port Stanley								24.0	37,081				
— — '59	95.0	1.6			17	20	337	Northern (O. S. & H.)								96.6	254,530				
— — '59	54.0				5	8	118	Ottawa and Prescott								54.0	89,222				
— — '59	25.0				4		57	Welland								25.0					
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12 0		14	18	235	European & North American	4,548,564	*		4,637,852			4,637,852	108 0		130,678	36,482		
1 July,'61	60.0							New Brunswick and Canada	1,402,748	102,388		1,380,000	13,100	136,000	1,799,232	60 0		132,555	36,670		
								NOVA SCOTIA.													
31 Dec. '61	61.5			60.1				Nova Scotia	4,268,717	*						61.5		120,918	26,803		
								NEW GRANADA.													
31 Dec. 60	43.7							Panama	8,000,000	*	620,804	5,000,000	2,400,000		9,603,530	43.7		1,539,859	1,110,652	12	140

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 3.

	Th 28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3.
STATE STOCKS:—						
California 7s ---100		99½	99½	----	----	99⅝
Georgia 6s	----	----	----	----	----	----
Illinois Coupon bonds	----	----	----	----	----	----
" Canal bonds	----	96½	----	----	----	----
Illinois War Loan	----	97½	----	----	----	97½
Indiana War Loan	----	----	----	----	----	----
Kentucky 6s	----	94	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s ---- 48		47⅞	47½	47½	----	46
Do. iss. to H.& St.J.R. 61½		----	----	----	----	----
New York 6s, 1874	----	----	----	----	----	----
North Carolina 6s---- 67½		----	----	----	----	----
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	107	----	----	----	----	----
Tennessee 6s, 1890---- 51½		50⅞	51	50	50½	49⅛
Virginia 6s---- 56		----	56	56	----	----
RAILROAD SHARES:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. and Q.	----	----	----	----	----	----
Chicago and Rock Isl. 68½		67⅞	68	67⅛	68	67
Clev., Col. and Cin.	125	125	----	----	----	----
Clev. and Pittsburg -- 25½		25½	25⅝	24⅝	24⅝	24⅛
Clev. and Toledo---- 54		53⅛	53⅝	53⅝	54⅛	53½
Del., Lack. and West 99½		100	99⅛	----	99	----
Galena and Chicago-- 74		72⅛	73	72⅝	73⅛	72
Hudson River ---- 54⅞		53⅞	53	52	53	52½
Illinois Central (scrip) 63½		62½	62⅞	62⅝	63	62⅛
Michigan Central ---- 69⅝		69	69⅛	68⅝	68⅝	67⅝
M. S. and N. I. guar'd, 64⅛		64	63⅞	63½	63⅝	63½
M. S. and N. I. ---- 32⅛		32½	32	31⅞	32	31⅛
Mil. and P. du Chien - 34		----	----	----	----	33
M. and P. du C. 1st pref.	----	----	----	----	----	----
M. and P. du C. 2d pref.	----	----	----	----	----	----
New Jersey ---- 135		----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central--- 94⅛		94	94½	94	94½	93⅝
Erie---- 39		38⅝	38⅝	38⅝	38	37½
Erie pref. ---- 69⅝		69½	69½	68½	69	68½
" Ass. scrip	----	----	----	----	----	----
N. York and Harlem----	16½	16½	----	16	15	
N. Y. and H. "pref." - 41		39½	40⅛	39⅝	40	----
Panama ---- 140		----	----	----	----	----
Phila. and Reading--- 62½		61½	62	61	61⅞	60½
Pitts. Ft. W.& Chicago- 40		42	41	----	39	39
Toledo & Wabash ---- 21½		----	----	----	----	----
" " Pref. 46		----	----	47½	----	46½
RAILROAD BONDS:—						
Buff., N.Y. & Erie 1 M. 90		----	----	----	----	----
Chic. and N. W. 1st M.----		----	----	----	----	----
" " 2d M. 32		----	31½	----	----	----
" " S. F.----		----	----	----	----	----
" " A. B.- 54		53	----	53	53⅞	53
" " I. B. ----		----	----	----	----	----
" " Exten. 81½		----	----	----	----	----
Clev. & Pitts., 1 M.----		----	----	----	----	----
" 2 M.----		----	----	----	----	----
" 3 M.--- 81½		----	----	81	----	----
" 4 M.---- 64		----	----	62½	----	62
Cl. & Tol. S.F. 7 p.c. -- 96½		96⅞	96⅞	96½	96⅞	----
Chi., Bur. and Q. 8 p.c.----		----	112	----	112	----
Chi. and R.I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1M. 8p.c. '71-5	----	----	----	----	----	----
" 2M. 8p.c. '81	----	----	----	----	----	----
Gal. & Ch. 1M. 7p.c. '63	----	----	----	----	----	----
" 2M. 7p.c. '75	----	----	----	----	----	----
" 1 M. Ex. '82	----	----	----	----	----	----
Hann. & St. J. bonds----		----	----	----	----	----
Hudson R. 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S. F.----		----	----	----	----	----
" 3M. 7p.c. '75 95		----	----	94⅞	----	94½
" conv. bonds 90		----	----	----	----	----
Illinois Central bonds. 100		----	----	100	100½	100
La Grosse & Mil. L. G.----		----	----	----	----	----
Mil. and P. du C. 1st M. 96½		96	96	----	----	95
Mich. Cen. S.F. 8p.c. '82	----	----	112	----	----	----
" conv. 8p.c. '69 111		----	----	----	----	----
M. S. & N. I. 1 M. S. F.---103½		102⅝	----	103	103	----
" " 2 M. ---- 90		89½	----	90	----	----
N. J. Central 1st M.----		----	----	----	----	----
" " 2d M.----		----	----	----	----	----
N. Y. C. 6p.c. certif. '83. 106½		----	----	106½	----	----
" 1 M. 7p.c. '64----		----	----	----	----	----
" bonds 1876----	112	----	----	----	----	111
N. Y. & E. 1 M. 7 p.c. '67 110		----	110½	----	110½	----
" 2 M. 7 p.c. '64 ----		----	----	----	----	----
" 3 M. 7p.c. '83 104½		104½	104⅜	----	----	±101½
" 4 M. 7 p.c. '80 95		95	----	----	----	95½
" 5 M. 7 p.c. '83----		89	88	----	88½	----
N. Y. & H. 1 M. 7p.c. '73 109½		106	----	----	----	109
" 2 M. 7p.c. '64----		102	----	----	----	----
" 3 M. 7p.c. '67 85		85	85	85	----	----
Pitts., Ft. W. & Chi., 1M. 96½		96	96½	----	97	96⅜
" " " 2d M. 83½		83½	83½	----	83	82½
" " " 3d M. 63½		63	61½	----	62	----
St. L., Alt. & Chi., 1 M.----		----	----	----	----	----
St. L., A. & T. H. 1 M.----		92	----	92½	92	91½
" " 2 M. 93½		90½	----	----	----	90½
Toledo & Wab. 1 M.--- 92½		92½	----	----	----	90
" " 2 M.- 73		72	72	71½	----	----
MISCELLANEOUS:—						
American Gold ---115½		116	115½	116⅛	116½	118
Del. and Hud. Canal. 100		100½	100½	----	100⅝	----
Penn'a Coal Co. ---- 99½		----	----	----	----	----
Pacific Mail S. S. Co. 110½		110⅝	111½	111½	111	110½

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 3.

	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3.
FEDERAL STOCKS:—						
U. S. 5s, 1871 ----	----	----	----	----	----	----
U. S. 5s, 1874 ----	90½	90½	90⅝	----	89	88⅛
U. S. 5s, 1865 ----	----	----	----	----	----	----
U. S. 6s, 1881, reg. ---101½		----	101½	----	100⅞	99⅛
U. S. 6s, 1881, cou. ---101½		101⅝	101½	101	101	100
U. S. 6s, '81, O.W.L.y.----		----	----	----	----	----
U. S. 6s, 1881, " 1y.----		----	----	----	98½	98
U. S. 6s, 1862 ----		----	----	----	102	----
U. S. 6s, 1867, reg.----	99	----	----	99⅛	----	----
U. S. 6s, 1868, " ----	----	----	96½	101	----	----
U. S. Demand Notes. 108	108	108	108	108½	----	108
U. S. 6s, 1 year certif.. 99⅛		99⅜	99⅛	99⅛	----	----
Treasury 7 3-10 Notes 104⅛		104⅛	104⅝	103⅞	103⅞	103

London Stock Exchange.

The following are the closing prices in the London Market on the 20th August:

United States 5s, 1874	66	to	68
Maryland 6s	68	"	72
Virginia 6s	45	"	47
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent. x. c.	66	"	68
Erie shares, ex assessment scrip	31	"	32
Erie shares, 7 per cent. preference	55	"	57
Erie shares, assessment scrip	1⅜	"	2⅛
Illinois Central 6s, 1875	72	"	74
Illinois Central 7s, 1875 x. c.	77	"	78
Illinois Central $100 shares, $90 paid, dis.	49⅛	"	48⅛
Illinois Central, all paid	49	"	50
Michigan Central 8s, Convertible, 1869	82	"	84
Michigan Central Sinking Fund 8s, 1882	85	"	87
Michigan South. and North. Indiana 7s, 1885	77	"	82
Do. do. do. $100 shares.	18	"	20
New York Central 6s, 1883	81	"	83
New York Central 7s, 1864 x. c.	81	"	83
New York Central 7s, 1876	82	"	84
New York Central 7s, 1876	82	"	84
New York Central $100 shares	70	"	72
New York and Erie 7s, 1867	85	"	90
New York and Erie, 2d mort., 1859	80	"	85
New York and Erie, 3d mort., '83, assented	77	"	79
New York and Erie, 4th mort.	70	"	74
New York and Erie, 5th mort.	68	"	70
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	103	"	105
Panama, 2d mortgage 7s, 1872	103	"	105
Pennsylvania Central 6s x. c.	82	"	84
Pennsylvania Central 2d mortgage	84	"	86
Pennsylvania Central $50 shares	37	"	39
Philadelphia and Reading $50 shares	18	"	22

American Railroad Journal.

Saturday, September 6, 1862.

Stock and Money Market.

The exciting news received from the seat of war has had a depressing effect upon the stock market the present week. This downward movement began on Saturday and has since steadily continued. As we write (Wednesday P.M.) gold has gone up to 119, a rise of three and a half per cent. as compared with the same day last week. Foreign exchange has followed suit, and at the Second Board to-day sold at 130, certain parties refusing to name a rate.

The decline in stocks and bonds has not been so marked as the advance in gold. United States sixes of 1881, which on Thursday last were firm at 101½, have fallen to 98¾ *a* 99. Seven and three-tenth notes have receded from 104½ to 102¾ and 103. Certificates of Indebtedness are quoted at 98, and demand notes at 108 to 108¼. This depression is the result of a momentary panic caused by unfavorable reports in reference to military operations.

In State stocks but little has been done for the past week; and that at a decline. Missouri sixes, from 48½ last Wednesday, have receded to 46 and 45¾. Tennessee sixes are 49½, a decline of 1½. California sevens 99¾, against par one week ago. The Illinois War Loan has fallen from 99 to 97½. The amount of all these disposed of to-day is only $72,000, and there is evidently little disposition to either buy or sell at present. Of city and county bonds few sales have lately taken place.

Railroad securities continued to advance during the latter part of last week; on Monday they declined under the receipt of exaggerated reports of disasters to the Union forces; next day there was a general improvement; but on Wendesday another decline took place. At the close of the Second Board on that day, New York Central stood at 93 to 93⅛, a decline of 1¼. Erie (common) was 37, and preferred, 67¾, a decline of two per cent. Michigan Central was 67, a decline of 2½, and Michigan Southern, 31¼, against 32½; Do. Guaranteed, 63⅛, against 64¾; Galena and Chicago, 71¾, against 74¼; Cleveland and Toledo, 53, against 54; Chicago and Rock Island, 66½, against 68⅜ one week ago. It is to be observed that the reports of earnings for August are equally favorable with those of July, as far as can be ascertained; hence there is no cause for the downward movement other than political events, the general drift of which can be only matter of conjecture.

The depression in the price of stocks and bonds to-day has affected somewhat the money market. Some calling in of Demand loans at low rates is going on, and the rate for first-class paper may now be placed at five per cent, against four to five last week. In the Bank statement for this week a turn in the tide of deposits is noticeable. These (net) have receded from $143,347,340 to $141,971,741. In specie there is a slight gain, and in the circulation a considerable increase. The reduction in deposits is traceable to the private negotiation of three millions of Government 7.30 notes.

It is announced that the Secretary of the Treasury will soon begin to pay out large sums of the issue of demand notes authorized by the last Congress. When this shall take place the flood of deposits may expect to swell up much higher, flowing over into the government reservoir of five-twenty bonds. In passing it may be noticed that there is more money in our bank vaults, even at the depreciated price of currency as compared with gold, than would suffice to build and equip the Pacific Railroad, together with all the branch lines that have been authorized.

Commerce of the United States.

We give below an official statement of the exports of the United States for the years ending June 30th, 1859, 1860 and 1861. Though the last named year shows a large falling off in a few of the great staples, yet it presents such an increase in others that it must give very general satisfaction. Taking the products of the sea, we find the total exports amounted to $4,451,515 for the year 1860-1, which was a considerably gain on the preceding year, and only a fraction behind those of 1858-9. Of these, sperm oil constitutes nearly fifty per cent., or $2,110,826. The products of the forest fell behind, in the last named year, amounting to only $10,260,809, against $13,738,559 the year before; but the falling off took place principally in Southern products—timber, pitch, tar, turpentine, ashes, skins, furs, &c.

The animal products of agriculture possess more importance, and show a gain of eight and a half millions on 1858-9, and nearly four millions on 1859-60. In the items of wool, sheep, horses hogs, beef and pork, there is shown a moderate decrease for the last year given; but in tallow,

butter, cheese and bacon the gain was very large. The aggregate for 1860--1 was $24,035,100.

The vegetable food exported amounted to $74,-191,993, against $27,590,298 the preceding year, and $24,046,752 in 1858-9. It will be seen that this was nearly threefold the amount of the average sent abroad in the two years previous. The wheat exports sum up from $4,076,704 to $38,313,-624; the flour, from $15,448,507 to $24,645,849; the corn, from $2,399,808 to $6,890,865. The article of rice, on the other hand, receded from $2,-567,399 to $1,382,178.

In looking over these figures, the reader will please bear in mind that for about two months of the fiscal year 1860–61 the Southern ports were blockaded by our navy; and that trade had been largely interrupted during most of the winter by troubles then brewing in the Cotton States. This will account for the decrease of exports from that section of the country, and in part for the increase of Northern exports to Europe. The grain and meat which formerly found a market at the extreme South, had to be shipped abroad. It should also be remembered, on the other hand, that there was not then so large a demand for food in England and France as arose during the fiscal year which has just terminated.

Coming down to other agricultural products, we find that in 1860 61 the value of cotton exported was $34,051,483, against $191,806,698 the year before, and $161,434,923 in 1858-9. We suppose it will not have been generally believed that the export of that article has declined to such an extent, but the figures are positive. Tobacco of all kinds, unmanufactured, fell off from $15,906,547 the year before, and $21,074,038 in 1858-9, to $13,-784,710. Flaxseed and cloverseed showed a large increase: so did brown sugar; hops for the last year given amounted to $2,006,053, against only $32,866 the year before.

The aggregate manufactures exported reached the figure of $35,786,804, a slight increase as compared with 1858-9; but a decrease of three and three-quarter millions on those of 1859-60. The principal falling off took place in spirits of turpentine, manufactured tobacco, leather, gunpowder, iron castings, cotton fabrics, and oil cake. On other manufactures of iron there was a decided gain; also on copper and brass, spirits, glass ware, and a number of other articles of less importance. It will be seen that nearly all the exports showing a decline were either Southern products or made from them.

The total value of our exports for 1860-1 amounted to $227,966,169; for the preceding year, to $373,189,274, and for 1858-9, to $335,894,385. At first sight the contrast looks very unfavorably for the Free States; but it must be borne in mind that the precious metals were embraced in these several aggregates. In 1860-1 we sent abroad of gold and silver only $23,799,870, against $56,946,-851 the year before, and $57,502,805 in 8858-9—a difference of more than thirty-three millions. But taking specie out of the account, we find that the last year showed a falling off in the articles of cotton and tobacco, of $157,755,072 and $2,121,837 respectively. As the aggregate decrease, *minus* the gold and silver, was only $112,076,124, it will be seen that the exports from the Northern States *advanced forty five and a half millions*, in spite of the troubles then breaking out in the Southern States.

COMMERCE OF THE UNITED STATES.

PRODUCTS OF THE SEA.	1859.	1860.	1861.
Oil, sperm	$1,737,734	$1,789,089	$2,110,823
Oil, whale and other fish	437,547	598,762	581,264
Whalebone	1,233,539	896,293	736,552
Spermaceti and sperm candles	46,278	51,829	113,907
Fish, dried or smoked	642,901	690,088	634,941
Fish, pickled	203,760	191,634	244,028
Total product of the sea	$4,462,974	$3,156,460	$4,451,515
PRODUCT OF THE FOREST.			
Staves and headings	$2,410,334	$2,365,516	$1,959,352
Shingles	191,531	169,546	108,610
Boards, planks, &c.	3,317,298	2,777,919	2,092,948
Hewn timber	367,609	281,668	97,975
Other lumber	1,001,215	705,119	441,979
Oak bark and other dye	412,701	164,260	189,476
Manufactures of wood	2,339,961	2,703,095	2,344,079
Tar and pitch	141,058	143,280	151,404
Rosin and turpentine	2,248,381	1,818,238	1,060,257
Ashes, pots and pearls	643,861	922,820	651,547
Ginseng	54,204	295,766	292,999
Skins and furs	1,361,352	1,533,208	878,466
Total product of the forest	$14,439,406	$13,736,559	$10,260,809
PRODUCT OF AGRICULTURE.			
Beef	$2,188,065	$2,674,324	$1,675,773
Tallow	712,551	1,598,176	2,942,370
Hides	520,539	1,036,260	673,818
Horned cattle	1,346,058	1,052,426	223,246
Butter	750,911	1,144,321	2,355,965
Cheese	649,302	1,565,630	3,321,631
Pork	3,355,746	3,132,313	2,609,818
Hams and bacon	1,263,042	2,273,768	4,848,339
Lard	3,268,406	4,545,831	4,729,297
Hogs	550,875	377,604	3,267
Horses	290,250	233,368	193,420
Mules	258,336	156,080	191,973
Sheep	41,182	33,613	28,417
Wool	345,563	389,512	273,946
Total	$15,549,817	$20,216,226	$24,035,100
Vegetable Food.			
Wheat	$8,849,192	$5,076,704	$38,313,624
Flour	14,133,591	15,448,507	24,645,849
Indian Corn	1,323,103	2,399,808	6,890,865
Corn Meal	994,269	912,075	692,003
Rye Meal	60,796	48,172	55,761
Rye Oats, &c.	1,181,170	1,086,304	1,124,556
Biscuit	512,910	478,740	429,708
Potatoes	284,111	284,673	288,508
Onions	100,669	109,861	102,578
Apples	255,278	99,803	206,055
Rice	2,207,148	2,567,399	1,382,178
Total	$24,046,752	$27,590,298	$74,191,993
Cotton, Sea Island	$161,434,923	$191,806,555	$34,051,483
Tobacco, unmanufactured	21,074,038	15,906,547	13,784,710
Flaxseed	8,177	3,810	49,609
Cloverseed	536,781	596,919	1,062,141
Hemp	9,279	9,531	9,608
Brown sugar	196,935	103,244	301,329
Hops	53,016	32,896	2,006,053
Total product of Agriculture	$222,909,718	$256,264,996	$149,492,025
MANUFACTURES.			
Wax	$94,850	$131,803	$94,495
Refined sugar	377,944	301,674	287,881
Chocolate	2,444	2,593	2,157
Spirits, from grain	273,576	311,595	867,954
Spirits, from molasses	760,869	930,644	850,546
Spirits, from other materials	188,746	219,199	593,185
Molasses	75,699	35,292	39,139
Vinegar	35,156	41,368	38,262
Beer, ale, porter and cider	78,226	53,573	39,480
Linseed oil	34,194	26,799	27,982
Spirits turpentine	1,306,035	1,916,289	1,192,787
Household furniture	1,067,197	1,079,114	838,049
Carriages, cars, &c.	655,600	816,973	472,080
Hats	216,704	211,602	156,966
Saddlery	58,870	71,332	61,469
Candles, adamantine, &c.	671,750	708,699	683,048
Soap	466,215	494,405	455,648
Snuff	68,090	11,354	12,703
Tobacco manufactured	3,334,401	3,372,074	2,742,828
Leather	499,718	674,309	555,202
Boots and Shoes	820,175	782,525	779,876
Cables and Cordage	320,435	246,572	255,274
Iron—Pig	21,213	19,143	25,826
Bar	48,226	38,257	15,411
Nails	188,223	188,754	270,084
Castings	138,659	262,848	76,750
Other manufactures of	5,117,346	5,174,040	5,536,276
Salt	212,710	129,717	144,046
Lead	28,575	50,446	6,241
Gunpowder	371,603	467,772	347,103
Copper, Brass, &c	1,048,246	1,664,122	2,375,629
Medical Drugs	796,008	1,115,455	1,149,433
Cottons—Printed and Colored	2,320,890	3,356,449	2,215,032
Do. White other than Duck	1,302,381	1,403,506	1,076,959
Do. Duck	215,885	382,089	300,668
Do. other manufactures	4,477,096	5,792,762	4,364,379
Hemp thread	430	444	80
Hemp bags, &c	18,434	27,384	39,490
Wearing apparel	470,613	525,175	462,554
Earthenware	47,261	65,096	40,524
Combs and buttons	47,007	23,345	32,792
Brushes and Brooms	44,638	61,337	62,360
Billiard apparatus	12,094	15,979	8,910
Umbrellas and parasols	4,862	4,837	1,271
Morocco, &c	41,465	19,011	7,507
Fire engines	3,213	9,943	7,940
Printing materials	68,868	157,124	106,562
Musical instruments	155,101	129,653	150,974
Books and maps	319,080	278,268	250,365
Stationery	299,687	285,798	347,916
Paints and varnish	185,063	223,809	240,823
Glassware	252,316	277,948	304,731
Tinware	39,289	39,064	30,229
Manuf'e pewter and lead	28,782	46,081	30,534
Marble and stone	112,214	176,239	185,267
India rub. b'ts and sh'e pres	52,006	58,826	53,903
Do. other manufactures of	146,821	182,015	160,088
Gold and silver leaf	35,947	140,187	63,372
Jewelry, &c	58,356	24,659	48,740
Artificial flowers	212	207	1,459
Trunks and valises	42,153	50,194	40,622
Lard oil	50,793	55,783	81,783
Oil cake	1,198,581	1,705,328	1,386,691
Bricks, lime and cement	160,611	164,043	93,262
Unenumerated manufactures	2,274,652	2,397,445	2,530,699
Total Manufactures	$33,853,660	$39,544,398	$35,786,804
Coal	653,536	740,783	577,386
Ice	164,581	183,134	172,263
Quicksilver		268,682	631,450
Gold and silver bullion	33,329,963	30,913,173	13,311,280
Gold and silver coin	24,172,442	26,033,678	10,488,590
Raw produce not specified	1,868,205	1,355,391	2,794,046
Total exp. of domestic produce	$335,894,385	$373,189,274	$227,966,169

ST. LOUIS, ALTON AND CHICAGO RAILROAD.—By virtue of a decree of the Circuit Court of the United States for the Northern District of Illinois, the Trustees and Master Commissioners of the St. Louis, Alton and Chicago Railroad will sell at public auction, at Joliet, on the 27th of September, 1862, between the hours of 11 o'clock a. m. and 3 o'clock p. m., all that portion of the railroad extending from Alton to Joliet, formerly known as the Chicago and Mississippi Railroad, and subsequently as the St. Louis, Alton and Chicago Railroad. The sales include all the equipments, rolling stock, and every species of property belonging to the road.

Annual Report of the Commissioner of Patents.

UNITED STATES PATENT OFFICE, Jan. 31, 1862.

SIR:—In conformity with the requirements of the 14th section of the act of March 3, 1837, entitled "An act in addition to the act to promote the progress of science and useful arts," I most respectfully submit the following report:—

In the section of the act above referred to it is declared to be the duty of the Commissioner of Patents "to lay before Congress, in the month of January, annually, a detailed statement of the expenditures and payments by him made from said (patent) fund. And it shall also be his duty to lay before Congress, in the month of January, annually, a list of all patents which shall have been granted during the preceding year, designated under proper heads, the subjects of such patents, and furnishing an alphabetical list of the patentees, with their places of residence; and he shall also furnish a list of all patents which shall have become public property during the same period, together with such other information of the state and condition of the Patent Office as may be useful to Congress or to the public."

The first provision of the above instructions to the Commissioner requires "a detailed statement of the expenditures and payments by him made." For a more complete and intelligible exposition of the affairs of the office, I beg leave to submit the following statement:—

No. 1.

Number of applications received during the year	4,643
Number of patents granted, including designs, re-issues and additional improvements	3,340
Number of caveats filed	700
Number of applications for extension of patents	16
Number of patents extended	21
Number of patents expired Dec. 31, 1861	546

No. 2.

STATEMENT OF MONEYS RECEIVED DURING THE YEAR.

On applications for patents, re-issues, designs, additional improvements, extensions, caveats, disclaimers and appeals	$125,601 00
For copies and for recording assignments	11,753 44
Total	$137,354 44

No. 3.

STATEMENT OF EXPENDITURES FROM THE PATENT FUND DURING THE YEAR.

For salaries	$92,868 92
For contingent expenses	59,502 86
For temporary clerks	43,791 81
For withdrawals	23,173 82
For refunding money paid by mistake	1,306 00
For judges in appeal cases	850 00
Total	$221,491 91

No. 4.

STATEMENT OF THE CONDITION OF THE PATENT FUND.

Amount to credit of patent fund on January 1, 1861	$89,554 07
Amount paid in during the year	137,354 44
Total	$226,908 51
From which deduct expenditures during the year	221,491 91
Which leaves to the credit of the patent fund Jan. 1, 1862	$5,416 60

No. 5.

QUARTERLY STATEMENT OF EXPENDITURES FOR 1861.

First quarter	$61,050 28
Second quarter	52,439 25
Third quarter	52,104 58
Fourth quarter	45,897 85
Total expenditure	$221,491 91

No. 6.

TABLE EXHIBITING THE BUSINESS OF THE OFFICE FOR TWENTY-FIVE YEARS, ENDING DECEMBER 31, 1861.

Years.	Applications filed.	Caveats filed.	Patents issued.	Cash received.	Cash expended.
1837	....	....	435	$29,289 08	$33,506 98
1838	....	....	520	42,123 54	37,402 10
1839	....	....	425	88,260 00	34 543 51
1840	765	228	473	38,056 51	39,020 67
1841	847	312	495	40,413 01	52,666 87
1842	761	291	517	36.505 68	31,241 48
1843	819	315	531	35,315 81	30,766 96
1844	1,045	380	502	42,509 26	36 344 73
1845	1,246	452	502	51,076 14	39,395 65
1846	1,272	448	619	50,264 16	46,158 71
1847	1,531	553	572	63,111 19	41,878 35
1848	1 628	607	660	67,576 69	58.905 84
1849	1,955	595	1,070	80,752 78	77,716 44
1850	2,193	602	995	86,927 05	80,100 95
1851	2,258	760	869	95,738 61	86,916 93
1852	2,639	996	1,020	112,056 34	95,916 91
1853	2,673	901	958	121,527 45	132,869 83
1854	3,324	868	1,902	163,789 84	167,146 32
1855	4,435	906	2,024	216,459 35	179,540 33
1856	4,960	1,024	2,502	192,588 02	199,931 02
1857	4,771	1,010	2,910	196,132 01	211,582 09
1858	5,364	943	3,710	203,716 16	193,193 74
1859	6,225	1,097	4,538	245,942 15	210,278 41
1860	7,653	1,084	4,819	256,352 59	252,820 80
1861	4,943	700	3,340	137,354 44	221,491 91

While the aggregate receipts of the office have been but $137,354 44, the expenditures have amounted to $221,491 91.

By the act of March 2, 1861, the expenses of the office were largely increased, as follows:

Salaries of examiners in chief	$6,437 53
Salaries of commission and chief clerk	1,500 00
Printing	17,854 37
Total	$25,791 90

The receipts of the past year have fallen $118,998 15 below those of the previous year; and the expenditures, omitting the above $25,791 90 as extra, have been $51,220 79 less than those of 1860. The cause of this great falling off of receipts must be apparent to every reader. The great inventive mind of the country has been attracted in another direction by the startling scenes of rebellion which have transpired. A state of civil war has deprived this office of the patronage of most of the slave-holding States; the enterprise of the loyal States has, to a great degree, been paralyzed, and the sale of patent rights, as an article of traffic, has, in a great measure, been abandoned.

To provide for this state of affairs I have been compelled to resort to a most rigid economy. To bring the expenditures as nearly as possible within the ability of the office to meet them, by way of retrenchment I dismissed five principal examiners, five assistant examiners, and five second-assistant examiners. The compensation fixed by law of the principal examiners is $2,500; the assistants, $1,800; the second-assistants, $1,600. The business required that seven of each of these classes should be retained; but a still further reduction of expenditure being necessary, I dismissed the principal examiners and appointed them assistant examiners, and they are now receiving but $1,800 per year; the assistant examiners were dismissed and appointed second-assistant examiners, at a salary of $1,600; the second-assistants were dismissed and appointed clerks, at an annual salary of $1,400. These officers, however, have all been performing the duties pertaining to their original positions. A large reduction was also made in the salaries of the clerks. The temporary clerks, who formerly received ten cents per hundred words for copying are now paid but eight cents. This was regarded as a legitimate reduction, as the office receives for such work, by law, the same compensation formerly paid the clerks, while the expense of superintending clerks, stationery, &c., exceeding $5,000 per annum. A large number of laborers, watchmen and attendants have been dismissed and their places are now vacant. The reduction of the salaries of the examiners and clerks has been very onerous to them. The expenses of living in this city are largely increased by the centering here of a large army, and the attraction of thousands of civilians, who largely consume the necessaries of life, which, at all times, are less abundant here than in many other portions of the country. The military necessity, which required the closing of the communication between the farmers of Virginia, from whom a greater part of the usual supplies come, and the market of this city has contributed much to the expense of living in Washington. For these reasons I respectfully submit to Congress the justice and propriety of conferring upon the Commissioner of Patents authority to refund the difference in the salaries of the examiners and clerks, between the amount allowed by law and that now received by them, whenever, in his opinion, the funds of the office will justify it.

The 14th section of the act approved March 2, 1861, provides "that the Commissioner of Patents be, and is hereby authorized to print, or, in his discretion, to cause to be printed, ten copies of the description and claims of all patents which may hereafter be granted, and ten copies of all drawings of the same, when drawings shall accompany the patents; provided, the cost of printing the text of said descriptions and claims shall not exceed, exclusive of stationery, the sum of two cents per hundred words for each of said copies, and the cost of the drawing shall not exceed fifty cents per copy; one copy of the above number shall be printed on parchment, to be affixed to the Letters Patent; the work shall be under the direction, and subject to the approval, of the Commissioner of Patents, and the expense of the said copies shall be paid for out of the patent fund.

In accordance with this provision of the law, and with the approval of the Secretary of the Interior, I contracted with a responsible party for the execution of the work. The issues from the 2d of March to the 1st of November, 1861, were printed in a superior style, and the drawing executed in the most satisfactory manner by the photographic art.

This feature of the law has given eminent satisfaction to the inventors of this country, and has commanded the admiration of inventors and the superintendents of patent departments in many other countries. The imperative necessity which required it to be suspended was and is greatly to be deplored; but I earnestly hope that Congress will take the necessary steps to resume it at as early a day as practicable.

The importance of furnishing to the public the most complete practical information in relation to

every patented invention is obvious. Each patent as the name implies, should be open to the perusal of all, and as it has the effect of a law should be published at the public expense, as all other laws. The people of the country should have full information as to all patented inventions, firstly, that by a knowledge of the full extent of the exclusive privilege claimed by the holder of a patent they may not be exposed to damages for infringing upon it; secondly, that they may not be induced to believe that the holder of a patent has exclusive privilege for more than is described and claimed in his specification; thirdly, that they may be informed as to the actual progress of the useful arts and avail themselves of the most useful inventions; and fourthly, that the whole inventive genius of the country may be stimulated by the examples and suggestions furnished by descriptions and representations of each year's inventions.

Congress has evinced its appreciation of the importance of furnishing such information by the large appropriations which it has hitherto authorized for the publication of the mechanical reports of this office. I have been furnished by the Superintendent of Public Printing with a statement of the cost of printing, paper, binding, &c., of the mechanical reports of this office for each of the last three years, which is as follows:—

1858, 3 volumes, 32,950 copies, cost...$85.659 08
1859, 2 volumes, 68,550 copies, cost...138,700 32
1860, 2 volumes, 66,550 copies, cost...118,992 09

These reports contain merely brief abstracts of the specifications made originally by examiners in the office, and latterly furnished by individuals out of the office by contract, and consequently prepared with the least possible expenditure of labor and expense, with the claims generally unintelligible, without the full description contained in the specifications. Meager and unsatisfactory as these abstracts are, the reports have been most eagerly sought for by the public. The publication of these reports will, I think, prove to have been most wisely suspended, if the substitute can be provided which was intended to be secured by the late law.

In making provision for this great public want, Congress should not be unmindful of the examples of other nation most advanced in the mechanical arts. In Great Braitain, France, Sardinia and Belgium, the specifications are published in full, and in such a form that printed copies may be furnished to all who may apply for them at cost price, while the entire publications are extensively distributed for the free use of the public. In Prussia, Saxony and Bavaria, official journals are published containing full abstracts and lists of the specifications of patents. The publications of specifications made by the French government consist of 91 volumes, quarto, of the old law, and 35 volumes, quarto, of the law of 1844. All of which have been presented to the library of this office.

In Great Britain the publications of the specification and drawings of patents has been made upon a scale of magnificence which entitles it to be regarded as one of her great national works. The great seal patent office has published the complete specifications and drawings of patents granted by that office since 1623, in two series, the old law series from 1623 to 1852, and the new series from October 1852 to the present time. The old law series, comprising 12.977 patents in number, are contained in about 900 volumes, 450 folio volumes of drawings, and the like number of imperial octavo volumes of letter-press. The indices form seven imperial octavo volumes. The cost of these works in 1859 amounted to £92,000. The expense of printing for 1859 was estimated by the Commissioner of Patents at £17,500.

The publications of the great seal office consist of the specifications and drawings of patents granted. (the drawings are not photographic,) a subject-matter index of patents, an alphabetical index of patentees, a chronological index of patents, commissioners' of patents journals, (published semi-weekly,) assignments of specifications of various classes of patents, of which twenty volumes have been published, and all are in course of publication.

The publications are distributed among one hundred and seven libraries and offices in Great Britain, twenty-six libraries in the British colonies, and twenty-two in foreign countries. Of these last, six are in the United States; the cost of which has been upwards of £10,000. The cost of the continuation is at least £1,500 weekly. For these costly works our government has been able to make no return except the meager abstracts heretofore published by us.

No attempt has been made in the publications ordered by me, under the provisions of the late law, to imitate the costly works published by the great seal office; but the publications, though not wanting in taste and finish, are believed to be of equal practical value. Many advantages have already been presented by a brief trial of this system in this office, among which may be mentioned the readiness of inventors to furnish more artistic and detailed drawings, at a greatly increased expense, with the view of exhibiting these inventions to the best advantage; a change which would greatly facilitate the examinations of the office as well as aid inventors in making inquiries as to the patentability of their inventions. Through the improvement in the drawings, thus effected, and by the adoption of the photographic system of illustration, it is believed that the publications, if continued, would surpass in practical value those of Great Britain.

The depressed condition of the financial affairs of this office, incident to the state of the country, has alone induced me to abandon the wise provision of Congress, requiring the printing in full of the specifications and drawings of the patents issued from this office. From a careful examination of the matter, I am induced to believe that if Congress were to appropriate a sum sufficient to defray the expense heretofore incurred in the printing of the specifications and drawings of the patents, and which will not exceed one-half the sum heretofore expended from the general fund of the government, the office will be able hereafter to meet the expense thus to be incurred. This will enable those who desire copies to secure them at a small cost comparatively with what they now have to pay for manuscript copies. I am induced to believe that an appropriation of fifty thousand dollars for the present year would enable the office to carry out this most salutary provision of the law of the last Congress. An abandonment of the publication of the mechanical reports, rendered unnecessary by the printing of the specifications and drawings, under the law of March 2d, 1861, would save to the government, after making the appropriation above requested, the sum of $

The restoration to the Patent Office fund of the amount withdrawn from it in conformity with the provision of the law of March 2, 1861, would be an act of simple justice to the inventors of the country, by whom this fund has been contributed. It would seem to be inequitable for them to bear the expense of introducing a new system of publication, the benefits of which are not for themselves but the general public. It is believed that this charge would not have been imposed by Congress upon the patent fund, if the diminution of then existing surplus fund, in consequence of the financial difficulties of the country, had been anticipated. The inventors have already been heavily taxed for the erection of the Patent Office building. There has been contributed by the patent fund for this purpose:

By act of July 4, 1836	$108,000
By act of March 3, 1849.....	50,000
By act of May, 1850	90,000
By act of September 30, 1850, appropriating $110,000, if so much remained in the patent fund....	71,000
Making the whole amount contributed..	319,000

The appropriation of this fund is justified only by the consideration that the inventors derive the most immediate benefit from the use of the Patent Office building. It cannot be doubted that the whole patent fund should be preserved for the use of those who contributed it, and certainly that the efficiency of the office for whose support this fund is primarily intended should not be impaired by the diversion of any part of it for secondary purposes. Congress has heretofore recognized the propriety of reimbursing the patent fund for all sums withdrawn for the benefit of the general public. Appropriations had from year to year been made of sums to be paid out of the patent fund for the collection of agricultural statistics and the purchase of seeds. By the act of March 3, 1855, the sum of forty thousand and seventy-eight dollars and seventy-eight cents was appropriated by Congress, to be paid out of any money in the treasury not otherwise appropriated, for the reimbursement to the patent fund of the whole amount thus withdrawn from the fund for the purposes above mentioned.

It is important to be observed that it is indispensable that the printing of these publications should be done under the immediate supervision and control of the office. The specification and drawings should not be removed from the office, as they are in constant demand for reference, and the inventors demand that there should not be a day's delay in issuing the patents after their date, which will be always liable to happen if the work should be done with other public printing. The type should be set up within the office, directly from the specifications. By doing this the cost of copy for the printer and the cost of recording the specifications will be saved, both of which are necessary when the setting of the type is done out of the office. The saving in these two items are the most important elements of the practicability of continuing the printing at the expense of the office.

As these publications, if continued, will be intended to supply the place of the former Patent Office Reports, and the gratuitous distribution to individuals will, of course, be dispensed with, some provision should be made to place them before the public. A sufficient number might be purchased by Congress at the same rate that may be charged to individuals, to place them in the most important libraries in each State, and to make exchanges demanded by national courtesy with foreign governments. A thousand copies, it is believed, will be sufficient to communicate the information as to the inventions of this office as effectually as has been done by the gratuitous distribution to individuals of the former reports.

PROPOSED AMENDMENTS.

By the law of March 2, 1861, it is provided that on filing each original application for a patent, except for a design, fifteen dollars shall be paid, and on issuing each original patent, twenty dollars shall be paid. Practically, this postponement of the payment of the final fee operates disadvantageously to the office. The evidence of the truth of this statement is found in the fact that more than four hundred patents which have been ordered to be issued are now in the office awaiting the payment of the twenty dollars. Thus the office is deprived of more than eight thousand dollars, for which it rendered its time and labor. If this provision should remain as it now is the number will largely increase, and, of course, will prove a great loss to the fund, and may prove the source of endless litigation. It may be further observed that, until the additional fees are paid on these applications, each operates as a cavent which may be perpetual without the yearly renewal and fee required in other cases for perpetuating caveats, the public deriving no benefit from the publication of the patent, and other inventors being excluded from obtaining patents for the inventions. I would respectfully suggest that the law be amended, either by restoring the former provision, that the whole fee be paid on making the application, twenty dollars to be repaid to the applicant when the application is finally rejected and withdrawn; or that the application fee, intended to cover the expense of examination, should be increased to twenty-five dollars, and

that ten dollars should be required on the issuing of the patent.

The avowed object of the second section of the act of the 2d of March, 1861, is "securing greater uniformity of action in the grant and refusal of Letters Patent." This is attempted to be effected by the creation of three examiners-in-chief, whose duty it is made to "revise and determine upon the validity of decisions made by examiners when adverse to the grant of Letters Patent, and in interference cases." It was expected by this means to relieve the Commissioner of a portion of the labor of the duties of office imposed upon him, but it has utterly failed to secure this last-named object.

As now constituted under the law, the examiners-in-chief form a tribunal independent of the Commissioner in all cases of rejection or interference decided by the examiner. An appeal lies from the examiner to them, from them to the Commissioner, and from him to one of the judges of the Circuit Court of the District of Columbia.

The chief justice has decided that an appellant must go through each tribunal before the judge of the Circuit Court can take jurisdiction of his case.

This state of the law and practice is far from beneficial to the public, and does not tend to secure greater uniformity of action in the grant or refusal of Letters Patent, and does certainly greatly augment the labor of the Commissioner. The act, in my opinion, should be so amended as to render the duties of the examiner-in-chief advisory only, so that an appeal, as formerly, may be taken from the examiner or from the Commissioner to the Circuit Court. All appeals should be taken from the decision of the examiner directly to the Commissioner, who could then refer it to the examiner-in-chief, or, if his time permitted, hear it in person.

The disturbed condition of the country has brought to view a deficiency in the patent laws with respect to the protection of the rights of assignees of inventions, which demands the attention of Congress. In many cases patents cannot be awarded to applicants except upon amendment of their specifications and claims. After an application has been once examined and rejected, the law requires a renewal of the oath of invention, by the inventor, before the amended specification can be re-examined. Cases have lately arisen where an inventor having filed his application for a patent, and assigned his whole interest in the invention, has disappeared or is *non inventus*, after the first examination and rejection; although in such case the defects in the specification might be cured by amendment, the inventor cannot be found to renew the oath required by law, and the assignee, the actual holder of the invention, is without remedy. In case of the death of an inventor before a patent shall have been granted for his invention, the right of applying for and obtaining a patent therefor devolves, by law, upon his executor or administrator. I would recommend that provision be made, by law, that when the inventor after making his application and assigning his invention may not be found, the right of renewing the oath of invention and amending the specification shall devolve upon the assignee.

It is difficult to conceive of any substantial reason for the provision contained in the 7th section of the law of 1836, which requires that an applicant for a patent, before making any alteration in his specification, "shall be required to make oath or affirmation anew." It is certain that no protection to the public is secured by this provision, while the requirement is a matter of great inconvenience to the applicant and the office. The inconvenience of this requirement has been particularly apparent since the number of foreign applications has been greatly increased, in consequence of the reduction of fees made by the law of 1861. Applications from Europe and California have often been delayed for months for the renewal of the oath required, before the slightest amendment could be made. I would recommend that the laws be so amended as to dispense wholly with the renewal of the oath of invention.

COPYRIGHT.

The duties connected with the custody of all books, maps and other publications deposited in the Department of the Interior, according to the laws regulating copyrights, having been imposed upon this bureau, for the execution of which duty a yearly appropriation is now required, I beg leave to recommend a reform which will not only save this expenditure, but secure other important advantages to the public.

By the act of Congress approved May 31, 1790, it was required of every person desiring to secure a copyright, to deliver a copy of the work to the Secretary of State within six months of its publication, "to be preserved in his office." This requirement continued in force under the amendment to the act approved April 20, 1802, and by the "act amending the several acts protecting copyrights," approved February 3, 1831, it was required that a copy of the work should, within three months of its publication, be delivered to the clerk of the district court of the United States of the district wherein the author or proprietor should reside, and that it should be the duty of the clerk once at least in every year to transmit all copies of works thus received to the Secretary of State," to be preserved in his office." By an act approved February 5, 1859, the Secretary of the Interior was substituted for the Secretary of State, and all works and records heretofore received were ordered to be transmitted by the latter to the former, no change in any other provision of the copyright law being made.

It appears, therefore, that for a period of seventy years, from 1790 to 1860, one copy of every work claiming security of copyright has been required by law to be deposited in an executive department of the federal government for a period of forty years by the author directly, and for thirty subsequent years through the agency of clerks of the United States district courts. The result contemplated by this requirement was a collection of copyright matter at the national capital in the lapse of years, as valuable as it would be interesting, and it is to be regretted that circumstances should have tended in any degree to defeat this end.

The earliest record of the receipt of a copyright by the Secretary of State bears date January 19, 1796, although copies of two works, one dated 1794 and the other 1795, are found in the library, of the receipt of which no record exists. From 1796 to 1831, during which period copyrights were required to be transmitted directly to the Secretary of State by the author or proprietor, the record of certificates of receipt is unbroken; and during the eleven years from 1831 to 1841, both inclusive, the register of works received at the Department of State from United States district courts under the act of the former years, seems equally perfect. But here ceases all record or register at the Department of State of copyrights received, and for a period of twenty years, from 1841 to 1860, when a register was commenced at this office, whither the service had been transferred, the only source available from which could now be compiled a complete catalogue of all the copyrights entered during that period in the United States, are the lists and records, more or less perfect, transmitted more or less regularly by the clerks of the United States district courts, in accordance with the act.

From 1796 to 1831 the whole number of copyright works actually received at the Department of State was 2,112 while the whole number for the same period received from the Department of State in 1859 at the Patent Office was but 929, or less than one half. The whole number of copyrights received at the State Department from 1831 to 1841, both inclusive, was 10,073, while the whole number received at the Patent Office in 1859 was 6,017. The whole number received at the State Department from 1841 to 1859, both exclusive, is estimated in round numbers at 40,000, while the whole number received for the same period at the Patent office did not exceed 30,000.

Out of some 50,000 copyright works, therefore, deposited in accordance with law, to be preserved, from 1790 to 1859, less than 40,000 are now to be found. It appears, also, from careful comparison of the records of applications for copyright with the list of works received for a series of years, that not more than two-thirds of all the works for which a copyright is requested are ever deposited with the clerks of the district courts of the United States, as is required by the act of 1831, or, if so deposited, are ever transmitted by the clerks to this city, as is also required.

The evil resulting from the continuance of such a state of things is too obvious to demand comment. It is easy to suppose a case in which the absence of copyright work from the place where the law requires it to be found, when called for as a legal voucher, might prove extremely detrimental to the interests of its proprietor, especially when it is considered that judicial decisions hold that proof of the fulfillment of the act in the minutest particular is indispensable to the security of the right.

The copyright works now received at this office are carefully registered and preserved, and this done at an annual expense of more than $1,600. That this service may be rendered self-sustaining, like the Patent Office, can be readily demonstrated, and thus a saving of the above named amount be made to the treasury.

At the Stationers' Hall, in London, all applications for copyrights in England are made; from thence all certificates on the subject are issued, and there all works are received for preservation. The same service could be performed at the Patent Office for the United States, and be sustained by the same amount of fees now allowed clerks of the United States district courts by the act of 1831.

Under the existing law, the perfecting of a copyright is made dependent on the performance of certain duties by district clerks of the United States, no penalty being prescribed for neglect of those duties. These officials are not subject by any law to the directions of the department or office charged with the superintendence of the service. Hence, with perfect impunity, a clerk in one of the districts has for eight years refused to transmit either records or copyrights to this office, in obedience to the law, on plea of insufficiency of compensation. Other clerks are equally negligent of their duties. The present system has utterly failed to secure the object contemplated by the original enactment, and so valuable to those authors who desire protection for their works. Had the plan now suggested been carried out with the same fidelity as has been the Patent Office, we would now have a copy of almost every book, pamphlet, map, chart and musical composition ever published in this country. I need not enlarge upon the value of such a collection.

It is a subject of congratulation, to which I am happy to refer in closing this report, that notwithstanding the occupation of the public mind with the paramount thought of defending the government, and the apparent diversion of so much activity from peaceful to military pursuits, the business of this office, so sensitive to any financial or industrial change, shows a vitality in the industrial arts of the country not to have been expected in time of war. Of the applications for patents made during the month of December last, arranged according to the classification of the office, there were, in the classes of

Agricultural implements	63
Caloriffics and photics	45
Chemical processes	40
Land conveyance and engineering	59
Fibrous and textile manufactures	9
Fine arts	24
Household furniture	31
Leather, harness, and wearing apparel	42
Lumber, stone and clay	19
Philosophical and surgical instruments	22
Navigation	8
Steam & air engines, hydraulics & pneumatics	35
Metallurgic manufactures	23
Firearms and implements of war	58

It appears by this statement that 420 were for inventions in the peaceful arts, and 58 only in im-

plements of war. Although some of the former are adapted for military use, it would be safe to say that five-sixths are inventions connected with productive industry—a proof that the productive interests of the loyal States have not been materially disturbed by the national convulsion.

As the power to maintain war depends upon the productive labor of the country, and the capacity of production is increased by new inventions, it is hoped that Congress will regard the encouragement of an institution which stimulates and protects the inventive resources of the country as not simply a duty, but a national necessity.

D. P. HOLLOWAY,
Commissioner of Patents.

HON. GALUSHA A. GROW,
Speaker of the House of Representatives.

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PROPOSALS
FOR $250,000 OF THE CROTON WATER STOCK OF THE CITY OF NEW YORK.

SEALED proposals will be received at the Comptroller's Office, until THURSDAY, September 25th, 1862, at two o'clock P. M., when the same will be publicly opened for the whole or any part of the sum of two hundred and fifty thousand dollars ($250,000) of the Croton water stock of the City of New York, authorized by Chapter 372 of the laws of 1860, and as amended by Chapter 181 of the laws of 1861, and by an ordinance of the Common Council, approved by the Mayor October 4, 1861, for increasing the supply of Croton water, etc.

The said stock will bear interest at the rate of six per cent. per annum, payable quarter-yearly, and the principal will be redeemed November 1, 1883.

The proposals will state the amount of stock desired, and the price per one hundred dollars thereof, and the persons whose proposals are accepted will be required to deposit with the Chamberlain of the City, within ten days after the opening of the bids, the sum awarded to them respectively.

On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the stock, bearing interest from the date of payments.

Each proposition should be sealed and endorsed "Proposals for Croton Water Stock of the City of New York," and the same inclosed in a second envelope, addressed to the Comptroller.

The right is reserved to reject any or all of the bids, if considered necessary, to protect or promote the interests of the City.

ROBERT T. HAWS, Comptroller.

CITY OF NEW YORK, DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, Aug. 26, 1862. 3t35

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, July 19, 1862.

EIGHTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend of Three per cent. on the Capital Stock thereof,—free of the United States Income Tax, which will also be paid by the Company—payable on the 20th day of August next, upon stock registered at New York, Boston and Albany and on the 20th day of September next upon stock registered at London.

Stockholders whose stock is registered at New York, will receive their Dividends at the office of DUNCAN, SHERMAN & CO.; those whose stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose stock is registered at Albany, at the ALBANY CITY BANK; those whose stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s 1d to the dollar.

The Transfer Books will be closed at the close of business on Thursday, the 31st day of July inst., and will be re-opened at New York, Albany and Boston on the morning of Saturday, the 23d day of August next.

8t30 JOHN V. L. PRUYN, Treasurer.

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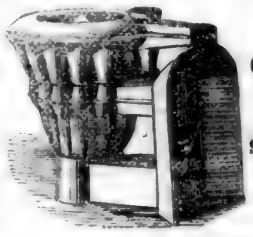
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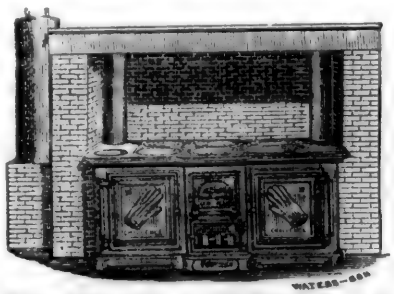
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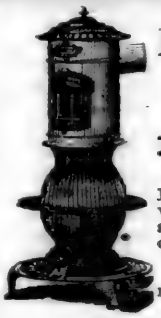
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Consultations may be had with the firm between 9 and 4 o'clock, daily, at their principal office, No. 37 Park Row, New York. We have also a branch office in the city of Washington, on the corner of F and 7th sts., opposite the United States Patent Office. This office is under the general superintendence of one of the firm, and is in daily communication with the principal office in New York, and personal attention will be given at the Patent Office to all such cases as may require it. Inventors and others who may visit Washington, having business in the Patent Offices, are cordially invited to call at their office.

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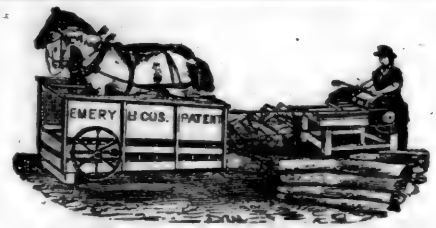
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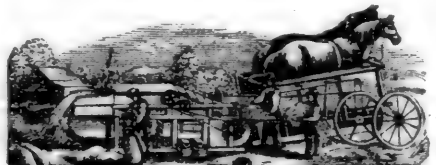
These Sawing Mills are made upon the most approved and convenient plans in use. Having a heavy plate fly-wheel fixed to the Mandrill with a Ratchet or catch pulley for the driving hand on the outside of the fly-wheel—the journal bearings are fitted with Babbet Metal—the wood carriage traverses on iron ways and gibbs—a 24 or 26 inch Saw is fitted, filed and set in working order and the plates warranted. When desired, a 14 inch saw is fitted, also a table for the purpose of slitting boards, etc., for fencing and carpenter work.

The whole together forming one of the most complete and desirable sets of machines for their purposes. They are already in very general use on nearly all the principal Railroads in this country.

PRICE,	ONE HORSE POWER	**$90.00**
"	TWO " "	**120.00**
"	SAW MILL, 24 in. Saw	**37.00**
	SETT BANDS and EXTRAS	**5.00**

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Of the most approved kinds, for one and two horses and with simply Separators, or with Complete Cleaners which fit the grain for market in one and the same operations, and of the most approved construction.

They are very extensively introduced into all the grain-growing sections of this country and the world. They are especially adapted to the force of the above Horse Powers and can be driven by Steam or Water power with equal advantage. They will be furnished on the most liberal terms and warranty.

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ROLLED AND HAMMERED AXLES.
WHEELS and AXLES,
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RICHARD NORRIS & SON,

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NEW YORK,

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THE GREAT FIRE IN TROY.

Unparalleled Triumph

OF

LILLIE'S SAFES!

The following certificates explain themselves:

TROY CITY BANK, May 21, 1862.

LEWIS LILLIE, Esq.—Dear Sir: I am sure it will give you as much pleasure to know as it does me to say, that in the recent fire of the 10th inst., which desolated our city and destroyed our Banking-house, the contents of our Bank vault, though the building itself was a heap of ruins, remained entirely unharmed. This result we attribute entirely to the fact that our old Wrought Iron Doors were, about two years since, exchanged for a set of your celebrated Chilled and Wrought Iron Doors and Frames. With the old doors, not a book or paper in the Vault could have been saved; as it is, nothing in it was even damaged, though exposed to the most intense heat.

Yours, respectfully, S. K. STOW, Cashier.

TROY, N. Y., May 14, 1862.

The undersigned, using **Lillie's Chilled and Wrought Iron Fire and Burglar Proof Safes,** at the time of the late disastrous fire in this city, would state that our safes were subjected to a severe test by fire, the heat varying in intensity, according to the locality and surroundings. The time they were exposed to the fiery ordeal, unprotected by water, varied from 24 to 72 hours. We would say that our money, papers, books, etc. were well preserved, and the Safes are suitable for further use. By comparison with Safes of other manufacture, equally exposed, we have no hesitancy in recommending Safes of Lillie's manufacture to the public on their demonstrated merit as entitled to unparalleled confidence as fire-proofs.

James Kenyon,
S. O. Gleason,
Percy & King,
McCoy & Beadle,
Coon & Van Valkenburgh,
S. S. McClure,
Ross & Smith,
Robert Green,
S. Bachelder,
Gates H. Barnard,
W. D. Haight,
Denio & Freiot,
Walsh, Petit & Anthony,
D. H. Snyder,
Jonathan Seaman.

Not dug out—nothing in them.

TROY, May 19, 1862.

The undersigned had one of **Lillie's Wrought and Chilled Iron Safes,** which went through the fire of the 10th of May. The Safe was exposed to a severe fire for over 24 hours. In falling it turned on its face, and when turned up to open the doors was red-hot. The back of the lower part of the Safe (behind the books) was filled with pennies, which, in falling over, pressed against the books, and brought them directly in contact with the doors. The wrappers on the pennies were mostly good. The books were unfit for further use, but the writing on them was partially legible and could be copied.

DUSENBURY & ANTHONY.

TROY, May 19, 1862.

This is to certify that we had in our store, in this city, when it burned, one of **Lillie's Small Safes,** which was in the fire, without water on the building or Safe. Most of the valuables were removed before the fire, and therefore we were not in haste to get the Safe out of the burning ruins. Some of the papers left in the Safe were legible when taken out, but most of them were charred.

I. M. SINGER & CO.,
Per G. W. BABCOCK, Agent.

This is to certify that the undersigned had one of LILLIE'S Patent Chilled Iron Safes in their store, which was burned during the late severe fire in this city, and we are happy to state, the Safe preserved all its contents in first-rate condition. All the papers were legible, and the books will do for further use, without even rebinding.

GRANT, NUTTING & CO.

The foregoing comprises all the Safes of my manufacture that were in the fire, and below will be found certificates from all the owners of Safes manufactured several years since, by World's Safe Company, who used my Patent Chilled Iron Shell, but not my Fire-Proof Cement.

LEWIS LILLIE.

WORLD'S SAFE COMPANY'S SAFES.

TROY, May 19, 1862.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire of the 10th inst., in this city, would state that our Safes were exposed to a severe heat, being confined in the burning ruins, unprotected by water, from one to three days. On opening the Safes the contents were mostly legible, and to a far greater extent than could be reasonably expected of any Safe. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectors against fire, and by this test we are prepared to recommend them as such to public patronage.

Lyman Bennett,
Flood & Dunham,
John Hutchinson,
Silliman, Matthews & Co.,
E. L. Mallory,
E. H. Virgil,
Sup't National Express Co.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire in this city, would state, that on opening our Safes the contents were mostly legible. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectives against fire, and we are happy to recommend them to public patronage.

W. & L. E. GURLEY,
R. L. & G. DRAKE,
LEONARD SMITH,
H. E. & W. ALENDORPH, Absent.

TROY, May 19, 1862.

To whom it may concern: We would certify that when the recent fire broke out in this city, we took out from our Safe (which was made by World's Safe Company) all our books, papers, etc., and then left it to the flames without shutting the door, and the Safe will do for further use by being repaired, although the book case was destroyed by the door being left open through the fire.

ACKLEY & CO.

TROY, May 19, 1862.

The undersigned, using Safes manufactured by the World's Safe Company, at the time of the late disastrous fire on the 10th instant, in this city, would state that our Safes were filled with fire-brick for the fire-proof, and while several of this class preserved their contents, ours were considerably charred, and only a part legible. In justice to Mr. LEWIS LILLIE, we are pleased to state that Safes of his manufacture proved to be powerful protectors against fire, and have preserved their contents, after having been exposed to the fiery ordeal, unprotected by water, from one to three days.

Stephen Holton,
Bennett, Strickland & Fellows,
Corloss & House,
Luther Greenman,
E. W. Johnson,
J. H. Goodsell.

TROY, N. Y., May 17, 1862.

LEWIS LILLIE—Dear Sir: We were using at the time of the late severe fire of 10th inst., a Safe purchased in 1852 of the late World's Safe Company. The contents were considerably charred, but our Ledger is mostly legible, and we are able to copy it.

The Safe was subjected to a severe heat for over eighteen hours, and we are satisfied that if water had been thrown on the ruins, as is ordinarily the case, the contents would have come out uninjured. You will please repair our Safe, placing in it the improvements embraced in Safes of your manufacture, and oblige

SHELDON & GREENE.

N.B.—The above Safe is believed to have damaged the contents more than any of those named in this circular.

There were only seven Sheet Iron Safes, made by Herring and others, outside of the railroad depot, that were exposed to the fire, four of which were entirely burnt out; the fifth was saved by being early cooled off by water; the remaining two were not severely tested.

LEWIS LILLIE.

H. R. HUBBELL, Agent,
No. 198 Broadway, New York.

T. G. SELLEW,

MANUFACTURER OF

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WAREROOM { No. 107 FULTON ST., Near Nassau, N. Y.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XVIII., No. 37.] SATURDAY, SEPTEMBER 13, 1862. [WHOLE No. 1,378, VOL. XXXV.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, September 13, 1862.

The Pacific Railroad Convention.

Elsewhere we publish a full account of the proceedings of the Pacific Railroad Convention at Chicago, on Tuesday, Wednesday and Thursday of last week. In this history-making age, the action taken on that occasion will enter largely into the history, not only of this country, but of the world. The construction of a railway across this continent will influence very considerably the commerce of the great nations of Europe and Asia, and will thus constitute an epoch like the founding of Alexandria and the discovery of the Cape of Good Hope. As respects our own country, it will bind the Atlantic Slope and the great Mississippi Valley to the Pacific States. These, by the time of its completion, will constitute the equal of a first class empire in area, population, resources and wealth. Let the imagination revel as it may, it will be admitted that the facts of progress on our Pacific coast, for the last fifteen years, exceed the wildest dreams of fiction. With mineral and agricultural wealth so vast and so various, there is no reason why the progress already achieved should not extend indefinitely, and that it should not embrace even the great American Deserts in its grasp. Plains that have hitherto been by general consent abandoned to desolation, may yet wave with fruitful harvests, and the most useful metals be extracted from almost every square mile of the Great Basin.

The names of the Commissioners are a sufficient guaranty of the character of this Convention. They represent all the knowledge that has been accumulated in the thirty years of our railroad history, and much of the capital invested in our thirty thousand miles of roads in operation. With these stand associated a number of leading bankers, and men who have made their marks high in the political history of their country. They were no body of stock operators; but one of earnest, practical men, who looked well into the nature of their undertaking, and proceeded to work like those who are resolved to accomplish it. With some differences of opinion as to details, there was no discordance; with frequent allusion to the political value of the work, there was not the slightest tinge of partyism. A sceptic as to the feasibility of the project might well be converted by reading the proceedings—so careful was the scrutiny of the bill as it passed Congress, so temperate the speeches and resolutions, and so unanimous the opinion in favor of the work.

A few years ago wood and water were believed to be the great *desiderata* lacking on every feasible route. Within eighteen months, however, two valuable beds of coal have been discovered, one on the eastern base of the Rocky Mountains, declared by Gov. Evans to be as good as the best in Illinois; the other in the Wahsatch mountains, near the dividing line between Colorado and Utah Territories. It is fair to assume that other deposits will in course of time come to light; but these alone, owing to their locations, would suffice for all purposes of operating the road. The want of water is now only a dream.

The President in his address adverted to certain defects existing in the charter. That respecting the condemnation of private lands belongs rather to the Territorial Legislatures than to Congress, and will doubtless be removed at an early day. We presume there will be no objections made in Congress to most of the other proposed amendments: as the right to declare dividends out of the net earnings, after satisfying the government claims; the limitation to some reasonable figures of the preferential rights of the nation in transporting troops, munitions, etc.; also authority to mortgage the lands donated. It will probably be different with respect to an extension of the period assigned to complete the road and connections—at least, for the present—as well as the twenty-five per cent. security remaining in the hands of the government as a guaranty of good faith on the part of the Company. But some arrangement may be made whereby this deposit can be in the meantime turned to good account.

So far every thing has worked more smoothly than might have been expected, in view of the great struggle now going on. Were everything ready for breaking ground, the want of *labor* would be very inconveniently felt at this moment. We have money in abundance, but not men. Many months, however, will be required to arrange the details as to receiving subscriptions, making the surveys, reports, etc. By the time these shall have been completed, it is probable we shall have half a million returned volunteers, many of them in want of employment. The condition of Europe is such that a large immigration may be looked for with the return of peace, whenever their services shall be required. No trouble, therefore, need be felt on this score. It will be well for the Executive Committee to proceed to work with all the expedition possible; as delay on their part may only have the effect of rendering Congress less disposed to make the amendments desired. Let every friend of the enterprise work as if success depended upon his individual efforts; and let the nation's history recount not merely successes on fields of strife, but also in the peaceful employment of binding together distant communities by that new bond of intercourse, the PACIFIC RAILROAD.

St. Lawrence and Ottawa Railway.

We learn from the prospectus of the St. Lawrence and Ottawa Land and Railway Company, just issued, that it is now proposed, under an agreement entered into with the Brockville and Ottawa Company, to raise a capital of 300,000*l.* for the completion of the line from its present terminus at Almonte to Pembroke, a distance of 66 miles, upon three classes—A, B, and C,—all the holders of which will participate *pro rata* in the land grant. The A class, composing the capital of 300,000*l.*, will entitle the holders to a preferential dividend of 7 per cent., in addition to a free land certificate representing an interest in a proportion of the Free Progressive Grant of 65 acres of land for every six shares. The class B shares into which the debentures in the Brockville and Ottawa Company are to be converted, will represent a por-

tion of the capital not exceeding 140,000*l.*, and entitle their holders, after the payment of the preferential dividend, to a participation in the net profits until these amount to or exceed 6 per cent. The class C, into which the existing shares in the Brockville and Ottawa Company (not more than 60,000*l.* in nominal money value) are to be converted, will have the residue of the profits divided amongst them; and the division will continue until the profits amount to 6 per cent. After providing for the above three charges the surplus profits will be equally divided amongst the A, B, and C shareholders, together with the profits of the periodical sales of the land. A sum not exceeding 60,000*l.* is to be paid to the Brockville and Ottawa Company, in full discharge of its liabilities, and the railway, plant, and land will be conveyed to the present company free from all liabilities, except those represented by the B and C shares and an annual interest of 4,500*l.* payable to the municipalities. The railway, commencing at Brockville on the St. Lawrence and passing through or near the village and port of Arnprior, Castleford, Renfrew, and other valuable settlements, will terminate at Pembroke, the well-known emporium of the lumber trade. The main line, 119 miles in length, is united by a branch 11 miles long with Perth, the capital town of the united counties of Lanark and Renfrew. Connecting the river Ottawa with the St. Lawrence, it forms an important medium of railway communication between the north-west and the southern and eastern districts; and by its junction with the Grand Trunk Railway at Brockville, a direct route is obtained from either extremity of the province and to all parts of the United States.—*Canadian News Aug. 7.*

Hancock County Railroad Bonds--Ohio.

COUNTY BONDS ISSUED TO PAY FOR THE STOCK OF THE DAYTON AND MICHIGAN RAILROAD COMPANY, WHEN NEGOTIATED AND IN THE HANDS OF A BONA FIDE HOLDER, THEIR REGULARITY CANNOT BE DISPUTED.

An act of the General Assembly of the State of Ohio authorized the commissioners of certain counties through which the Dayton and Michigan Railroad Company might be located, to subscribe to the capital stock of that company and issue negotiable bonds in payment of such subscription. A subscription was accordingly made by the commissioners of the county of Hancock, who issued certain bonds in payment of the subscription and delivered them to the agent of the company, by whom they were negotiated. Four of these bonds, of $1,000 each, came into the hands of one Daniel H. Treadwell, who now sought a writ of mandamus to compel the county to pay the bonds. Among other defences, the county urged, that there had been a fraudulent combination between the Railroad Company and the County Commissioners to make a formal, but not a real location of their road, and a subscription, ostensibly for the benefit of that railroad company, but really for the benefit of another railroad company; to aid which, by a subscription to its capital stock, or by a loan of credit, there was no legal authority. The county therefore claimed that the subscription and the bonds issued in payment were void.

One of the provisions of the act was that all bonds "issued and negotiated" by the commissioners, "and regular on the face thereof," shall "in the hands of any *bona fide* holders thereof, be deemed and taken in all courts and elsewhere, as conclusive evidence of the regularity of everything required by this act, preliminary to the issue and negotiation" of the bonds.

The case was decided by a General Term of the Supreme Court of the State of Ohio, which held that the bonds in question, being regular on their face and having been issued and delivered to the railroad company, ostensibly in payment of a subscription of stock and for the purpose of being put into circulation, and passed into the hands of a *bona fide* holder, they must as to such holder be regarded as issued and negotiated within the meaning of the act; and that the payment thereof could not be disputed on the grounds set forth. The following opinion was rendered at the decision of the case.

GHOLSON, J.—Upon the issues of fact joined between the parties in this case, we should certainly feel bound to decide, that the bonds held by the relator are invalid, but for the considerations, that he is a *bona fide* holder of those bonds, that they are regular on their face, and that the statute has provided, that such bonds, issued and negotiated by the commissioners, shall be deemed conclusive evidence of the regularity of everything required by this act to be done preliminary to the issuing and negotiation." We have no difficulty in finding that the relator is a *bona fide* holder, and that the bonds are regular on the face thereof. We also think that the bonds were issued and negotiated within the meaning of the statute. They were executed by the commissioners, and delivered to the agents of the Dayton and Michigan Railroad Company, to be put into circulation, and must, as to a future *bona fide* holder, be regarded as "issued and negotiated." This issue of the bonds and delivery to the agents of the company is shown by the record of the proceedings of the commissioners. In form, also, as shown by the proceedings of the directors of the railroad company and of the commissioners, there was a vote of the electors of the county and a location through the county of the railroad. This location was soon abandoned, and, we think, the evidence shows, was not made in good faith, and that the real object was to aid another railroad company. Such a purpose was in fraud of the law and illegal, but it does not appear on the face of the transaction, and there is no evidence that the relator had any notice of the fraud and illegality.

The question then as properly stated by the counsel for the defendants, is, whether they are estopped by the statute from showing, as against the relator, such fraud and illegality, to invalidate the bonds? It is argued with ingenuity and force, that the statute does not extend to the want of power, but only to irregularity in the precedent steps, that the steps requisite to confer the power to issue the bonds, must be substantially taken, and only irregularities in taking them are to be overlooked in favor of a *bona fide* holder. The distinction between a want of power, and irregularity in the exercise of power, was recognized in the decision on the demurrer in this case (11 Ohio, S. R. 192). When a particular matter is to be regarded a condition precedent to the exercise of a statutory power conferred on such a body as the county commissioners, will depend on the construction of the statute. That which might otherwise be regarded a conditon, may, in view of the evident object and intent, and to give proper effect to the language employed, be placed on the footing of an irregularity, or what would amount to the same thing, it may be apparent, that those who have to act, are authorized to decide by their action that they have the authority to act.

In taking the steps required by the acts of the General Assembly to precede the issue and negotiation of the bonds, such as the votes of the electors on the question of subscription to the stock of the railroad company, and the location of the railroad in or through the county, it might become a question of some nicety, to draw the line between what would be substantial and what irregular. We cannot think, that such a distinction was in view of the Legislature. The object was clear; it was to facilitate the negotiation of the bonds and add to their market value. It was doubtless expected, that they would be used in places, where an inquiry into the mode in which the steps required had been taken, would be inconvenient, and the object was to render any such inquiry unnecessary. If the protection to a *bona fide* holder were extended only to what might be regarded as irregularities, in view of that distinction, it is doubtful whether any effect would be given to the enactment of the legislature—whether it would not amount to a mere superfluous declaration of what would be the rule of law on the subject. For it would be difficult to maintain, if the special provision as the effect of bonds regular on their face were stricken from the act, that a *bona fide* holder of the bonds would be affected by mere irregularities in the taking of the precedent steps, or in the exercise of power by the commissioners. The extreme case of an issue of bonds without an attempt to take the precedent steps was not contemplated, and we have not to deal with such a case. The steps required were ostensibly and professedly taken; the bonds were issued and negotiated by the commissioners; are regular on their face; and the relator is a *bona fide* holder; and in our opinion, a fair construction of the statute requires us to hold, that he was not bound to inquire whether there was any defect in the precedent steps, and that his title to the bonds cannot be invalidated by showing a defect, whether proceeding from intention or neglect.

The acts of the General Assembly under consideration were enacted before the adoption of the present constitution, and, as has been frequently held, are not inconsistent with it; and we cannot appreciate the argument, that the provision in that constitution against the loan of a credit of a county, gives to the illegal acts of the commissioners, and the railroad company an effect, as against a *bona fide* holder of the bonds which they would not otherwise have. A misappropriation of the proceeds of the bonds, by a secret arrangement between the commissioners and the Dayton and Michigan Railroad Company would be none the less illegal and a fraud on the law under which they were acting, because it contravened the spirit of a provision of the present constitution; but we cannot understand how it would be any more so, or that the degree of illegality could make any difference. After all, it can only amount to this, that the precedent steps required were taken, the bonds regular in form, were issued and placed in the hands of the railroad company to be put into circulation, all in seeming compliance with the acts of the General Assembly, but there was a secret understanding between the commissioners and the railroad company, that the bonds and their proceeds should be diverted from the purpose for which they were authorized to be

issued and applied to another. If the secret understanding to misappropriate cannot properly affect the rights of a *bona fide* holder, and we think that neither, on principle nor in justice, nor on a fair construction of the statute, ought to be affected thereby; then, surely, the object of the misappropriation, whether for individual benefit, for another work of internal improvement, or for an unauthorized purpose can make no difference.

It is to be regretted that those acting under such authority, as that vested in the present instance, do not keep themselves within its limits, and exceed them either from design or from a want of a proper apprehension of the law. But we are satisfied that it was the intention of the Legislature, by a particular and special provision of the statute, to protect a *bona fide* holder of the bonds, issued under the authority of the county, from the ordinary consequences of such illegal acts, and the issues will therefore be found for the State, and a peremptory mandamus will be awarded.

Ohio and Mississippi Railroad.

The gross earnings of this road for the fiscal year ending April 30, 1862, were....$829,932 38
And the expenses were.... .... 710,900 11

Net earnings.... ....$119,032 27

The passenger business shows a falling off of $157,497 03, and the freight business an increase of $89,412 36, as compared with the previous year.

The following statement will show the earnings of the road monthly for the past and preceding year:

	1861-'62.	1860-'61.	Decrease.
May	$56,951 25	$73,464 91	$16,513 66
June	47,245 46	77,590 83	20,345 37
July	46,427 81	73,267 54	26,839 73
August	65,396 85	96,707 58	28,310 73
September	81,409 05	97,456 09	16,047 04
October	70,313 18	98,943 63	28,630 45
November	66,859 59	76,495 59	9,636 00
December	75,450 35	55,945 85	*19,504 50
January	68,101 39	57,831 62	*10,269 77
February	65,280 38	60,794 45	*4,485 93
March	84,119 84	78,503 75	*5,616 09
April	102,377 23	64,815 89	*37,561 34
Total	$829,932, 38	$898,817 73	$146,322 98
Less increase			*77,437 63
Decrease for the year			$68,885 35

* Increase.

The earnings in April, 1862, include military tickets due from Government, amounting to $18,136 15, for transportation of troops from August, 1861, to March, 1862, inclusive which could not be included in the monthly earnings until paid by government, which was done in April.

During the year $30,033 65 were expended for construction—the principal portion of which was for 25 new platform cars, and for ballasting roadbed.

There were also expended in the re-construction of bridges, $49,137 99.

The number of passengers carried eastward was 86,429; westward, 97,289—total, 183,718. Number carried one mile, 11,862,496. Tons of freight carried eastward, 80,665; westward, 45,817—total, 126,482. Number of tons carried one mile, 18,407,541.

The earnings from freight for the year were $135,768 21. Rate per ton per mile, 2.2 cents.

The liabilities and assets of the Company on the 30th of April were:

LIABILITIES.

Capital stock		$7,246,950 00
Less pledge to the City of Cincinnati to secure loan of $600,000		1,000,000 00
		$6,246,950 00
First mortgage bonds, redeemable July 1, 1872		2,050,000 00
Second mortgage bonds, redeemable October 1, 1880		258,000 00
Construction b'ds, redeemable M'ch 1, 1876		4,242,000 00
Income bonds, redeemable May 1st, 1881		3,320,000 00
Loan of the City of Cincinnati		600,000 00
Notes issued in settlement of acc'nts with W. H. Aspinwall and associates	$360,000	
Interest on same from May 1, 1858, to May 1, 1862, at 6 per cent. per annum.	79,200	
		439,200 00
Notes outstanding, due sundry persons		59,588 46
Charges due to other roads		27,375 76
Pay rolls and bills unsettled prior to May 1, 1862		62,051 52
Rent of rolling power		211,332 65
Total		$17,516,498 39
Old floating debt and interest	$145,202	
Unpaid of accrued interest coupons	2,887,720	
		3,032,932 00
Grand total		$20,549,120 39

ASSETS.

Cost of road, or construction		$16,230,285 35
Real estate and deposits		618,786 00
Equipment and rolling power		745,475 00
Telegraph line, Cincinnati to Vincennes		14,542 59
Capitalization		2,663 71
Charges due from other roads		42,422 68
Open accounts unsettled		14,103 99
Due from uncollected revenue		83,376 84
Bills receivable		2,166 22
Fuel, railroad iron, etc.		14,749 88
Materials at the shops		30,295 99
Cash on hand, viz:		
Charles S. Cone, Treas'r.	$46,228 68	
Josep W. Alsop, Rec'ver	11,143 52	
		57,372 20
Total		$17,856,240 45

The Relative Strength of the North and South, and the Necessary Result of the Contest.

In discussing the question of the great rebellion, which has such an intimate connection with all financial topics, we have assumed that success, in the end, must incline on the side of the party possessing the greatest resources in men and money—the combatants being of the same race. The assumption is still correct, though the supremacy of the North has not been so rapidly restored, as we were led to believe. This has not been because the North has not put forth its superior power, but because this power has been misdirected and frittered away by those whose duty it was to wield it with resistless force.

The most striking thing, in fact, in the whole contest is the contrast between the financial strength, patriotism and martial spirit of the people, and the incompetency, imbecility and lack of purpose of the government. This difference is natural, and perhaps inevitable in all free governments. Our own has fostered freedom of individual action in the highest degree. The unrepressed energy of our people has not only wrought out material results that no others can show, but has imparted a confidence in their invincibility, and ability to overcome all obstacles that can be opposed to them. No work too arduous can be proposed, and no question in politics which they do not feel it their destiny to solve. In the North the most perfect unity of purpose and sympathy exists, so that the whole strength of the people can be almost instantly utilized and directed to a common end. The Northern States are divided, probably, into 20,000 distinct municipal or political organizations. A call for 300,000 men, which is only 15 from each, is filled for the whole in very nearly the same time that it could be for one; and although time is required in collecting and massing the volunteers, hardly a day is required to procure their enlistment. The spirit of the people is raised to a pitch, that every able-bodied man in the country can be had, if need be, to put down the rebellion. In the small subdivision of towns and villages public opinion naturally points out the persons best fitted, under all circumstances, to go. These readily respond to the call. Those that remain equalize the burden by contributing most liberally to the volunteers, and in making provisions for their families. In this way the whole resources and power of the nation are brought directly to bear, and with an efficiency and completeness which no nation, however despotic its government, can show. A few weeks only are required to raise, arm and equip 300,000 men, of the best pos-ible material for soldiers—intelligent; thoroughly trained in to labor, and most of them in the field; healthy and strong; with a full appreciation of the nature of the contest in which they are engaged, and eager to be led to battle.

Very nearly a million of men have been raised and 300,000 more have been called for, and who will soon be under arms. Yet little progress has been made in accomplishing the object for which they have been called out. The government has everything it asks—men, money, munitions of war, zeal on the part of the soldiers, and subordinate officers, and entire devotion to the cause. Yet it accomplishes nothing in proportion to its means. A palsy rests upon everything about Washington. The strength and power of a great nation is wasted by its rulers, who are fickle, irresolute and purposeless, without adequate capacity for the present, or policy for the future. The people pour into the mælstrom at Washington countless hords of men, with countless millions of money, with everything that can give efficiency to armies, all of which almost instantly disappear from use and sight, while the call is incessant for more. Each call is more than answered, but with the same result. In fact nothing can exceed the capacity and zeal of the people, but the incapacity and indifference of the government.

But all this striking and startling picture is not an unnatural one—on the contrary, it is the necessary result of previous conditions. It could not be otherwise. Neither does it, in the end, controvert the premise that success must finally incline to the strongest party. We must wait and suffer till the state of things that have produced our disasters has cured them. Our people are the richest, strongest, most powerful and intelligent of any, because they have been the freest. Freedom has trained labor to be more productive here than in any other country; has given a greater emphasis to the character of our people; has brought them in closer sympathy and fused them more perfectly into one common mass. In all this the Federal Government has had but little

share or function. Whatever has been valuable in legislation, affecting immediately the interests of the people, has come from State, rather than the General Government. The people have had no relations to the latter. They look to State Legislatures for the privilege of constructing public works, for the support of educational and religious institutions, and in fact for every help and appliance that legislation can extend in aid of individual effort. The Federal Government having but few useful functions, those who wielded it gradually became more and more estranged from all obligations to consider and protect the public welfare. Its offices and emoluments were regarded simply as the rewards for its partisans, and power was sought, not for any ennobling object, but simply for the money and influence it would bring. For a generation we can hardly point out a single great purpose that has engaged its attention, or that has calculated to leaven the corruption and selfishness almost always incident to an official position. As far as the interests of the people are concerned, our National Government has been one without functions or duties. It is not strange, consequently, that when an extraordinary emergency arose, it found itself utterly incapable of meeting it. It will not be met till the emergency has educated the Government to its new functions which may be entirely opposed to those which have existed by prescriptive right, or which are sanctioned by tradition. It is so with all governments. The experience of that of Great Britain is full of instruction for our own. In all the great crises through which that country passed, it floundered for years in the trough of incompetency and indifference. The crisis found the possessors of office and power, either careless of the public welfare, blind to the course of events, or intent only upon the gratification of their own selfish objects. In their creed, the government existed for their good alone. But defeat and disaster in good time infused into the rulers energy and a proper appreciation of their duties, till under the new regime their efforts were crowned with entire success. So will it be with ourselves. It is hard to suffer and wait, but there is no other solution when governments are caught in an extraordinary crisis. They never appreciate it or understand it in the outset, but go groping on in the old way, seeking quiet as the thing more than all others to be desired, shoving off responsibilities and looking upon loss of place as the greatest evil that can befall. We must not expect exemption from the universal lot. On the contrary, our case has been aggravated by the very freedom of our institutions. In other countries, governments being in direct antagonism to the people, are always on the alert, organized, prompt to strike, and rapid in execution.

In this country the government is the people. There is no marked line between the two. The former will not accept the fact that such antagonism can exist. To assume such antagonism is loss of place, and what is most dear in life. It is such a sentiment that has stayed the arms of our government, and still withholds all efficient blows. The President will not forget the paternal relation he sustains. In contrast to all this, the institution of slavery has given the people of the South the habit of command. Every planter's will is the law on his domain, and summary punishment is dealt to every offense. Hence the energy on one side, and the incertitude and lethargy on the other. But this lethargy is already giving way to activity—the indifference that has prevailed to a definite policy. The evils which have entailed upon us our defeats are correcting themselves, and it will not be long before the results will be in ratio to the relative resources of the two sections; and as these are overwhelmingly in favor of the North, the reassertion of its power and authority is as inevitable and unerring as any natural law. When both parties move with equal energy the contest is virtually ended.—*Hallett's Financial Circular.*

Railroad Earnings--Monthly.

The business of the Illinois Central Railroad for August, 1862, was:

Land Department.

Acres Construction Lands sold	2,397.15	for	$29,811 71
Acres Interest Fund L'ds sold	475.05	"	3,990 50
Acres Free Lands sold	1,400.00	"	14,778 40
Total sales during the month	4,272.20	for	$48,580 61
To which add Town Lot sales			680 70
Total of all			$49,211 30
Acres land sold since Jan'y 1, 1862	56,242.60	for	$649,815 55
Acres sold prev'sly (net sales)	1,260,273.46	for	16,147,983 91
Total	1,316,515.46	for	16,797,799 46
Construction bonds canceled previous to July 31			$2,154,500 00
Cash collected in August			75,738 84
Net collections to July 31, 1862			4,278,790 48

Traffic Department.

Receipts from passengers	$121,185 65
" freight	199,261 05
" mails	6,358 34
" rent of road	5,333 33
" other sources	2,808 23
Total receipts for August, 1862	$334,946 60
Do. do. 1861	268,982 60
Increase	$65,964 00

The earnings of the Michigan Central Railroad for August, 1862, were $216,624 04
Do., 1861 144,981 42
Increase $71,642 62

The earnings of the Galena and Chicago Railroad Company in August, 1862, were 121,198 82
Do., 1861 150,358 63
Decrease $29,159 81
Corrected earnings for previous month, $190,456 29

The earnings of the St. Louis, Alton and Chicago Railroad in August, and since Jan. 1, have been as follows:

	1862.	1861.
Earnings in August	$102,763 01	$103,189 46
Total since January 1	$623,631 05	$618,374 42
Military earnings	91,311 78	31,879 01
Totals	$714,942 83	$650,253 43

The Michigan Southern and Northern Indiana Railroad earned in August, 1862 $226,819 17
Do., 1861 178,772 91
Increase $48,046 26

The Cleveland and Toledo Railroad earned in August, 1862 $79,655 00
Do., 1861 60,928 00
Increase $18,727 00

The Chicago and Rock Island Railroad earned in August, 1862 $109,216 00
Do., 1861 119,395 00
Decrease $10,179 00

The receipts of the New York and Harlem Railroad for August, 1862, were $103,222 66
Do., 1861 91,958 31
Increase $11,264 35

The earnings of the Hudson River Railroad for August, 1862, were $193,442 33
Do., 1861 135,298 67
Increase $58,143 66

The earnings of the Toledo and Wabash Railroad for August, 1862, were:

Passengers	$25,088 23
Freight	143,130 49
Total	$168,218 72
Do., 1861	137,222 54
Increase	$30,996 18

The earnings of the Rome, Watertown and Ogdensburg R. R. in August, 1862, were. $38,573 00
August, 1861 27,750 00
Increase $10,823 00

The earnings of the Chicago and Northwestern Railroad for August, 1862, were $62,262 72
Do., 1861 60,526 93
Increase $7,735 79

Railroad Earnings--Weekly.

The traffic of the Great Western Railway of Canada for the week ending August 29, 1862, was as follows:

Passengers	$18,661 82
Freight and live stock	23,269 77
Mails and sundries	1,289 39
	$43,220 98
Corresponding week of last year	39,365 91
Increase	$3,855 07

Pittsburg, Fort Wayne and Chicago R. R.

The earnings of this road for the six months ending June 30, 1862, were:

From freight		$1,154,023 37
" express		15,500 00
" passengers		420,479 80
" mails		46,950 00
" rents		1,259 44
" rent of railway		42,499 98
" miscellaneous		3,638 09
viz: in—		
January	$293,420 30	
February	274,257 76	
March	295,778 02	
April	282,676 26	
May	277,008 60	
June	261,209 74	
		$1,684,350 68

And the expenses were:

Conducting transportation	$237,583 07	
Motive power	314,299 78	
Maintenance of way	226,037 58	
" cars	87,167 96	
General expenses	29,456 48	
		894,544 87
Net earnings for six months		$789,805 81
Six months' interest on funded debt		451,439 00
Net surplus		$338,366 81

The expenditures on account of construction and equipment for the six months ending June 30, 1862, were: on the Eastern Division, $285,386 03; and on the Western Division, $426,823 01—total, $711,709 04.

INCOME ACCOUNT, JUNE 30, 1862.

	Cr.
Balance to credit January 1, 1862	$239,919 17
Discount on $10,000 bridge bonds, redeemed by trustees	1,200 00
Earnings as above for six months	1,684,350 68
	$1,925,469 85

	Dr.
Two months' interest, due January 1, 1862, on $100,000 Construction bonds, given for depot property in Pittsburg	$1,166 66
Six months' interest, due May 1, on bridge bonds O. & P. R. R. Co.	6,790 00
Six months' interest due May 1, on Chicago Depot bonds	10,509 39
Expenses of trusteeship and re-organization	92,290 12
Equalization of interest on the several classes of 1st and 2nd mort. bonds	107,644 18
Balance of general interest account	4,340 16
Discount on currency	467 11
Taxes of 1861	11,748 88
Overcharges on freight business refunded	5,669 98
Expenditures on account of construction and equipment for six months	711,709 04
Expenditures on account of operation and maintenance of the line for six months	894,544 87
Balance to credit June 30, 1862	78,589 46
	$1,925,469 85

GENERAL STATEMENT.

Cost of purchase of railway, as ascertained to date		$18,663,595 16
Less amount of stock of P., Ft. W. & C. R. R. Co. not yet surrendered for conversion into this Company's shares	$2,520,469 50	
Amount of supplies in shop and on the line of railroad at the time of purchase by trustees	312,375 74	
		2,832,845 21
Present cost of railway, equipment, structures, etc.		$15,830,749 92
Cost of materials in shops		111,690 10
Cost of oil and waste on hand		6,809 44
Cost of fuel on hand		92,300 61
Cost of railway and bridge materials on hand		163,017 56
Acc'nts due from other companies.		66,607 53
Cash remitted by agents, and conductors, *in transitu*	$50,294 25	
U. S. Post office	23,474 98	
Station agents	62,373 04	
U. S. War department	64,245 57	
J. F. D. Lanier, trustee	157,359 90	
Wm. B. Ogden, receiver	23,218 00	
Other assets	3,935 42	
		384,901 16
Cash in hands of treasurer		257,217 26
" " N. Y. Agency		122,000 00
" " paymaster		3,842 93
		$17,039,136 51
Capital stock		$3,733,125 66
First mortgage bonds		5,250,000 00
Second " "		5,160,000 00
Third " "		2,000,000 00
Bridge bonds, O. & P. R. R.		188,000 00
Chicago depot bonds		337,173 00
Amounts due to other companies		59,662 27
Miscellaneous liabilities		19,377 15
Due for current expenditures in June and prior		213,208 97
Balance to credit of income account		78,859 46
		$17,039,136 51

All the above bonds bear interest at the rate of 7 per cent. per annum, with the exception of the Chicago Depot bonds, of which $39,420 are at 8, and the remainder at 6 per cent. interest.

The Erie Railway Company.

AN ACT concerning the Erie Railway Company. Passed March 28, 1862—three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The Erie Railway Company, having been duly organized pursuant to the provisions of the act entitled "An act relative to the foreclosure and sale of the New York and Erie Railroad," passed April fourth, eighteen hundred and sixty, and of the act in addition thereto, passed April second, eighteen hundred and sixty-one, and Dudley S. Gregory and J. C. Bancroft Davis, the trustees named in the contract or amicable agreement referred to in said acts, having duly conveyed to the said company all the estate, property, franchises, rights and other things which were purchased by them, pursuant to the provisions of said first named act, and were conveyed to them pursuant to the conditions of sale, and of the several acts and proceedings relative thereto, so as to vest the same in the said Erie railway company, their successors and assigns, and some of the unsecured bonds of the New York and Erie railroad company being still outstanding, it is hereby enacted that any holder of an unsecured bond or bonds of the said New York and Erie railroad company, or of coupons on such bonds which matured before January first, eighteen hundred and sixty-two, or of a judgment debt recovered against said company before the said sale, who shall, before the first day of July next, surrender his said bond or bonds or coupons to the Erie railway company, or discharge said debt, shall be entitled to receive preferred stock therefor in the Erie railway company, upon payment of an assessment of two and one-half per centum on the par value thereof, with interest from the first day of September last, the same as if the surrender had been made pursuant to the provisions of said amicable agreement. And any holder of the stock of the New York and Erie railroad company who shall surrender the certificate of his said stock to the Erie railway company before the said first day of July, and pay a like assessment thereon, shall be entitled to receive the common stock of said Erie railway company, the same as if the surrender had been made pursuant to the provisions of said amicable agreement.

§ 2. The said Erie railway company shall, after the first day of July next, file in the office of the Secretary of State a statement of the whole amount of the stock of said Erie railway company, both common and preferred, outstanding and issued on that day; and certified copies of said statements, and of the articles of association of said Erie railway company, shall be prima facie evidence of the organization of said corporation, and of the facts contained in said articles, and in said statements, in all proceedings to which the said Erie railway company is or may be a party.

§ 3. The aforesaid purchase of the New York and Erie railroad, and other property sold at the sale, having been made by said Dudley S. Gregory and John C. Bancroft Davis, subject to the rights and interests of the several classes of mortgage bondholders of the New York and Erie railroad company, and of the trustees under the said several mortgages, as the same existed at the time of the sale, in and to the personal property and chattels covered and intended to be covered by said mortgages, the said rights and interests shall continue and be preserved as against all persons and corporations; and it shall not be necessary hereafter to file the said mortgages, or any of them, as chattel mortgages, in order to preserve the liens created by them as they existed at the time of said sale.

§ 4. The Buffalo branch of the Erie railway company, a corporation organized under the provisions of the laws of this State, is authorized to consolidate with the Erie railway company into a single corporation, under the said corporate name of the Erie railway company, provided that the capital stock of the said Erie railway company shall not be increased by such consolidation.

§ 5. Such consolidation may be made by an agreement under the respective corporate seals of the two corporations; and upon filing a duplicate or counterpart thereof in the office of the Secretary of State, the said corporation, known as the Buffalo branch of the Erie railway company, shall be merged in the said Erie railway company, and all and singular the rights, franchises and interests of the said Buffalo branch of the Erie railway company, in and to every species of property, real, personal and mixed, and things in action thereunto belonging, shall be deemed to be transferred to and vested in said Erie railway company without any other deed or transfer; and the said Erie railway company shall hold and enjoy the same, together with the rights of way and all other rights of property, franchises and interests, as fully as if the same had been lawfully acquired or constructed by the said Erie railway company; provided, however, that the said Erie railway company shall, when such consolidation takes place, assume all the obligations and liabilities of the said Buffalo branch of the Erie railway company, whether on contract or for misconduct or neglect, and whether to this State or to individuals, and shall be liable to have an action brought against it to enforce the same, and may be made a party to any suit now pending to enforce any such obligation or liability.

§ 6. The Erie railway company shall hereafter, in addition to the returns which it is now required by law to make, return to the Secretary of State, with the other funded debt of the company, the amount of the sums on the thirtieth day of September in each year, required to be paid annually for the leases of the Long Dock property, of the Union railroad, of the Paterson and Ramapo railroad, and the Paterson and Hudson River railroad operated by the Erie railway company, in New Jersey, and of such other railroads as are now or hereafter may be operated by said Erie railway company under a lease, whether in this State or elsewhere; and on failure to make any such return for twelve months, after being required to do so by the Secretary of State, the right to continue such leases or any of them may be determined on information filed in the Supreme Court by the Attorney General. But no willful failure to make such return shall operate to relieve such Erie railway company from its obligations to pay any moneys stipulated in and by such lease to be paid it. And if any corporation duly organized, or to be organized, in the State of New Jersey or Pennsylvania shall undertake to construct a coal road and to connect the same with the road of the Erie railway company, between Oxford Station in Orange county and Deposit in the county of Delaware, for the transportation of coal, said Erie railway company is hereby authorized to lease the said coal road and to contract for the leasing and operation of the same, and for the transportation of coal over said road and upon any road that may be owned or operated by said Erie railway company. Provided, however, that this section shall not be deemed to authorize the leasing of but one such road.

§ 7. Chapter one hundred and sixty of the laws of eighteen hundred and sixty, and chapter one hundred and nineteen of the laws of eighteen hundred and sixty one, relating to the re-organization of the New York and Erie railroad company, and conferring on the Erie railway company the franchises, rights and authorities theretofore belonging to the New York and Erie railroad company, are hereby declared to confer upon the Erie railway company, in regard to any railroad, it may now operate including the continuation of their line from Attica to Buffalo and from Corning to Buffalo, all the authority conferred on certain railroad companies by chapter three hundred and two of the act of eighteen hundred and fifty-five.

§ 8. This act shall take effect immediately.

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds / Coupon Bonds... Under Act 15th April, 1842	$2,833,364	6	1862	102
		6	1862	102
Registered Bonds / Coupon Bonds... Under Act 28th June, 1847	9,415,250	6	1867	99⅜
		6	1867	100
Registered Bonds / Coupon Bonds... Under Act 31st December, 1848	8,908,842	6	1868	96½
		6	1868	97½
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	94
Registered Bonds / Coupon Bonds... Under Act 14th June, 1858	20,000,000	5	1874	88½
		5	1874	88½
Registered Bonds / Coupon Bonds... Under Act 22d June, 1860	7,022,000	5	1871	90½
		5	1871	91
Coupon Bonds (Oregon War Debt), Under Act June, 1861	307,900	6	1881	97½
Registered Bonds / Coupon Bonds... Under Acts 8th Feb. and 17th July, 1861	50,000,000	6	1881	99½
		6	1881	100
Treasury Bonds (coupon) / Treasury Bonds (coupon) Under Acts 17 J'y & 5 Aug '61	55,000,000	7.3	1864	104
	53,600,000	7.3	1864	104
Registered Bonds / Coupon Bonds... Under Act 25th February, 1862; redeemable at pleasure after 5 years...	20,000,000	6	1882	----
		6	1882	----
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	7,757,600	6	2 y'rs	108½
Under Acts 2 Mar. '61, & 17 Mar. '62 / Under A's 17 Ju. & 5 Au.'61 & 17 Ma.'62 convert. into 20 y'r b'ds due '81	10,000,000	---	Dem.	----
	50,000,000	---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	----------	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	50,000,000	5	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	100,000,000	6	1 year	99
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	100
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	102
Georgia—Coupon Bonds	525,000	7	'62–'74	----
" — "	2,073,750	6	'63–'80	78
Illinois—Liquidation Bonds of 1849	250,890	6	1865	98
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	98½
" —Interest Bonds: new Int. Improvement Stock	1,382,986	6	1877	97½
" —Interest Stock of 1857	786,223	6	------	98
" —New Refunded Stock of 1859	1,792,000	6	'60–'77	97
" —University Fund Interest Bonds of 1861	650,000	6	1879	101
" —War Fund Bonds of 1861	1,020,400	6	1879	96½
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	99
" — " " " not registered	1,523,655	6	1860	94
Indiana—Inscribed Certificates (State)	5,322,000	5	18..	80
" — " " "	2,054,298	2½	18..	58½
" —Canal Preferred Certificates	4,079,500	5	18..	----
" — " " (special) Certificates	1,216,737	5	18..	----
" —Deferred Certificates (State)	1,242,500	5	18..	----
" —Deferred (special) Certificates (State)	419,076	5	18..	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	96
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68–'72	95
" — " " (banks)	600,000	5	18..	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	66
" — " " (bank)	5,293,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	699,000	6	Var.	----
" —War Loan of 1861	----------	---	------	----
Maryland—Inscribed Certificates	5,964,251	6	Var.	103½
" — " " (sterling)	8,857,222	5	Var.	---
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	103½
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,000	5	'61–'72	----
" — " " of 1861 "	247,000	6	'68–'72	----
" —Union Fund Loan of 1861	2,217,900	5	'71–'76	----
" —Inscribed Certificates (loans to R. R. Co's)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,006,177	6	1863	95
" — " "	216,000	6	1878	95
" —War Loan: Coupon Bonds 1861	449,100	7	1881	100½
Minnesota—Coupon Bonds (State)	350,000	8	1867	98
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	----------	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41–'71	----
Missouri—Coupon Bonds	439,000	6	'63–'83	----
" — " "	100,000	6	1862	----
" — " (loans to Railroads)	23,101,000	6	'72–'86	46½
" —War Loan 1861	----------	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,830	6	'65–'71	103
New York—Certificates	----------	6	'61–'62	----
" — "	----------	6	'64–'85	103
" — " State Loan $6,756,654	----------	6	65–'66	103
" — " Railroad Loan 339,000	----------	6	'72–'75	115
" — " Canal Debt—(old) 9,739,025	----------	6	1874	115
" — " " —(new) 13,200,000	----------	5½	1885	----
" — " " —(misc.) 642,585	----------	5	'66–'74	102½
" — " " —(floating) 2,500,000	----------	5	1863	102½
" — "	----------	4½	1864	----
" — "	----------	7	1864	105
" —War Loan of 1861	----------	7	1870	116½
North Carolina—Coupon Bonds	9,139,555	6	18..	65
Ohio—Inscribed Certificates	6,413,325	6	1860	102
" — " "	1,025,000	5	1865	100
" — " "	2,183,531	6	1870	105
" — " "	1,600,000	6	1875	105
" — " "	2,400,000	6	1886	107
" —War Loan (1861)	1,500,000	6	1863	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds (1st January, 1862 ..)	37,687,760	5	'61–'82	92½
" —Inscribed Certificates		5	'61–'82	89
" — " "	400,630	6	1879	----
" — " "	388,200	4½	'63–'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68–'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	48½
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	18..	----
" —War Loan (1861)	----------	---	18..	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85–'93	56
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77–'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64–'74	----
" — " " "	265,000	6	'62–'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70–'81	----
" — (S. F.) " (Western R. R.)	1,000,000	6	'66–'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	----
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	103
" — " " (Balt. & Ohio R. R.)	5,000,000	6	------	----
" — " " (Water Works)	3,400,000	6	------	----
" — " " (Bank Stock)	553,966	6	------	----
" — " " (Improvement Stock)	4,963,215	6	------	----
Boston—Coupon (S. F.) Bonds (Municipal)	2,412,576	5	Var.	----
" —Coupon Bonds (Water)	6,243,680	5	Var.	----
Chicago—Coupon Bonds (Municipal)	860,000	6	18..	----
" — " " "	609,000	7	18..	----
" — " " (Sewerage)	822,000	7	18..	----
" — " " (Water Works)	1,133,000	7	18..	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	----
" — " " " "	2,140,000	5	1887	----
" —Public Education Stock	150,000	5	1873	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	600,000	6	1883	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69–'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71–'75	----
" — " " (Municipal)	1,136,200	6	'61–'80	----
" — " " (Buildings, etc.)	532,000	6	'66–'95	----
" — " " (Sewers)	425,000	6	'70–'88	----
" — " " (Improvement Old Limits)	260,000	6	'71–'87	----
" — " " (Water Works)	497,000	6	'71–'83	----
" — " " (Harbor Improvement)	239,000	6	'83–'86	----
" — " " (Wharf Improvement)	166,000	6	'67–'84	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18..	----
Jefferson, O.—Coupon Bonds	285,000	7	18..	----
Muskingum, O.—Coupon Bonds	564,000	7	18..	----
New York, N. Y.—County Court House Stock	250,000	6	'75–'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18..	----
Ross, O.—Coupon Bonds	343,880	7	18..	----
Scioto, O.—Coupon Bonds	110,000	7	18..	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,243	6	1886	----
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	----
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63 '65	100
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	----
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	----
" " " Unsecured Bonds	2,773,726	6	'83–'85	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	----
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	----
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	----
" " 2d " " "	3,980,670	6	1882	68
" " Improvement " "	586,500	6	1870	----
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	----
" " Preferred Interest Bonds	227,560	6	1864	----
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	----
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	----
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,000,000	---	------	69
Housatonic Preferred	1,180,000	8	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	63
Milwaukee & Prairie du Chien, 1st preferred	1,095,000	---	------	94
" " " 2d "	1,086,000	---	------	77
New York & Harlem, Preferred	1,600,000	---	------	39½
Philadelphia & Reading, Preferred	1,551,800	7	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western:				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500.000	6	1885	92½
" "	700,000	6	1880	94½
" "	1,128,500	6	1875	95
" "	1,000,000	6	1867	99½
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	870,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie:				
1st Mortgage coupon	2,000,000	7	1877	90½
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	106
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	99½
Mort. (chgd from Steri'g)	888,000	5	1864	99½
Mortgage	800,000	6	1843	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
*Catawissa:				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65 '70	112
2d Mortgage	600,000	7	1875	104
Central Ohio:				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	80
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	15
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy:				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	111
Consolidated 2d Mort. (S. F.)	813,000	8	1890	108
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	106
Chicago and Northwestern:				
1st Mortgage (preferred)	1,250,000	7	------	95
1st Mortgage (general)	3,600,000	7	------	69½
Bonds issued for coupons of do.	756,000	7	------	83
2d Mortgage	2,000,000	6	------	29½
Appleton Extension Bonds	184,000	7	------	81½
Flagg Trust Bonds	245,000	8	------	----
Cincinn., Hamilton and Dayton:				
1st Mort age	394,000	7	1867	100
2d Mortgage	950,000	7	1880	96
*Cincinn., Wilm. and Zanesville:				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	90
2d Mortgage	469.000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	564,000	7	1861	99
2d Mortgage	343,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	98
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	95
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	82
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	62
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	299,000	7	1857	65
Junction 1st Mortgage 2d Div.	219,000	7	1872	65
Junction 2d Mortgage	221,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	1863	75
Junction Income	27,500	7	1862	----
C. and T. Income Mortgage	104,400	7	1863	75
C. and T. Income (convertible)	174,000	7	1864	----
C. and T. Income (convertible)	256 000	7	1864	----
C. and T. Dividend (convert.)	151,495	7	18 5	75
C. and T. Income (convertible)	39,000	7	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	1885	97
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	115,900	---	var.	93½
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	6	1876	95
Cumberland Valley:				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	91
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n				
1st Mortgage	900,000	---	1871	112
1st Mortgage (E. Extension)	1,499,000	---	1875	109
2d Mortgage	2,516,500	---	1891	107
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	60
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	---	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	275,000	6	var.	100½
2d Mortgage (convertible)	710,000	5	62-'72	98
3d Mortgage (convertible)	450,000	6	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,888	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655 000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land. 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Galena and Chicago Union:				
1st Mortgage Coupon	1,971,000	7	62-'63	103
1st Mortgage (Extended)	22.000	7	1882	104½
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	93½
*Great Western, Ill:				
1st Mortgage Eastern Division	1,000,000	10	------	----
" Western "	1,350,000	7	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	47
Land Security	5,000,000	7	1881	50
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	103
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	200,000	7	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	112
2d Mortgage (S. F.)	2,000,000	7	1885	109
3d Mortgage	1,840,000	7	1875	95
Convertible	1,002,000	7	1867	90½
Illinois Central:				
Optional Right bonds	38,000	7	1868	----
Construction	10,798,500	7	1875	100½
Construction	4,115,000	6	1875	100½
Eight per cent. bonds	326,000	8	1865	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
*Kennebec and Portland:				
1st Mortgage (City and Town)	800.000	6	1870	----
2d Mortgage	230.000	6	1861	----
3d Mortgage	250,000	6	1862	----
*Kentucky Centr. (Cov. and Lex.)				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400.000	8	------	----
City of Keokuk, (special tax)	150.000	10	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,000	---	1870	103
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div)	903.000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	25
2d Land Grant (Western Div.)	353,600	†	------	25
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	91
Long Island:				
1st Mortgage	500.000	6	1870	92
Extension Bonds	175,000	7	1890	100
Long Dock Co.:				
Mortgage Bonds	500,000	7	1882	----
Mortgages on Land	473,899	7	------	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24.000	7	------	----
Mortgage	10.000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	■■
Marietta and Cincinnati:				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston:				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	1869	106
1st Mortgage (S. F.), convertible	4,434,000	8	1882	112
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	904,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	85½
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	101
Detroit and Toledo	684,000	7	1876	88½
1st General Mortgage (S. F.)	3,030,000	7	1885	102½
2d General Mortgage	2,572,000	7	1877	89½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	97
1st Preferred stock	1,060,000	---	------	94
2d Preferred stock	1,020,000	---	------	72½
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,085	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	99
Preferred Stock	1,175,000	10	------	116
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4 '8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous, and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	104½
Funding (S. F.) Bonds	1,553,000	7	1876	111
Stock Exchange (S. F.) Bonds	680,000	6	1883	104½
Real Estate (S. F.) Bonds	166,000	6	1883	104½
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	105
Convertible Bonds	970,000	7	1876	111½
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	104½
New York and Erie:				
1st Mortgage	3,000,000	7	1867	113
2d Mortgage	4,000,000	7	1864	107
3d Mortgage	6,000,000	7	1883	102
4th Mortgage	4,900,000	7	1880	95
5th Mortgage	1,792,500	7	1883	88½
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	109
2d Mortgage	1,000,000	7	1864	102
3d Mortgage	862,300	7	1867	85
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	85
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	75
2d Mortgage	3,077,000	7†	1861	3
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	77
Chattel Mortgage	360,000	10	1883	101
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,050,000	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	17
Income	3,591,185	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage	4,990,000	6	1880	107
2d Mortgage	2,421,000	6	1875	102½
2d Mortgage Sterling	2,126,400	6	1875	----
State Works Bonds	7,100,000	5	------	87½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	76
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	288,800	6	1876	----
3d Mortgage (Coupon)	156,800	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	103
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	----
" 1836, "	192,000	5	1880	108
" 1849, "	3,103,600	6	1870	100
" 1861, "	436,000	6	1871	----
" 1843, "	1,548,300	6	1880	101
" 1844, (convertible)	863,000	6	1880	100½
" 1848, "	124,000	6	1880	99
" 1849, "	83,000	6	1880	102
" 1857, "	3,586,500	6	1886	51
" 1856, "	1,475,000	7	1886	89½
Bonds and Mortg's—real estate	592,200	---	------	----
Preferred Stock	1,551,800	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	94½
2d Mortgage	5,100,000	7	1911	81
3d Mortgage	2,000,000	7	1911	58
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	300,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	30
2d Mortgage	937,500	7	1863	2
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,200,000	7	1866	30
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1853	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	91
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	99
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
St. Louis, Alton & Terre Haute:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	91
2d Mortgage (convertible)	2,000,000	7†	'68–'70	90
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	91
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	91
2d M. (Toledo and Wabash)	1,000,000	7	1869	70½
2d M. (Wabash and Western)	1,500,000	7	1899	70½
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Dollar Bonds	802,000	6	1875	----
Albany City Bonds	1,000,000	6	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	85
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Year ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,600,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	....	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,760	922,622	23,579	2,582,505	116.9	.....	506,156	260,269	8	....
1 May, '61	—	—	....	209.5	...	...	.....	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	...	...	.....	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	—	—	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,504	.....	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	—	23.8	45,543	77,028	34,866	16	....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,333,922	122.4	252,906	359,147	149,477	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	142
31 Dec. '60	74.0	—	....	—	11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038	—	—
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	—	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	986,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	....
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	499,850	808 080	301,979	—	....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	48
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41.466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6½	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,289	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764.574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212.676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832 343	454,541	—	....
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	—	10 000,000	220.0	.....	1,098,465	452,693	4	....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	.....	1,514,478	242,564	—	85½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,060,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '62	242.0	—	....	29.0	86	23	647	Chicago and Northwestern	11,135,666	458,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,828	—	....
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,489	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	67½
30 Nov. '58	33.2	—	—	—	—	—	—	Fox River Valley	580,000	—	—	—	580,000	—	—	84.0	—	—	—	—	—
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.3	1,123,454	1,720,396	811,185	5	70½
31 May, '61	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	2 391,000	—	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.2	2,458,023	2,965,758	1,150,903	—	63½
.. .. ..	—	—	—	81.5	...	...	.....	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,408	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	126,600	—	....
.. .. ..	—	—	....	129.0	...	...	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	....
.. .. 1.0	—	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26.641	610,050	1,178,000	40,550	2,108,011	109.0	364,122	400,397	133,009	—	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,699,900	1,382,284	140,659	3,458,108	110.0	.....	448,858	230,834	9	20
31 Dec. '60	84.0	—	....	—	—	—	—	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37,219	2,031,942	84.0	.....	277,952	119,745	—	....
31 Dec. '59	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	....
31Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '61	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,975,801	73 0	325,707	377,692	216,194	10	120
								IOWA.													
31 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,094	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	....
.. .. ..	—	—	—	438.0	...	...	.....	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	—	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13 0	oper.by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	— }	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	736,312	29.0	.....	108,944	43,267	—	60
30 Jun. '61	65.1	—	....	— }				} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,651	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,580,718	*	—	5,538,481	2,255,500	661,269	9,455,250	269 0	613,808	716,478	371,122	—	—
.. .. '59	18.8	—	....	70.2	...	...	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	30.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	506,260	—	3,242,318	566,000	339,297	5,855,320	80.0	190,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,824	555 434	—	....
31 Aug. '60	53.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,016	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,867	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '6	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '5	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	—
30 Sep. '6	83.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,968	172,113	91,487	—	—
31 Dec. '5	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	—
31 May, '6	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	857,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '6	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	105
31 May, '5	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,541,011	286.8	.....	3,922,203	2,305,788	6	66
30 Sep. '6	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	90
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	99
31 May, '62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,980,369	412,569	455,758	4,076,974	—	75,150	4,905,723	119.3	599,048	732,427	290,406	6	114
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	122,720	—	.....	61.8	.....	588,871	272,429	8	118
30 Nov. '61	44.8	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	121
30 Nov. '6	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	26
30 Nov. '6	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,568	—	1,691,100	300,000	—	.....	52.3	.....	250,836	122,956	6	98
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,886,000	34,000	4,908,862	120.7	432,100	555,939	246,402	4	74
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	665	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	.....	71.6	.....	543,158	217,054	6	103
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	—
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	116
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	53
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,698	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	109
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	—
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308 228	139,447	8	107
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	—
30 Nov. '6	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	.....	ope	r. by T.	and B.	.....	—	40
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	13
30 Nov. '6	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	131
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	55
								MICHIGAN.													
1 Jun. '5	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '5	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Sep. '6	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	—
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	8	68
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	31
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MINNESOTA.													
-- -- '5	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '5	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	576,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '5	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	—	.....	600,000	191,130	.....	.....	.....	.....	.....	—	—
-- -- '5	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '5	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,782	895,992	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,559	—	—
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	—	*Cairo and Fulton*	.....	.....	—	.....	.....	.....	.....	37.0	.....	.....	.....	—	—
31 Aug. '60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,356	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	25	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	—
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	—
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,210	—	—	68,413	3,860,000	—	.....	114.0	311,665	67,866	1,516	—	—
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	—
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	282	Boston, Concord and Montreal	2,580,134	283,450	8,210	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,287	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	—
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	6	61
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	16,000	—	104
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	—
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	72
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	—
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	108
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	50,774	21,156	—	—
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	87
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	—
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	108,879	3,183,741	78 0	.....	274,204	162,841	—	—
31 Dec. '61	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,300	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	126
31 Dec. '60	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1
31 Dec. '61	64.0	—	43.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,620,000	3,000,000	29,057	6,970,496	64.0	662,393	1,201,895	673,443	10	132
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	978,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	—
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,236	1,768,241	53.0	163,703	263,495	109,111	8	—
31 Dec. '61	33.8	—	.....	—	—	—	—	New Jersey	3,609,089	400,378	1,349,621	4,397 820	688,000	—	5,628,931	33.8	—	992,767	579,981	10	135
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	.....	.....	.....	.....	.....	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6	90
31 Dec. '60	13 0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	66,883	.....	.....	.....	15,344	3,869	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Siddings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61				140.0				Albany and Susquehanna	693,677			647,191		17,239	664,428						
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,099	60,000	.....	oper. by Re		na. & S	arat.	—	.....
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359			1,000,000	1,388,359	.....	2,388,359	oper. by W		estern.	.....	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*		250,000	220,000	.....	470,000	14.8	2,075	31,546	16,871	—	.....
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697		492,060	161,450	97,690	750,220	23.8	677,687	122,103	37,512	8	.....
30 Sep. '61	28.5	—	26.9	2.0	—	160	—	Brooklyn City	1,064,289	284,137		1,000,000	174,000	50,000	1,224,000	50.2	2,862,023	514,891	123,021	5	.....
30 Sep. '61	142.0	—	14.9	18.5	28	82	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,035,579	170.0	483,412	893,846	187,704	—	152
30 Sep. '61	68.3	—	14.6	—	28	84	325	Buffalo and State Line	2,267,338	521,376		1,960,600	1,049,000	.....	3,009,600	82.5	367,365	940,042	417,458	10	152
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	.....	.....	.....	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	.....
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*		380,000	.....	.....	380,000	19.4	oper. by	Erie.	24,000	—	.....
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	.....	.....	500,000	.....	.....	500,000	46.7	oper. by	Erie.	30,000	—	.....
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	.....	.....	175,000	.....	.....	175,000	20.3	oper. by	West'rn	.....	—	.....
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	.....	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,758	1,959,013	566,461	—	92
30 Sep. '61	94.0	6.5	.....	—	15	40	126	Long Island	2,566,328	354,611	.....	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,247	—	17
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	664.9	.....	7,309,042	2,601,963	6	94½
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	.....	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,616	1,979,108	—	38
30 Sep. '61	8.0	—	.....	—	2	6	5	New York and Flushing	244,412	34,756	.....	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	.....
30 Sep. '61	130.7	4.2	29.0	—	34	78	445	New York and Harlem	7,385,739	650,804	.....	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	16
30 Sep. '61	99.0	—	.....	—	—	—	—	Niagara Bridge and Canand.	1,000,000	.....	.....	1,000,000	.....	.....	1,000,000	oper. by Ce		ntral.	60,000	6	.....
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	.....	.....	4,571,900	.....	4,571,900	139.5	358,460	425,637	90 061	—	.....
30 Sep. '61	85.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	.....	396,340	213,500	4,875	614,715	58.1	70,714	116,302	62,554	8	.....
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	.....	665,419	1,000,000	192,748	1,858,167	47.6	98,255	91,759	32,457	—	.....
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	.....	610,000	249,750	.....	859,750	21.2	142,468	267,682	125,385	6	.....
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	.....	557,600	150,000	13,480	721,080	oper. by B.		N. Y. &	E. 4,990	—	.....
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	76,240	1,322	.....	30,389	.....	57,262	88,151	19.0	23,667	4,781	.....	—	.....
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	490,684	.....	.....	300,000	73,000	.....	373,080	oper. by Ren		s. & Sar.	.....	5	.....
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	.....	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	.....
30 Sep. '61	13.0	—	0.3	—	2	5	6	Staten Island	267,159	36,443	.....	63,102	193,687	70,919	327,708	13.3	.....	16,543	8,894	—	.....
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	.....	1,200,130	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	.....
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,676	198,987	.....	606,911	808,500	271,097	1,686,508	38.4	247,898	271,108	134,958	—	.....
30 Sep. '61	6.0	—	.....	—	—	—	—	Troy and Greenbush	258,885	36,073	.....	274,400	.....	.....	.....	oper. by Hud		s. River.	.....	6	.....
30 Sep. '61	2.1	—	.....	—	—	—	—	Troy Union	752,601	.....	.....	30,000	680,000	.....	710,000	oper. by oth		er Co's.	.....	—	.....
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	.....	811,560	.....	.....	811,560	37.81	33,318	65,344	26,786	—	.....
30 Sep. '61	5.3	—	.....	5.0	—	—	—	Warwick Valley	141,748	.....	.....	96,000	45,500	11,625	153,125	.....	oper. by	Erie R.	W. Co.	—	.....
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,606	327,304	.....	1,499,000	730,500	101,947	2,330,947	107.7	216,433	353,441	164,672	6	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	.....	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
-- --	'58 225.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	.....	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
-- --	'59 97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	.....	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	152	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,685	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	.....	70,860	364,072	.....	.....	.....	.....	—	.....
								OHIO.													
-- --	'58	—	.....	—	.....	.....	.....	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	—	.....
31 Dec. '60	113.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	.....	314,091	102,765	—	15
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,561	—	.....
31 Mar. '62	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	.....	3,818,784	198.3	.....	646,205	329,714	7½	98½
31 Dec. '60	30.0	—	.....	69.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	28
1 May, '59	131.8	—	.....	31.0	16	10	352	Cinc., Wilmington and Zanesv.	6,250,841	*	.....	2,441,176	3,032,000	228,975	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '60	138.4	5.5	.....	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	122
31 Dec. '60	67.0	.....	.....	13.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369 849	238,003	—	80
31 Dec. '61	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,353,000	.....	.....	96.6	.....	.....	1,120,370	662,948	14	114
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	.....	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	24½
31 May '62	109.2	79.4	.....	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	54
31 Dec. '58	61.4	.....	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	.....	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	.....	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	.....	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	.....	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	.....	376,002	212,107	—	.....
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	.....	307,246	716,000	80,845	.....	36.6	.....	62,025	3,565	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	.....	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	.....
1 Nov. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,680	460,762	728,853	152,694	.....	45.0	.....	102,180	52,408	—	.....
-- --	'59 36.0	—	.....	84.0	—	—	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	.....
31 Oct. '61	32.0	—	.....	—	5	5	68	Greenville and Miami	838,000	*	.....	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	.....	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,466	—	.....
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3 582,266	500 524	412,002	2,981,267	1,400,000	.....	4,900,780	138.0	814,908	1,336,991	632,114	8	106
31 Jan. '62	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	.....	8,781,699	235,789	106,895	9,792,293	226.6	.....	434,290	99,554	—	.....
30 Apr. '61	192.3	.....	.....	—	45	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	.....	898,818	169,948	—	1½
31 Aug. '58	177.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	.....	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '61	163.9	52.0	.....	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	206.9	452,635	450.245	58,589	—	.....
31 Dec. '60	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	.....	848,770	1,385,200	132,063	2,588,876	125.0	.....	285,934	34 167	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	.....	408,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	.....	.....	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	.....	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
31 Aug. '61	242.4	—	.....	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	865,502	1,012,236	400,559	—	21½
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	62,624	.....	45.0	61,634	94,342	45,161	—	.....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	.....	1,410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	58
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	.....	3,350,000	53,500	.....	.....	146.0	.....	279,548	22,498	—	3½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	.....	956,900	270,500	.....	1,308,919	52.5	181,087	249,778	159,531	6	.....
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	.....	2,169,946	1,339,686	—	99½
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	.....	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	.....
30 Sep. '59	18.6	—	4.0	—	.....	.....	.....	Erie and Northeast	700,000	.....	.....	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L	.....	10	.....
31 Aug. '60	38.9	18.6	21.9	—	.....	.....	.....	Harrisburg and Lancaster	1,882,555	.....	.....	1,087,100	661,000	.....	1,883,343	55.5	.....	456,237	153,334	6	56½
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	.....	1,809,563	.....	.....	1,809,563	32.6	.....	32,411	7,267	—	.....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	.....	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,411	—	.....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	.....	710,000	1,100,000	167,303	2,164,303	68.2	.....	116,200	67,600	—	.....
30 Nov. '60	45.7	—	22.3	20.2	15	6	.....	Lehigh Valley	3,787,533	*	.....	1,966,350	1,500,000	.....	.....	45.7	183,500	679,908	342,093	6	64
30 Nov. '59	28.0	5.0	13.5	—	9	—	.....	Little Schuylkill	3,299,600	*	.....	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	.....	—	17
31 Dec. '60	20.0	—	4.0	—	—	—	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,950	3,413,871	303 927	9,803,932	.....	.....	753,318	670,227	5	51½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150	72.3	.....	556,192	379,976	10	46½
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	.....	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364,225	292,124	—	94
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,661	Pennsylvania	26,541,156	3,447 522	1,421,980	13,264,100	16,637,400	1,322,915	34,234,559	423.0	4,413,038	7,300.001	3,646,938	6	47
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	.....	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	.....
30 Sep. '59	17.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	.....	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,667	157,194	—	49
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	.....	25,226,48	151.4	1,795,927	2,905,838	1,412,900	—	29½
31 Dec. '59	28.0	—	.....	—	—	—	—	Philadelphia and Trenton	1,000,000	.....	.....	1,000,000	.....	.....	1,000,000	28.0	oper. by	Cam. &	Amboy	—	125½
1 Oct. '61	98.0	6.0	—	—	32	109	565	Phila., Wilmington and Balt.	7,021 713	744,425	142,840	5,600,000	2,475,500	140,993	8,742,000	200.5	439,760	1,516,986	675,484	6½	51½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifie "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '61	59.0	13.0	5.0	83.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	.....
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 328	18,999 681	467.5	2,434,641	3,031,787	1,299,721	—	39
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	.....	.....	96,227	54,582	.....	16
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	114,126	61,848	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	13
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	.....	78.0	199,878	238,420	860,389	—	.....
								RHODE ISLAND.													55
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,300	.....	.....	62.0	240,449	331,522	106,782	5	.....
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	4 7,917	8,500	.....	.....	13.6	.....	26,454	6,914	—	.....
								SOUTH CAROLINA.													.....
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,616	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	824,161	—	1,429,008	1,145,000	345,540	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	986,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	700	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													.....
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859.....	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,554	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	.....
1859.....	100.0	—	30.6	55.8	.....	.....	.....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859.....	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.....	47.4	—	2.3	—	4	5	45	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	30	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859.....	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859.....	30.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													.....
— — '58	32 0	—	.....	153.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													.....
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	218,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	.....
31 Aug. '60	62.0	.....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	.....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	.....
31 Aug. '60	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	125
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45,930	8,522	—	.....
31 Aug. '60	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	.....
								VIRGINIA.													.....
31 Aug. '59	41.3	—	—	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '60	88.3	63.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,058	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	874	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													.....
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	24.9	—	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	21,804	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	22,182	—	.....
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	.....	1,108,354	436,039	—	33½
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
10 May, '61	104.0	—	.....	33 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	.....
— — '58	10.0	—	.....	55.0	.....	.....	.....	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								CANADA.													.....
31 July '61	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	.....
— — '56	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	14
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	324.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— — '56	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													.....
31 Oct. '61	108.0	0.9	12.0	—	14	18	235	European & North American	4,543,564	*	—	4,037,852	.....	.....	4,037,852	108 0	.....	130,678	36,432	—	.....
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,290,000	13,100	136,000	1,799,232	60 0	.....	132,555	26,670	—	.....
								NOVA SCOTIA.													.....
31 Dec. '61	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	4,268,717	*	—	.....	.....	.....	.....	61.5	.....	120,018	26,803	—	.....
								NEW GRANADA.													.....
31 Dec. '60	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	620,804	5,000,000	2,400,000	—	9,603,550	48.7	.....	1,539,359	1,110,652	12	140

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 10.

	Th 4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10.
State Stocks:—						
California 7s	100	100	100	100	100	
Georgia 6s						
Illinois Coupon bonds	97	97				
" Canal bonds						
Illinois War Loan	97		96⅛			
Indiana War Loan			94	96		
Kentucky 6s						
Louisiana 6s						
Maryland 6s						
Michigan 6s						
Minnesota 8s						
Missouri 6s	46½	46½	45½	45½	46½	45½
Do. iss. to H. & St. J. R.						
New York 6s, 1874						
North Carolina 6s			65½		65	
South Carolina 6s						
Ohio 6s						
Tennessee 6s, 1890	49	48½	48½		48⅞	
Virginia 6s	55⅞		55½		56	
Railroad Shares:—						
Buffalo & State Line						
Chicago, Burl. and Q.					86	85½
Chicago and Rock Isl. 67⅛	67	67½	66½	67½	67¼	
Clev., Col. and Cin.					122	122
Clev. and Pittsburg 25	25	24½	24½	24½	24½	
Clev. and Toledo	53⅝	53½	53½	53	53½	54
Del., Lack. and West	99½			99½		
Galena and Chicago	72⅛	71½	71½	70⅞		
Hudson River	53	52⅜	51½	50½	51½	52
Illinois Central (scrip)	63½	62½	62½	62½	62½	63½
Michigan Central	68	67⅝	67½	67	68	68⅛
M. S. and N. I. guar'd,	63	62½	62½	61½	62½	63
M. S. and N. I.	32½	31⅜	31½	31½	32	31⅜
Mil. and P. du Chien		32½	32½			33½
M. and P. du C. 1st pref.	94					
M. and P. du C. 2d pref.						
New Jersey						
New Jersey Central						
New York Central	93⅛	93⅛	93⅛	93⅛	93½	94⅛
Erie	37⅛	37⅛	37	37	37⅛	38
Erie pref.	68½	68⅛	68½	67⅞	68⅜	69
" Ass. scrip						
N. York and Harlem	15½		15½		16	16
N. Y. and H. "pref."	39	39⅛	39		39½	
Panama				140	139½	140½
Phila. and Reading	60		59	58	58½	59⅛
Pitts. Ft. W. & Chicago			38		38	38
Toledo & Wabash						
" " Pref.	46		46½	46½		46
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.			90		90	90½
Chio. and N. W. 1st M.						69⅛
" " 2d M.	30	30	29		29½	29⅛
" " S. F.	95					
" " A. B.	52⅛	51½	50½		51	51
" " I. B.						83
" " Exten.						
Clev. & Pitts., 1 M.						98
" 2 M.						
" 3 M.						
" 4 M.						
Cl. & Tol. S. F. 7 p.c.	97	96½	96½	96½	97	97
Chi., Bur. and Q. 8 p.c.	112					111
Chi. and R. I. 1st M. '70						
D. L. & W. 1 M. 8 p.c. '71-5						
" 2 M. 8 p.c. '81						
Gal. & Ch. 1 M. 7 p.c. '63			103½			
" 2 M. 7 p.c. '75						
" 1 M. Ex. '82			104½			
Hann. & St. J. bonds						
Hudson R. 1 M. 7 p.c. '69						112
" 2 M. S. F.	107	109				
" 3 M. 7 p.c. '75	95		95			
" conv. bonds						90½
Illinois Central bonds 100					100½	
La Grosse & Mil. L. G.						
Mil. and P. du C. 1st M.			96½			97
Mich. Cen. S. F. 8 p.c. '82			111½			112
" conv. 8 p.c. '69				106		
M. S. & N. I. 1 M. S. F.	102½	102½	102½	102½	102½	
" " 2 M.						89½
N. J. Central 1st M.					112	
" " 2d M.						
N. Y. C. 6 p.c. certif. '83						104½
" 1 M. 7 p.c. '64				105	105	
" bonds 1876	111½					
N. Y. & E. 1 M. 7 p.c. '67						113
" 2 M. 7 p.c. '64						
" 3 M. 7 p.c. '88	101⅝		101½	101	101½	102
" 4 M. 7 p.c. '80	94½	94½	94½	94	94½	95
" 5 M. 7 p.c. '83	87⅛				88½	
N. Y. & H. 1 M. 7 p.c. '73						
" 2 M. 7 p.c. '64						
" 3 M. 7 p.c. '67						
Pitts., Ft. W. & Chi., 1 M.	96½	96½	96½	95	95	94⅛
" " " 2d M.	82	82	82	80	80	81
" " " 3d M.						58
St. L., Alt. & Chi, 1 M.						
St. L., A. & T. H. 1 M.				91		91
" " 2 M.					90	
Toledo & Wab. 1 M.	90	89	89	90½	91	91
" " 2 M.	71	69	69½	69½	70½	
Miscellaneous:—						
American Gold	118½	119½	119	119⅜	119½	118⅜
Del. and Hud. Canal	100	100½		100		100½
Penn'a Coal Co.						
Pacific Mail S. S. Co.	110⅜	110½	109½	109⅜	110½	111

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10.
Federal Stocks:—						
U. S. 5s, 1871	89					
U. S. 5s, 1874	88⅛	89½	88½	88	88	88⅛
U. S. 5s, 1865				94		
U. S. 6s, 1881, reg.	99⅜	99⅜	99⅜	99⅜	99⅜	99⅜
U. S. 6s, 1881, cou.	100	101½	99⅜	99⅜	99⅜	100
U. S. 6s, '81, O. W. L'y.			97½	97½		
U. S. 6s, 1881, " ½y.	98	97½		97	97½	
U. S. 6s, 1862						
U. S. 6s, 1867, reg.	99½	99				
U. S. 6s, 1868, "			98	90½		
U. S. 6s, 1868, coup.	99				97⅛	
U. S. Demand Notes		108½	109⅜			
U. S. 6s, 1 year certif.	98⅜	98⅜		98½	98⅛	98⅛
Treasury 7 3-10 Notes	103	103⅛	102⅞	102⅞	103	103⅛

London Stock Exchange.

The following are the closing prices in the London Market on the 30th August:

United States 5s, 1874	68	to	70
Maryland 5s	68	"	70
Virginia 6s	44	"	46
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent. x. c.	66	"	68
Erie shares, ex assessment scrip	31	"	32
Erie shares, 7 per cent. preference	50	"	57
Erie shares, assessment scrip	1¾	"	2¼
Illinois Central 6s, 1875	73	"	75
Illinois Central 7s, 1875 x. c.	77	"	78
Illinois Central $100 shares, $90 paid, dis.	50	"	49
Illinois Central, all paid	49	"	50
Michigan Central 8s, Convertible, 1869	83	"	85
Michigan Central Sinking Fund 8s, 1882	86	"	88
Michigan South. and North. Indiana 7s, 1885.	77	"	80
Do. do. do. $100 shares.	18	"	20
New York Central 6s, 1883	82	"	84
New York Central 7s, 1864 x. c.	81	"	83
New York Central 7s, 1876	83	"	85
New York Central 7s, 1876	83	"	85
New York Central $100 shares	71	"	73
New York and Erie 7s, 1867	85	"	90
New York and Erie, 2d mort., 1859	80	"	85
New York and Erie, 3d mort., '83, assented	79	"	80
New York and Erie, 4th mort.	73	"	75
New York and Erie, 5th mort.	69	"	71
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	103	"	105
Panama, 2d mortgage 7s, 1872	100	"	102
Pennsylvania Central 6s x. c.	81	"	83
Pennsylvania Central 2d mortgage	85	"	87
Pennsylvania Central $50 shares	37	"	39
Philadelphia and Reading $50 shares	18	"	22

Boston Stock Exchange.

Stock Sales:—	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.
Boston and Lowell					99	99
Boston and Maine	114	114		114½		
Boston and Prov.		117		118		
Boston and Worcest		121		121½	121½	121½
Connecticut River	97½			97½		98
Eastern, Mass.	74⅞	74	74	74		74½
Fitchburg	103	103			203½	
Michigan Central	68½		68½	68		
Northern, N. H.	57					
Old Colony & Fall R.	109½	109½	109½			109½
Pb., Wil. & Balt.	55½	54½	54	53½	51½	51½
Portl'd, Saco & Ports.						105
Vermont & Canada				125	125	
Vermont & Mass.		13⅞				
Western		130			130	131
Central Copper Co.	17	17	17½		17	17½
Franklin "	30	30½	31⅛			31
Isle Royale "	13	12½		13⅜	13½	13
National "	26½		26			
Pewabic "	33½	35	35½	35½	35	34½
Rockland "					117½	
Mass. 5s, 1890						104½

American Railroad Journal.

Saturday, September 13, 1863.

Opening of the Raritan and Delaware Bay Railroad.

The Raritan and Delaware Bay Railroad has at last been opened to the public from Port Monmouth to Atsion, on the line of the Camden and Atlantic, a distance of 63 miles. The distance between Atsion and Camden is 28 miles, making the entire length by railroad 91 miles. It is only a few weeks since the Chancellor of New Jersey refused to issue an injunction against the completion of the new road, on the application of the Camden and Amboy Company. That officer based his decision on the ground that it did not as yet enter into competition with the latter line in carrying through passengers and freight between the cities of New York and Philadelphia. In accordance with this decision we take it for granted that trains will run only to the point of connection, making a change of cars necessary. This loss of time, together with the additional twenty miles to be travelled, will enable the C. & A. Company to maintain its present business and position without difficulty.

The road traverses the counties of Monmouth, Ocean, Burlington and part of Camden. Its general course is South by West, running about midway between the Ocean and the Delaware river. A portion of the country through which it passes, has hitherto been one of the most unforbidding regions in the United States, lying far from all the great lines of travel by land or water. But we are assured that the deposits of marl which have done so much towards making Monmouth Co. the garden of the State, are still to be found in immense quantities further southward. The work of clearing away the forest may, consequently, be expected to go on until that section takes its place among the most advanced in New Jersey.

Running through a country with few hills, and no mountains or large rivers, the road has been built at a very moderate outlay. Up to the present time this has amounted to only about $20,000 per mile; but an additional $2,000 or $3,000 per mile will be required to put up the buildings needed, a line of telegraph and some other improvements. The rail used is the improved Erie pattern weighing 60 lbs. to the yard. The track is smooth, and everything about the road is substantially done as far as finished. Some more engines and rolling stock will shortly be required.

It is now about seven years since the charter was obtained. The usual difficulty, want of adequate means, retarded operations; and it was not until February, 1860, that the section from Port Monmouth to Red Bank was opened. Last Summer the line was completed to Bergen Iron Works. It is in contemplation to extend the road through South Jersey to Cape May, so as to form a link in the great New York and Norfolk through line.

Stock and Money Market.

During the past week there has been a good degree of steadiness in the Stock and Money Market, with a manifest improvement on the whole. The conviction has become common that the nearer approach of the Confederates does not portend danger to the Nation so much as it shows their condition to be growing desperate, compelling them to resort to a remedy which would not have been ventured upon a year ago.

In our last issue we referred to the decline in prices which took place on Wednesday. On Thursday there was a decided improvement, gold sinking to 117⅝. On Friday and Saturday it again rose until it touched 119¼. During the present week, up to Wednesday P. M., there has been a general improvement. The rate is now 118½ to 118⅝, with moderate sales.

Exchange on London ranges from 130 to 131, about the same as last week. There may be a further stiffening in exchange as compared with gold, owing to the probable excess of imports over exports for a season. Last week the former amounted to nearly five and a-half millions of dollars, in round numbers, at this port only,

against $2,823,000 of exports. About three-quarters of a million in specie have gone to Europe during the past week, including the sum taken by the *Persia* to-day.

The new "post office" currency has finally made its appearance; but the supply is as yet by no means equal to the demand. This will have the effect of enabling people to dispense with the use of silver in making change; though in principle it is liable to the same objection made against all government paper circulating as currency. Some persons predict that since American silver coin is at a discount of about 5 per cent. as compared with gold, the effect of this new currency will be to bring back the silver into circulation, seeing it is too bulky to board in our banks and will not liquidate foreign debts at its nominal value. More unlikely events have happened than this. The rate for money continues easy, though a shade less so than two weeks ago. In general, first-class business paper varies from 4½ to 5 per cent.; few transactions being made below the former rate.

Government securities have on the whole improved during the week. To-day the Sixes of 1881 are from par to 100⅛. For the Registered par was asked, and 99¾ offered. Sales of the Oregon War Loan have been made at 97¾ for the half-yearly, and of Coupon Fives of 1874 from 88¼ to 88½. The 7.30 Notes have advanced to 103¼, and Certificates of Indebtedness to 98¼. These show an improvement of from one-half to one per cent. on the prices of this day week.

In State stocks the transactions have been limited with a slightly upward tendency the last three days. At the Second Board to-day Missouri Sixes changed hands at 46¼ to 46⅛; California Sevens, at 99½ to 100. Tennessees are quoted at 49 to 50 without sales. For Virginias 55⅛, and for North Carolinas 63¼ were bid.

Railroad securities have participated somewhat in the general movements of the week. Since the Second Board to-day sales of New York Central stock have been made at 94¼; of Erie (Common) from 37⅞ to 38; do. (Preferred) 69 to 69¼; Illinois Central, at 63¼; Cleveland & Toledo, from 53¼ to 54; Rock Island from 67¼ to 67½. Railroad bonds have in general been firmer for the past few days, and prices show a rise as compared with last Wednesday. The reports of earnings for September are equally satisfactory with those of August and July. The Erie and Central are crowded with freight since the suspension of through business on the Baltimore and Ohio Railroad, and a further advance in rates is announced. The September business of the Illinois Central promises largely to exceed that of the same month last year.

The Eighth Census.

The following is a continuation of the preliminary chapters of the Census Report of 1860, now in course of preparation at Washington, under the direction of Jos. C. G. Kennedy, Esq.:

THE PUBLIC PRESS.

Among the elements which determine the characteristics of a people, no branch of social statistics occupies a more important place than that which exhibits the number, variety and diffusion of newspapers and other periodicals. Composing, as they do, a part of the reading of all, they furnish nearly the whole of the reading which the greater number, whether from inclination or necessity, permit themselves to enjoy, and it was in virtue of this that the most philosophical of British statesmen signalized "newspaper circulations" as a more important instrument of the popular intelligence than was generally imagined in his day. The writers of these papers, he added, "are indeed, for the greater part, either unknown or in contempt, but they are like a battery in which the stroke of any one ball produces no effect, but the amount of continued repetition is decisive. Let us only suffer any person to tell us his story, morning and evening, but for a twelvemonth, and he will become our master."

And if such was the idea of Burke respecting the influence of the public press, it is equally true that the quality and the dissemination of its fugitive sheets may be said to stand as an exponent at once of the intelligence and the domestic economy of any people.

It was in this view that Lord John Russell, in his great speech on Parliamentary reform, delivered in 1822, cited the multiplication and improvement to newspapers as gratifying evidences of the augmented wealth and expanding culture of the middle classes in Great Britain. And it was in this view, also, that a great Greek scholar was accustomed to say that a single newspaper published in the age of Pericles (had that age produced any such phenomenon) would, if handed down to us, be a better index of Athenian life and manners than can now be found in any existing memorials of the Grecian civilization.

The newspaper and periodical press, now covering so wide a field of activity in every department of thought, has won its way to the commanding position it occupies from very small beginnings. Taking its origin in Italy, and under a form bearing some resemblance to that of modern times, capable of being traced to the sixteenth century, the newspaper has in our day enlarged equally with the area of its diffusion and the character of its contents, while the celerity with which it is disseminated equalizes throughout large tracts of country the conditions of that popular intelligence which make up an enlightened public opinion. The earliest English newspaper, called the *Mercurie*, was little more than the present *Court Circular* in respect of its matter, while its periodical visits from London to York were, in the time of Cromwell, accomplished, "in the brief space of a fortnight or three weeks."

At the present day the newspaper and the periodical have become "popular educators."

Instead of mere chronicles of formal proceedings or passing events, they are vast depositories of discussion and information on all topics which engage the thoughts or enlist the activity of men in the figure of society. A free press has thus become the representative and, for the masses, the organ of that free speech which is found indispensable to the development of truth, either in the religious, the political, the literary or the scientific world. In each and all of these domains the newspaper and the periodical have accordingly become most efficient agents.

And in no country has their influence been more sensibly witnessed or more widely extended than in the United States. The universal diffusion of education, combining with the moderate prices at which the daily visits of the public press may be secured, has given to the newspaper a very great currency among us. And where so large a share of the popular activity is, from the very nature of our civil institutions, engrossed in social and political discussions, it is easy to predict that the public press must ever exert a power which renders it mighty for good or for evil, according to the intelligence and the virtue of those who preside over its conduct.

A NEWSPAPER READING NATION.

The tabular statement appended to this report, relating to this subject, strikingly illustrated the fact that the people of the United States are peculiarly "a newspaper reading nation," and serves to show how large a portion of their reading is political. Of 4,051 papers and periodicals published in the United States, at the date of the census of 1860, 3,242, or 80.02 per cent were political in their character; 208, or 7.38 per cent are devoted to literature. Religion and theology compose the province of 277, or, 6.83 per cent while 234, or 5.77 per cent are classed as miscellaneous.

INCREASE IN NEWSPAPERS AND PERIODICALS.

The last decade in our civil history has been one of extraordinary political agitation. Accordingly we find that there has been a very large increase in the number of politica papers and periodicals as compared with corresponding publications at the date of the preceding census. In 1850 their number was 1,630. In 1860 it was 3,242, being an increase of nearly 100 per cent. In 1850 the number of religions papers and periodicals was 191. In 1860 it was stated at 277, being an increase of 45 per cent. In 1850 the number of papers and periodicals of every class in the United States was 2,526. In 1860 the aggregate under this head reaches, as before stated, 4,051, showing a rate of increase of 60.37. The total circulation of all kinds amounted in 1850 to 426,409,978 copies. In 1860 the annual circulation is stated at 927,951,548 copies, showing a ratio of increase of 117.61.

The total white population of the United States was stated at the date of the census of 1850 to be 19,553,114. In 1860 the census returns report it at 27,008,081, the ratio of increase being 38.12. These figures show how largely the increment of the newspaper and periodical circulation has exceeded the increase of population during the last ten years.

In 1850 the annual circulation of all kinds afforded 21.81 copies to each white person in the Union. In 1860 the total circulation was at the rate of 34.36 per person. New Hampshire and North Carolina are the only States which, as compared with the date of 1850, show any considerable decline in the number of copies of papers and periodicals published within their limits. In the States of Maryland and Vermont, and in the District of Columbia, the emissions of the public press at the two dates are nearly uniform. The largest increase, as might have been expected, occurs in the State of California. Of the total circulation in the country, three States, New York, Pennsylvania and Massachusetts, furnish 539,026,124 copies, or considerably more than half of the aggregate amount.

PRINTING PRESSES.

The increase of printing presses in the book and newspaper manufacture has been great beyond all precedent, and has exerted the most beneficient influence by cheapening and multiplying the vehicles of instruction. Its effects are everywhere apparent. Never did an army before possess so much of cultivated intellect, or demand such contributions for its mental food, as that now marshalled in its country's defence. Many of these reading soldiers ripened their intellectual tastes during the last ten years. In fact, many divisions of our army carry the printing press and type, and the soldiers issue publications and print the forms for official papers. The press is, indeed, the great prompter of enterprise. It constantly travels with the emigrant to diffuse light and intelligence from our remotest frontiers, where it speedily calls into existence the paper mill and all the accessories which it supports in older communities.

BOOK, JOB AND NEWSPAPER PRINTING.

In New England, the Middle and Western States, the value of book, job and newspaper printing is returned as $38,428,043, of which eleven millions worth consisted of books; the value of the latter being nearly equal to the whole product of the same branch in 1850, which was returned at $11,586,549. The manufacture of paper, especially printing paper, has increased in an equal ratio, the State of Massachusetts alone producing paper of the value of $5,968,469, being over fifty-eight per cent of the product of the Union in 1850. New York returned paper of the value of $3,516,276; Connecticut, $2,528,758, and Pennsylvania, $1,785,900.

☞ The Chemung Railroad Company has declared a quarterly dividend of two per cent., payable on demand at 237 Broadway.

Cotton Waste.

This article, so necessary to railroad and steamboat men, can be had, in any desired quantity, of Messrs. K. Egan & Son, No. 19 Burling Slip. This firm keep also one of the largest stocks of materials used in the manufacture of paper to be found in the country. We may observe here that recent events, by raising the prices of cotton, have led to its being replaced largely in the manufacture of the better qualities of paper by *hemp* Rags, which are scarce and therefore costly, are going more and more out of use.

Pacific Railroad Convention at Chicago.

The assembling of the Pacific Railroad Convention at Chicago, on the 2d inst., was the occasion of drawing to that city a large number of leading citizens, not only to witness the deliberations, but also to lend their countenances to an enterprise in which the whole country, especially the great West, is vitally interested. The visitors upon this occasion comprised public men of every description—prominent politicians, railroad men, bankers, telegraph men, distinguished military leaders, &c. The citizens of Chicago also regarded the event as one of unusual importance. Among the principal men in attendance were the following: General Curtiss, Hon. Alfred Ely, Gen. Walbridge, Hon. Samuel B. Ruggles, Hon. C. Vibbard, Gov. Dennison, of Ohio; Senator McDougal, of California; Gov. Fairbanks, of Vermont, &c., &c.

first day's proceedings.

The Convention met at 12 o'clock on Tuesday, the 2d instant, and organized temporarily by calling Gen. Samuel R. Curtiss, of Iowa, to the Chair. Gen. C., made a brief address, setting forth the objects of the Convention, and the importance of the enterprise they were about to inaugurate.

The Commissioners had been selected to put in practical form and actual operation an enterprise which had, more or less engaged the attention of the country for the last quarter of a century. Hitherto there had been put forth in connection with this road large ideas, which were impracticable, and consequently, never secured that confidence which is necessary to success. But now we have an act of incorporation, which has received the approbation of the most distinguished practical minds in the country. And we have now assembled to take the initiatory steps to adopt the measures and pursue the plans which are to give to our people a highway to the Pacific.

The distance between the connecting points at the East and the West has now been reduced to 1,500 or 1,600 miles, requiring the construction of a less number of miles of railroad than were built in Illinois in two years.

To all who are interested in the great lines of railroad terminating at or beyond the Mississippi, he would say, you will find the branches proposed in the bill, embracing all your roads, bringing you directly upon the great trunk line. There are to be three or four of these branches, but they are in no way to interfere with the trunk, except to be feeders to it from the lines, which, having their starting point on the sea-board, now reach nearly to the confines of the settled portion of the country, on the Western frontier.

Of the importance of this great national work, he scarcely need speak. It would connect the Pacific States with those of the great Valley, and of the Atlantic, forming the link which will make us emphatically one people.

The provisions of the bill under which we are about to act, have fortunately secured the co operation of all the great railroad interests of the county. This is auspicious, and a guarantee of ultimate success.

Gen. C. briefly sketched the history of the past efforts to secure the construction of a Pacific railroad, and the principal causes of their failure.

In concluding he said that he wished no position in the organization. All he wished, was a guarantee of success. Let the important posts be filled with men of purity of motive—national views and unity of aim—such men as will commend the enterprise to the capital of the country. The bill was more liberal than the one he had introduced into Congress. It granted more land, more bonds. But after all, we must rely upon an honest and faithful administration of the trust, to insure the success of the enterprise. When completed, those who have been instrumental in carrying forward this great work to its final consummation, will merit and will receive a higher place in the niche of fame than any others on this continent. This time of disaster and difficulty may be deemed inauspicious to the entering upon an enterprise of this magnitude. But these disasters do not interfere with its elements of success, or materially derange its sources of income—the trade and travel of necessity will be compelled to take this route from ocean to ocean, and the intermediate and otherwise almost inaccessible points.

Robert Finney, of Pennsylvania, and John R. Robinson, of California, were appointed tempoaary secretaries. The roll was called, and the following Commissioners answered to their names.

Maine—James Dunning, John M. Wood, Joseph Eaton.
New Hampshire—Joseph A. Gilmore.
Massachusetts—Edward R. Tinker.
Rhode Island—Chas. Fosdick Fletcher.
Connecticut—Cornelius S. Bushnell.
New Jersey—Ephraim Marsh, Charles M. Harker.
New York—Royal Phelps, Wm. H. Ferry, Samuel E. Campbell, Alfred E. Tilton, John S. Kennedy, H. Carver, Joseph Field, Benj. F. Camp, Orville W. Childs, D. N. Barney, S. DeWitt Bloodgood, Wm. H. Grant, Thos. W. Olcott, Samuel B. Ruggles, Jas. B. Wilson.
Pennsylvania—Joseph H. Scranton, Geo. W. Cass, Daniel J. Morell, Robert Finney, John A. Green, E. R. Myre.
Ohio—Amasa Stone, Wm Dennison.
Indiana—Chas. Paine, Jonas Votaw, Jesse D. Williams, Isaac C. Elston.
Illinois—Wm. B. Ogden, Chas. G. Hammond, Henry Farnum.
Michigan—John D. Campbell, Chas. A. Trowbridge, Ransom Gardner, Chas. T. Gorham, Willard McConnell.
Wisconsin—John Catlin, Levi Sterling, George Thompson, Elihu L. Phillips.
Minnesota—David Blakely.
Iowa—Wm. F. Coolbaugh, Lucius H. Langworthy, Hoyt Sherman, Lyman Cook, Samuel R. Curtis, Lewis A. Thomas, Platt Smith.
Missouri—William M. McPherson, Armstrong Beaty, John Corby.
Kansas—J. C. Stone, John Kerr, Werter R. Davis, Josiah Miller.
Nebraska—Gilbert C. Monell, Augustus Kountz, T. M. Marquette, Alvin Saunders.
Colorado—John Evans.
California—James T. Ryan, D. O. Mills, John R. Robinson.
Appointed by the Secretary of the Interior—Samuel J. Tilden, and H. V. Poor, of New York; R. W. Latham, District of Columbia; O. M. Wozencraft, of California.

The absentees were then called, when, after some discussion, an adjournment took place to 5 o'clock, for the purpose of effecting a permanent organization.

afternoon session.

The Convention reassembled at 5 o'clock P. M. The motion for the election of permanent officers, which was pending at the close of the morning session, was taken up.

G. W. Cass, of Pennsylvania, offered the following resolution:

Resolved, That this Convention do now proceed to a permanent organization, and that nominations be made for President.

This being amended so as to require a majority vote in order to elect, was, after some discussion, adopted.

Hon. Wm. B. Ogden, of Chicago, and G. W. Cass, of Pennsylvania, were put in nomination for President.

Mr. Cass having peremptorily declined, Mr. Ogden was chosen by acclamation.

Mr. Cass and Mr. McPherson, of Missouri, were appointed to conduct the President to the Chair. On taking his seat, Mr. Ogden was greeted with hearty cheering, which having subsided, he proceeded to briefly address the Convention.

He acknowledged heartily the honor conferred in calling him to preside over the Convention which has met to consider one of the most momentous questions of this or any other age. He should endeavor to discharge the duties so as to bring about the results so important to the interests, permanence and union of our country.

The difficulties which surround the project are but momentary. It must be carried through by wise consideration and a patriotic course of policy, which will inspire the capitalists of the country with confidence. A speculative spirit is as fatal to it as secession to our political union. Whoever attempts to speculate should be frowned down as an enemy to the project.

The bill is substantially well drawn, with a good foundation, but there are nevertheless defects. It will need to be amended, and some of the clauses which are not sufficiently well defined, will require to be changed. Congress will doubtless listen to experienced practical men, and make such amendments as this Convention shall recommend—and he would suggest and lay before the Convention some of the alterations which, in his judgment, ought to be made. This meeting should adopt these amendments, in order to make it a successful bill, and should sign a petition that we will take stock if they are adopted. If we go before Congress with two or three hundred prominent names, they will command attention.

He would suggest the following:

First—The bill gives no power to condemn property. It was the first conception that the road went through Government lands, which led to this omission. This should be remedied.

Second—There is no provision giving the right to mortgage the lands. You may wish to raise a few millions by mortgage, but there is no provision to that effect.

Third—There should be an amendment providing for a further extension of time in carrying out the details of the road.

Fourth—The twenty-five per cent. reservation on the bonds issued for the construction of the

roads over the Plains, undoubtedly made for fear the money would be stolen, should be remedied by placing it in the hands of men of high character, and then the reserved rights would be granted.

Fifth—It is a radical error in the bill that Government has reserved the right of giving preference to their business, telegraphic, postal, and the transportation of troops. Suppose we should be involved in a continental war, and the road should be occupied for a year or two exclusively for war transportation, where is your money to pay employees, and to devote to repairs and other expenses? Government should either pay for this right, or else should be limited in the work it does. That provision should be reconsidered.

Sixth.—The Government has the right to the profit on these bonds, due thirty years hence, after the principal and interest are paid. It is the public opinion that these bonds will pay in thirty years. If this road is put into that highly respectable relation it deserves, Congress will undoubtedly waive that claim. When we build roads in the West, we go to the East for customers, from whom we may raise money upon our first mortgage bonds, which are first liens upon the property. Government is building this road for its own purposes, and asks us to add our money to that of the Government, to complete the road and run it for them. It is not the policy of Government to guarantee the stock of the road, but it is right and proper that when Government asks subscriptions for its own purposes, we should have seven per cent., and the balance go to Government. After the railroad is once started, forty or fifty millions more than Government allows, will be needed to keep it going. The work is not more than half done, when you set it running. After the details are worked out the earnings begin to come in. I asked Mr. Thomson, of the Pennsylvania road, why he built that immense hotel on the top of the Alleghanies. He replied that he was afraid that two or three trains might get stalled in the Winter, and the passengers starve or freeze. But not a single train had been stalled since the erection of his hotel. No doubt troubles and many obstacles will be found in the Rocky Mountains and the Sierra Nevada, but they can probably be overcome.

With the aid of this further contribution, and a perfect charter of this kind, with the allotment of seven per cent. of the earnings to the stockholders after Government has started the road, capitalists will be more than willing to take hold of it.

It seems to me that these amendments comprise the most essential points, and I think there is little doubt that when you act as a whole and suggest them to Congress, they will make still further provisions. So far as the National point of view is concerned, the States west of the mountains have made complaints of the Eastern States, for withholding their means and not making connection with them. I have feared this feeling might lead to an estrangement, almost fatal in its consequences. The indifference of the eastern side of the mountains, if continued, will cause them to take their fortunes into their own hands and leave us alone. This is a vital matter, and we must assure them that we will make them and ourselves immediate neighbors.

The importance of the road, when constructed, as the great highway of nations, as well as a connecting chain between the Atlantic and Pacific States, cannot be overestimated. Lines of steamships will be established in connection with it—traversing the Pacific Ocean in every direction, and making tributary to it the rich commerce of the far East. It will bring the Oriental ports within thirty days of New York. The difference between this and a nine months' voyage around the Cape is apparent, at least to every merchant. Forty days will suffice for the transit from India to England. The route must command the travel and a large portion of the trade between Europe and the East. This will be in addition to the immense home business which, as a necessity, must be done upon this road.

The road will be without a competitor, with regular rates of tariff, and can easily earn enough to make the investment a profitable one. It can be easily built, and will cost much less than many Eastern roads, per mile. In the meantime, if we can procure these amendments with the promise of heavy subscriptions, the work we may reasonably anticipate, will go forward:

The Convention will now proceed to business:

H. V. Poor, of New York, was nominated for Secretary.

Mr. Gilmore made a motion to adjourn, to give those who were expected this evening an opportunity to participate in the organization.

B. F. Camp, of New York, and John R. Robinson, of California, were also nominated for Secretaries.

Mr. Tilden, of New York, moved that the Convention proceed to the election of Secretary—the vote to be taken, by calling the names of the Commissioners.

Gen. Curtiss made quite a long speech, mainly with reference to the amendments proposed by the President of the Convention in the opening address. He declared that there was no necessity of petitioning Congress for them. The Legislatures of the States would freely and promptly grant the right of way, Congress would grant an extension of the time for the completion of the road at any time for good reasons shown. Congress had made a most liberal grant, giving for the first 150, 6,400 acres of land, which at the lowest estimate is worth $4,000, and $12,000 in bonds, making $16,000 for each mile of road. This he considered enough to begin with, and that it would be impolitic to ask more. He thought it the best policy to perfect the organization under the bill as it stands.

A *viva voce* vote was taken for Secretary, with the following result.

H. V. Poor	51
B. F. Camp	10
J. R. Robinson	6

The election of Mr. Poor was then declared unanimous.

Thos. W. Olcott, of Albany, was elected Treasurer "by acclamation."

On motion of Mr. Bushnell, a Business Committee, constituted as follows, was chosen:

Maine, John M. Wood; New Hampshire, Joseph A. Gilmore; Massachusetts, Edward R. Tinker; Rhode Island, C. F. Fletcher; Connecticut, C. S. Bushnell; New Jersey, C. M. Harker; New York, S. B. Ruggles; Pennsylvania, G. W. Cass; Ohio, Amasa Stone; Indiana, Samuel Hanna; Illinois, Wm. B. Ogden; Michigan, C. T. Gorham; Wisconsin, J. Catlin; Minnesota, D. Blakely; Iowa, W. P. Coolbaugh; Missouri, J. Corby; Kansas, J. C. Stone; Nebraska, Oliver Saunders; Colorado, John Evans; California, D. O. Mills; At Large, S. J. Tilden.

Adjourned.

SECOND DAY'S PROCEEDINGS.

The Convention assembled at 10 o'clock on Wednesday morning, and 68 Commissioners answered to their names. After some unimportant business, explanations, &c., the joint resolutions of the Territorial Legislature of Colordo, asking that the road may be located through that territory, pledging the earnest co operation of the people in its construction, and recommending Gov. Evans as one of the Directors, was received and laid over for future consideration.

The Business Committee reported, in part, setting forth the importance of the Pacific Railroad in a National and commercial point of view; that the pressure of war should not discourage the friends of the work, nor deter them from entering vigorously upon its prosecution. They also recommend the early opening of subscription in all the principal cities of the Union.

The report was accepted and laid over for future consideration.

After the transaction of some routine business, the report of the Committee was taken up.

Hon. S. B. Ruggles, of New York, called upon Gov. Evans, of Colorado, for an exposition of the mineral resources of that region, and the effect of the Pacific Railroad in developing its resources, &c.

Gov. Evans addressed the Convention at some length, in response to the call, setting forth most gratifying results of quartz mining at Pike's Peak and Gregory. The production of gold was much larger than he ever imagined, until recently. The Pacific Railroad should have the benefit of passing through this Territory. On this route there were miles where a spade need scarcely be struck in order to form a road bed. The yield of gold at Central City will amount to $5,000,000 the present year. There have recently been made discoveries of valuable deposits of iron and coal on the line where the citizens of Colorado desire to have the road built—about the 40th parallel. Timber and water were abundant, and there was every needed facility for the construction of the road. Colorado would soon contain the requisite number of inhabitants to entitle it to become a State. Give us this road and you greatly facilitate its settlement, the development of its resources, and insure its immediate and permanent prosperity. In return, we shall give you material aid of no mean magnitude, and a large and profitable addition to your income. Some objections to this route are urged in California; but he was assured that a careful investigation of all the advantages and disadvantages would result in a decision in its favor.

Mr. Ruggles made a brief but characteristic address, abounding in the logic of "facts and figures," for which he has so long been distinguished. He thought that the government would make more money by running the road through the regions of the gold and silver mines, than would be expended in its construction. With this route once opened, the future magnificence of America would more than realize the poet's dream. The emigration to the now far West would be magical in its developing influence upon the now almost inaccessible regions of the country.

Mr. Bloodgood, of N. Y., followed in the same strain, advocating eloquently the importance of the road in a commercial point of view. As a commercial route it would have the advantage over all others. It would cause the commerce of the East to flow across the continent. It would bring the gold of California direct to New York, instead of scattering it to all parts of the world.

Mr. B. made some strong points, and was well fortified with statistics—so dear to practical men. But as these arguments have been urged through so many years, they become familiar, which renders unnecessary extended reports.

The first resolution of the Business Committee—setting forth the importance of the road—was adopted unanimously.

Adjourned.

THIRD DAY'S PROCEEDINGS.

The business resolutions pending at the adjournment on Wednesday coming up, Mr. McPherson offered, but afterward withdrew, an amendment to reduce the number of places for receiving subscriptions.

Mr. Ruggles called the attention of the Commissioners to the provision of the act of incorporation requiring the company to complete a telegraph as well as a railroad, from the Missouri to the Pacific, on pain of forfeiture of the whole.

Measures had been taken to secure the co-operation of the Emperor of Russia in the great work of completing a continuous line of telegraph passing through Russia and British America on the Pacific, and across Behring's Straits, so as to connect St. Petersburg directly with Washington. Of this vast work, 14,000 miles long, Russia had already finished 8,500 miles extending Eastward from Moscow, and had provided the materials for the residue.

Mr. Tilden, of N. Y., spoke upon the military and political necessity of the road. No man ever felt more profoundly than he, or ever sought more earnestly, according to the feeble measure of his ability, to maintain the unity of this republic—a unity to be maintained by military force sometimes, and sometimes by wise forcasting deliberations. This railroad, and all railroads, were better defences than all the fortresses ever erected.

Mr. Robinson, of California, offered the following resolution to test the sentiment of the convention. It was unanimously adopted:—

Resolved, Unanimously, that the President of this Board of Commissioners is hereby instructed to petition Congress immediately upon its reassembling in December next, to amend the Pacific Railroad Company act so it shall read, "The capital stock of said company shall consist of one million shares of one hundred dollars each, which shall be subscribed for and held in not more than two thousand shares by any one person.

The business resolution, as amended, was then carried unanimously. It therefore stands as above, excepting the addition of more places for opening books and fixing the date of opening from the first Wednesday in November.

Mr. Ruggles read the residue of the resolutions reported by the business committee, which were unanimously adopted. They are as follows:—

Resolved, That the security to be given by the treasurer shall be his bond, conditioned for his faithfully accounting for all moneys which may come into his hands, with two sureties to be approved by the president and secretary for $100,000. The treasurer shall be responsible only for due care in the safe keeping of the moneys which shall actually come into his hands. He shall keep on interest any funds which may accumulate in his hands, at the highest rates consistent with safety.

Resolved, That a committee, consisting of one member from each state and territory, and one from the members at large, be appointed by the president to apply to Congress for any auxiliary legislation which may be necessary and proper to facilitate and expedite the construction of the work which the present Board was appointed to promote.

Resolved, That a committee of thirteen members be appointed by the president which shall have advisory powers, with the officers of the company and any other powers when the Board is not in session it may lawfully delegate.

Resolved, That the president, secretary and treasurer shall *ex officio* be members of each of the three committees, and five members, exclusive of the officers of the board shall constitute a quorum of said committees convened on due notice to all the members.

Resolved, That when this board adjourn it shall adjourn subject to the call of the president and secretary upon notice of not less than ten days, addressed by mail to each member whose address shall be known to these officers.

Mr. Cass offered the following resolutions, which were adopted:

Resolved, That the treasurer is authorized and directed to pay the warrants drawn on him by the president and countersigned by the secretary, which warrants shall only be drawn for the legitimate expenses of the organization which occur subsequent to the time of meeting of the commissioners; but no expenses incurred prior to that date shall be paid excepting for the advertising required by the act of incorporation.

Resolved, That the advisory committee of thirteen be a committee on expenditures and accounts, and no warrant shall be drawn for any account until approved by said committee to audit the final accounts of the treasurer.

Resolved, That it shall be the duty of the secretary to keep an account of all warrants drawn on the treasurer by the president and countersigned by him, showing the date, purpose for which drawn and amount of said warrants. He shall also file in his office the original bill or vouchers, for which the warrants were drawn.

Mr. Ruggles offered the following, which was unanimously adopted:—

Resolved, That it be referred to a committee of three members, from New York, to be appointed by the president to petition the canal board of New York to exempt from canal tolls, all railroad iron carried on the canals of that state to be used in the construction of the Union Pacific Railroad.

Mr. Tilden offered the following, which was adopted:—

Resolved, That a committee consisting of five members be appointed by the chair to collect useful information in respect to the contemplated Pacific railroad, the various routes proposed, and the agricultural, mineral and topographical character of the regions traversed by such routes; and that all the members of this Board be requested to transmit to the said committee such information as they may possess or acquire in these respects.

Mr. Ruggles again spoke of Utah, and its telegraphic communication with the East, and read telegraphic correspondence which had passed between members of the Board and Mormon elders in the absence of President Brigham Young, occupying, as he observed, a little over two hours in transmission, and traversing over 1100 miles.

Mr. Smith of Iowa called up his resolution to place the acceptance of the act on file with the Secretary of the Interior. Gov. Dennison moved to amend by placing on the file the certified proceedings of this convention. Carried.

Mr. Cass offered the following, which were adopted:—

Resolved, That the newspaper press throughout the loyal states be respectfully requested to publish the proceedings of this convention for the purpose of aiding in the success of the great enterprise of a Pacific railroad.

Resolved, That the officers of the Board of Commissioners be instructed to publish in a pamphlet form for general distribution, copies of the proceedings of the convention, and such other matters as may, in their judgment, promote subscription to the capital stock of the company.

Gov. Dennison offered the following, which was adopted with much applause:

Resolved, That the thanks of the board of commissioners of the Union Pacific Railroad Company are hereby tendered to the Hon. William B. Ogden, president of the board, for the dignified, able and courteous manner in which he has presided over their deliberations at their first meeting, so important to the highest interests of the country.

Mr. Robinson moved that the thanks of the convention be returned to the various railroads which had tendered their courtesies, to the superintendent of the Illinois and Michigan canal for the excursion to the Hydraulic works, and to the citizens of Chicago for their hospitality. Carried.

A few minutes were spent in pleasant social discussion and the convention dissolved.

Annexed we give the preamble and resolutions which passed the Convention:

The commissioners of the Union Pacific Railroad Company, incorporated by act of Congress, approved July 1, 1862, assembled at Chicago, in conformity with said act, on the 2d day of September, 1862, deem it proper and necessary to declare the motives which have induced them to accept the trust committed to them by the act, and the public considerations by which in their judgment, those who direct the affairs of the company should be exclusively guided. They do, therefore,

Resolve, 1. That the speedy completion through the territory of the United States, from the Atlantic to the Pacific, of a railway communication affording adequate means of transit for persons and property, and especially for the mails and military forces of the government has become a matter of urgent public necessity, not only in facilitating and augmenting the commerce, and developing the agricultural, mineral and fiscal resources of our continental union, but pre-eminently in providing for the public defence, and perpetuating the political unity of the Atlantic and Pacific portions of the republic.

Resolved, 2. That the Eastern division of this great continental chain extending from the Atlantic Ocean to the Missouri river having already been completed by the capital and enterprise of companies incorporated by the several states, it was eminently proper for the United States to incorporate a national company for completing the residue, reaching from the Missouri to the Pacific, with such aid from the national Treasury and resources as seemed to be necessary, and that the country may well rely on the continuance of the same wise and parental policy to expedite the efforts of the company to complete the work with all practical despatch.

Resolved, 3. That it was peculiarly the duty of the nation which had assumed and exercised the right greatly to extend its original limits by annexing the broad continental area between the Mississippi and the Pacific, and that, too, for the avowed purpose of protecting the commerce and territory of the Union from foreign interference, to exert all its powers to secure the completion of a chain of communication so vitally important to both.

Resolved, 4. That the denationalizing and treasonable effort now in progress to separate the slaveholding portion of the Union from the residue, could it be successful, would inevitably be followed by attempts still more flagitious not only to detach the states on the Pacific but even to separate the states on the Lakes and the Upper Mississippi and Missouri from those on the Atlantic, and possibly from each other, that this audacious and abominable attempt to demolish the fabric of our national government is secretly encouraged if not openly approved by at least a portion of the European world, and that the American people are now impelled by every motive of interest, duty, pride and honor, and every instinct of

self-respect and self-preservation to avert from themselves and posterity a calamity so enormous.

Resolved, 5. That the peculiar character of the pending rebellion, involving, if successful, the utter destruction of our national organization and the consequent reduction of our hitherto powerful republic to the fragmentary and feeble condition of central Europe, entailing on our continent, for centuries to come, perpetual internal strife, if not interminable war, imperatively required not only the utmost exertion of the military and naval power of the government but the immediate adoption of every measure of civil administration for strengthening the bonds of our existing Union; and that nothing will contribute more permanently and effectually to that object than the binding without delay by an adequate chain of communication, our Pacific coast and the rich metalliferous regions of the interior to the large and powerful group of food-producing States around the lakes and the maritime States on the Atlantic seaboard; and that such a channel of interoceanic intercourse through this central portion of the continent, occupied by a populous and homogeneous race enjoying easy and daily access to the two oceans of the globe, would enable it not only to resist and defy any farther attempt either at home or abroad to dismember our territory, but to exercise a commanding influence over the commerce if not the political destinies of the civilized world.

Resolved, 6. That Congress acquired a new claim to the gratitude of the people in delegating to an incorporated company the duty and responsibility of constructing and managing this great work of national improvement, and in aiding it by the public credit and grants of the public lands; that through this instrumentality the enterprise will enjoy the benefit of a permanent and steady direction, exempt from the uncertainty and delay of yearly appropriations, and especially from the vicissitudes of party conflicts and the demoralizing effects of party interference, permitting its directors to carry forward the work with activity, intelligence and honesty, on a continuous and systematic plan, undisturbed by any changes or vacillations in our public affairs.

Resolved, 7. That the commissioners are profoundly impressed with the conviction that under the pressing exigency of our present struggle for national existence, this great channel of intercourse, with its rich and invigorating streams of national commerce and its unrivalled military facilities, is more than ever needed to preserve the American Union from political dissolution; that the pressure of the pending war, so far from affording any reason for delaying its prosecution, shows only the more its urgent necessity; that no time should be lost in securing its speedy completion by every reasonable effort, and that in a crisis so grave as the present, the company and the country may properly and confidently rely on the government promptly to afford any further aid or facility which the vital interests involved in its vigorous prosecution so evidently required.

Resolved, 8. That the commissioners will duly proceed to open books of subscription to the stock of "the Union Pacific Railroad Company," in the manner and on the terms prescribed in the act of incorporation; that said books be opened on the first Wednesday of October next, at twelve o'clock at noon, at Portland, Maine; Concord, New Hampshire; Rutland, Vermont; Boston, Massachusetts, Providence, Rhode Island; Hartford, Connecticut; New York City; Trenton, New Jersey; Philadelphia City; Wilmington, Delaware: Baltimore; Maryland; Washington City; Columbus, Ohio; Indianapolis, Indiana; Chicago, Illinois; Detroit; Michigan; Milwaukie, Wisconsin; St. Paul, Minnesota; Burlington, Iowa; St. Louis, Missouri; Leavenworth, Kansas; Omaha, Nebraska Territory; Denver City, Colorado Territory; Salt Lake City, Utah Territory; and San Francisco, California; to be opened at such localities therein as may be designated by or under the authority of the President, Secretary and Treasurer of this Board, or any two of them, and by such persons as they may in like manner appoint; that said books shall remain open at all said places for two weeks, but if in the judgment of the President, Secretary and Treasurer, or any two of them, it shall prove impracticable to open or keep open the said books at any or either of the said places, such places shall be dispensed with.

The said books shall be kept open in the city of New York, until the amount of subscriptions required by the act of incorporation shall be obtained. A cash payment of ten per cent on the amount of every subscription shall be made by a certificate of deposit to the credit of the treasurer in some bank of good standing, to be approved by him; on receiving such certificate he shall issue his receipt to the subscriber for the amount.

The Tax on Interest Payable to Foreigners.

BARCLAY & LIVINGSTON TO SECRETARY CHASE.

NEW YORK, August 28, 1862.

SIR:—In behalf of many foreign holders of American securities, we solicit the favor of replies to the following queries:—

Under the United States Tax bill, soon to go into effect, what tax will foreigners resident abroad have to pay from?

1. The interest on United States loans?
2. The interest on State and city loans?
3. The interest on railway bonds?
4. The dividends on shares in railway, gas and other corporations? and
5. In what manner and by whom will such taxes be collected?

We desire to make known to our correspondents abroad as soon as possible, not our own, but an authoritative interpretation of the law. This you will please accept as our apology for thus trespassing upon your time. We have the honor to be, sir, your obedient servants,

BARCLAY & LIVINGSTON.

To Hon. S. P. CHASE, Secretary of the Treasury, Washington, D. C.

THE REPLY OF INTERNAL REVENUE COMMISSIONER.

TREASURY DEPARTMENT, OFFICE INTERNAL REVENUE, WASHINGTON, D. C., Sept. 3, 1862.

SIRS—I have the honor to acknowledge the receipt of your letter of the 28th of August.

In reply permit me to say that whenever coupons are payable in a foreign country, no deduction can be made legally by virtue of our excise laws.

On dividends and coupons payable in this country, the deductions will be made in conformity to the Excise law.

In neither case is the residence of the holder to be regarded. Your obedient servant,

GEORGE S. BOUTWELL, Commissioner.

Messrs. BARCLAY & LIVINGSTON, New York.

RAILS FOR SALE.

500 TONS RAILS, 50 lbs. per yard.
1,000 TONS " 51 lbs. "
350 TONS " 54 lbs. "

Of the best makes, in yard and ready for delivery.

MEAD & BELL,
13 CLIFF ST.

4t37

OTTO AHLSTROM,

MANUFACTURER OF THE

LOUDON & AHLSTROM'S

PATENT EXPANSION SCREW FASTENINGS,

A QUICK and sure means of making preparatory Fastenings —The hole not requiring to be large at the bottom.

Also for ANCHORING LIGHT-HOUSES, BEACONS, BUOYS, BRIDGES, DAMS, FORTIFICATIONS, etc.

For NEWEL, GATE AND FENCE POSTS, and IRON RAILINGS in various ways.

Also, a CHEAP and ready means for fastening Iron or other ornaments (large or small) to stone or brick buildings.

For STAPLES, HINGES, AWNINGS, SIGNS, SHUTTER FASTENERS, LEADER HOOKS, etc.

For INSIDE WORK, such as for fastening articles to Hard Walls, Marble, etc., without hammering or using lead. For fastening Marble Tops to Furniture, etc. They are also so constructed as to be applied in Wood.

For LIFTING PURPOSES, such as Foundrymen's Tools for raising their patterns of wood or metal from the sand. They may be used in tapped or smooth holes.

Orders promptly executed by

OTTO AHLSTROM,
22nd St., 2nd Avenue, N. Y.

PROPOSALS
FOR $250,000 OF THE CROTON WATER STOCK OF THE CITY OF NEW YORK.

SEALED proposals will be received at the Comptroller's Office, until THURSDAY, September 25th, 1862, at two o'clock P. M., when the same will be publicly opened for the whole or any part of the sum of two hundred and fifty thousand dollars ($250,000) of the Croton water stock of the City of New York, authorized by Chapter 372 of the laws of 1860, and as amended by Chapter 181 of the laws of 1861, and by an ordinance of the Common Council, approved by the Mayor October 4, 1861, for increasing the supply of Croton water, etc.

The said stock will bear interest at the rate of six per cent. per annum, payable quarter-yearly, and the principal will be redeemed November 1, 1883.

The proposals will state the amount of stock desired, and the price per one hundred dollars thereof, and the persons whose proposals are accepted will be required to deposit with the Chamberlain of the City, within ten days after the opening of the bids, the sum awarded to them respectively.

On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the stock, bearing interest from the date of payments.

Each proposition should be sealed and endorsed 'Proposals for Croton Water Stock of the City of New York," and the same inclosed in a second envelope, addressed to the Comptroller.

The right is reserved to reject any or all of the bids, if considered necessary, to protect or promote the interests of the City.

ROBERT T. HAWS, Comptroller.

CITY OF NEW YORK, DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, Aug. 26, 1862. 3t35

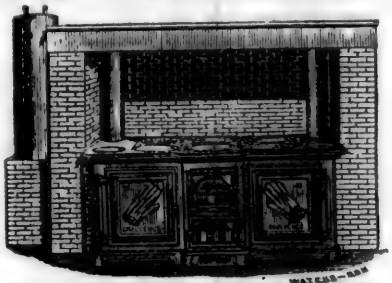
THE NEW YORK CENTRAL RAILROAD COMPANY, TREASURER'S OFFICE, ALBANY, July 19, 1862.

EIGHTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend of Three per cent. on the Capital Stock thereof,—free of the United States Income Tax, which will also be paid by the Company—payable on the 20th day of August next, upon stock registered at New York, Boston and Albany, and on the 20th day of September next upon stock registered at London.

Stockholders whose stock is registered at New York, will receive their Dividends at the office of DUNCAN, SHERMAN & CO.; those whose stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose stock is registered at Albany, at the ALBANY CITY BANK; those whose stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s 1d to the dollar.

The Transfer Books will be closed at the close of business on Thursday, the 31st day of July inst., and will be re-opened at New York, Albany and Boston on the morning of Saturday, the 23d day of August next.

8t30 JOHN V. L. PRUYN, Treasurer.



Challenge Air-tight KITCHEN RANGES,

May be placed in a fire-place without masonry, and with or without water-back; or may be set out on feet, as an ordinary stove.

This range, already very popular, has the **LARGEST OVEN** of any in the market; BAKES PERFECTLY, never burning to brown at the bottom; BOILS, ROASTS and BROILS with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL**, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light



SUMMER AND WINTER

PORTABLE RANGE,

Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y.



SANFORD'S
MAMMOTH
OR
GLOBE
HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y

This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

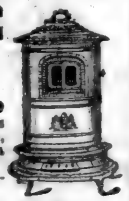
J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.

The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used. CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY
SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water street, New York,

The COSMOPOLITE
PARLOR RADIATOR, &
GAS BURNER,



Introduced one year ago, already ranks as the LEADING STOVE for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.

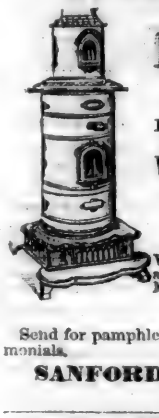
Fire may be kept all winter with an astonishingly small supply of coal.

Send for description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.



Sanford's
CHALLENGE
HEATERS
SET IN BRICK,
PORTABLE
OR AS
FIRE PLACE
HEATERS,



FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR
Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,
WITH AND WITHOUT REGISTERS.
THE MOST POWERFUL HEATERS
AND THE
Greatest Fuel Savers in the World:
With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.

CAR DUCK.

HEAVY 4-PLY PITCHBURG DUCK OF ALL WIDTHS, 11 to 140 inches, PLUSHES, BURLAPS, CAR HEAD LININGS, and all kinds of RAILROAD SUPPLIES.

For sale by

WILLIAMS & PAGE,
67 Water st., Boston

RAILS AT BOSTON.

400 TONS RAILS—60 lbs. per lineal yard—T pattern—now ready for delivery at Boston. For sale by

CHAS. L. PERKINS,
Or, E. LIVINGSTON,
64 Exchange Place,
2m30

GEO. M. FREEMAN,
RAILROAD
SUPPLIES,
No. 107 WALNUT STREET,
PHILADELPHIA.

Railroad Materials, Locomotive and Car Findings,
MACHINERY AND MACHINISTS' TOOLS,
MINERS' TOOLS, ETC.
☞ COTTON WASTE. ☜
WHITE AND YELLOW CAR GREASE,
LOCOMOTIVE BRASS WORK,
Baggage Checks, Barrows, etc., etc.,
RAILROAD LANTERNS, SIGNAL LIGHTS,
STEAM GAUGES, COCKS AND WHISTLES,
INDIA RUBBER HOSE PACKINGS, ETC.
LANTERNS OF ALL DESCRIPTIONS,
ENGINE, STATION, AND SIGNAL BELLS,
☞ Superior Car Upholstery, etc. ☜
AGENCY OF THE KEROSENE OIL COMPANY
☞ Orders solicited, promptly filled, and forwarded with despatch and care *at the manufacturers' lowest prices.*

MERRITT & EMERSON,
No. 64 COURTLANDT ST.,
NEW YORK,
DEALERS IN
RAILROAD
SUPPLIES
AND
ENGINEERS' STORES.
MANUFACTURERS OF
BOLTS, NUTS AND WASHERS,
LAG SCREWS, TURNBUCKLES, ETC., ETC.
TELEGRAPH MATERIALS.
PLAIN AND GALVANIZED WIRE INSULATORS.
INSTRUMENTS, BATTERIES, ETC., ETC.
☞ A complete stock of **Railroad** and **Telegraph Supplies** and **Engineers' Tools** constantly on hand.

CUMBERLAND COAL.

THE BORDEN MINING COMPANY

ARE now prepared to fill orders and to make contracts for the season of 1862, for CUMBERLAND COAL, DELIVERABLE ON BOARD VESSEL AT Baltimore, Md., Alexandria, Va., or Georgetown, D. C. Purchasers may rely upon the Coal proving equal in quality to that heretofore furnished.

The Company also have the pleasure of announcing that they have completed, after two years' labor, their shaft and machinery upon their new property in the VALLEY OF GEORGES CREEK, and are lifting from the very heart of the Coal Basin a superior and perfect article of BITUMINOUS COAL, remarkably free from impurities of every description, and possessing qualities peculiarly adapting it to Locomotive use, and to generating steam under all circumstances. This Coal will be known in market as "BORDEN'S PIT COAL."

Our Railroad friends, and others requiring a superior Coal, will find it to their interest to give this a trial before contracting elsewhere.

For prices and other information apply to

WILLIAM BORDEN.
3m21 Nos. 70 and 71 West st., New York.

SUPERIOR
OAK-TANNED, STRETCHED AND RIVETED
LEATHER BELTING,
MANUFACTURED BY
PHILIP F. PASQUAY, 25 Spruce st., N. Y.
DOUBLE BELTS TWICE THE PRICE OF SINGLE
Best Lace Leather and Steel Hooks for round Belts always on hand.
☞ In comparing my List of Prices with others, it will be necessary to compare also the quality of Belting. 3m28

COTTON WASTE
OF DIFFERENT QUALITIES,
FOR MACHINERY AND
RAILROAD USE
CONSTANTLY ON HAND.
K. EGAN & CO.,
19 Burling Slip, N. Y.

BOARDMAN'S
Patent Steam-Boilers

SAVE over 20 per cent. on the fuel required for flue or plain cylinder boilers, while they have all the advantages of strength, cheapness and simplicity of construction, convenience and safety in use, claimed for either. Send for a circular.

H. BOARDMAN,
No. 84 Broadway, N. Y.

CAR AXLE WORKS.



A. & P. ROBERTS,
PENCOYD IRON WORKS,
OFFICE No. 410 WALNUT STREET,
PHILADELPHIA.
Rolled or Hammered Car Axles, Bar Iron and Forgings.

A. WHITNEY & SONS
CAR WHEEL WORKS,
Callowhill & Sixteenth Sts.,
PHILADELPHIA, PENN.,
FURNISH
CHILLED WHEELS,
FOR CARS, TRUCKS, and TENDERS.
CHILLED
Driving Wheels and Tires
FOR LOCOMOTIVES.
ROLLED AND HAMMERED AXLES.
WHEELS and AXLES,
FITTED COMPLETE.

G. G. LOBDELL. H. S. McCOMBS. D. P. BUSH
BUSH & LOBDELL,
WILMINGTON, DELAWARE,
MANUFACTURERS OF
CHILLED WHEELS
AND
TIRES,
FOR RAILROAD CARS
AND
Locomotive Engines,
ARE PREPARED TO EXECUTE PROMPTLY
ORDERS TO ANY EXTENT FOR THEIR
CELEBRATED WHEELS,
EITHER SINGLE OR DOUBLE PLATE,
WITH OR WITHOUT AXLES.
WHEELS FITTED
To HAMMERED or ROLLED AXLES,
IN THE BEST MANNER, AT THE SHORTEST NOTICE,
AND ON THE MOST REASONABLE TERMS.

THE ROGERS
Locomotive & Machine
WORKS,
SUCCESSORS TO
ROGERS, KETCHUM & GROSVENOR,
PATERSON, N. J.,

HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either
COAL OR WOOD BURNING
LOCOMOTIVE ENGINES
AND OTHER VARIETIES OF
RAILROAD MACHINERY.

J. S. ROGERS, *Pres't,*
WM. S. HUDSON, *Sup't,* } Paterson, N. J.
M. K. JESUP, *Vice Pres't.*
L. P. STARR, *Secr'y and Treas'r.*
44 Exchange Place, New York.

THE
TAUNTON LOCOMOTIVE
MANUFACTURING COMPANY,
TAUNTON, MASS.,

HAVING large facilities, and having had a long experience in the business, are prepared to furnish
LOCOMOTIVES,
EITHER FOR BURNING WOOD OR COAL,
OF THE MOST APPROVED CONSTRUCTION.
ALSO ALL KINDS OF
RAILROAD MACHINERY,
STATIONARY ENGINES AND BOILERS,
SUGAR MILLS, SHAFTING, ETC.
HARRISON TWEED,
Agent and Treasurer.
P. I. PERRIN, Sup't.

Locomotive Engines.
DANFORTH, COOK & CO.,
PATERSON, N. J.,

HAVING erected an extensive Shop, with the most approved Machinery and Tools, are prepared to execute orders for the various classes of Freight and Passenger Locomotive Engines and Tenders, in the best manner and on the most favorable terms.
Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops.
The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention.

RICHARD NORRIS. HENRY LATIMER NORRIS.
RICHARD NORRIS & SON,
LOCOMOTIVE STEAM ENGINE
BUILDERS,
SEVENTEENTH STREET, ABOVE CALLOWHILL,
PHILADELPHIA,
ENGAGED EXCLUSIVELY IN THE MANUFACTURE OF
LOCOMOTIVES,
RAILWAY TOOLS AND
MACHINERY.

MANUFACTURE to order, Locomotives of any Arrangement, Weight or Capacity. In Design, Material and Workmanship, the Locomotives produced at these Works, are equal to and cannot be excelled by any.

IRVING HOUSE,
NEW YORK,
BROADWAY AND TWELFTH STREET,
ENTRANCE, 45 TWELFTH STREET.

THIS House is now open for the accommodation of FAMILIES and TRANSIENT GUESTS, and will be conducted upon the EUROPEAN PLAN.

PROPRIETORS:
GEO. W. HUNT,
Late of the Brevoort House, Fifth Avenue.
CHAS. W. NASH,
Formerly of the Great Republic.



LEMUEL W. SERRELL,
SOLICITOR OF
AMERICAN & FOREIGN PATENTS,
No. 121 NASSAU ST.,
NEW YORK.

VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for **Buildings, Vessels, RAILROAD CARS**, etc., by which **spontaneous ventilation** can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.
Address HENRY RUTTAN,
Coburg, Canada.

THE GREAT FIRE IN TROY.
Unparalleled Triumph
OF
LILLIE'S SAFES!

The following certificates explain themselves:

TROY CITY BANK, May 21, 1862.

LEWIS LILLIE, Esq.—Dear Sir: I am sure it will give you as much pleasure to know as it does me to say, that in the recent fire of the 10th inst., which desolated our city and destroyed our Banking-house, the contents of our Bank vault, though the building itself was a heap of ruins, remained entirely unharmed. This result we attribute entirely to the fact that our old Wrought Iron Doors were, about two years since, exchanged for a set of your celebrated Chilled and Wrought Iron Doors and Frames. With the old doors, not a book or paper in the Vault could have been saved; as it is, nothing in it was even damaged, though exposed to the most intense heat.
Yours, respectfully, S. K. STOW, Cashier.

TROY, N. Y., May 14, 1862.

The undersigned, using **Lillie's Chilled and Wrought Iron Fire and Burglar Proof Safes,** at the time of the late disastrous fire in this city, would state that our safes were subjected to a severe test by fire, the heat varying in intensity, according to the locality and surroundings. The time they were exposed to the fiery ordeal, unprotected by water, varied from 24 to 72 hours. We would say that our money, papers, books, etc. were well preserved, and the Safes are suitable for further use. By comparison with Safes of other manufacture, equally exposed, we have no hesitancy in recommending Safes of Lillie's manufacture to the public on their demonstrated merit as entitled to unparalleled confidence as fire-proofs.

James Kenyon,	S. Bachelder,
S. O. Gleason,	Gates H. Barnard,
Percy & King,	W. D. Haight,
McCoy & Beadle,	Denio & Freiot,
Coon & Van Valkenburgh,	Walsh, Petit & Anthony,
S. S. McClure,	D. H. Snyder,
Ross & Smith,	Jonathan Seaman.
Robert Green,	

Not dug out—nothing in them.

TROY, May 19, 1862.

The undersigned had one of **Lillie's Wrought and Chilled Iron Safes,** which went through the fire of the 10th of May. The Safe was exposed to a severe fire for over 24 hours. In falling it turned on its face, and when turned up to open the doors was red-hot. The back of the lower part of the Safe (behind the books) was filled with pennies, which, in falling over, pressed against the books, and brought them directly in contact with the doors. The wrappers on the pennies were mostly good. The books were unfit for further use, but the writing on them was partially legible and could be copied.
DUSENBURY & ANTHONY.

TROY, May 19, 1862.

This is to certify that we had in our store, in this city, when it burned, one of **Lillie's Small Safes,** which was in the fire, without water on the building or Safe. Most of the valuables were removed before the fire, and therefore we were not in haste to get the Safe out of the burning ruins. Some of the papers left in the Safe were legible when taken out, but most of them were charred.
I. M. SINGER & CO.,
Per G. W. BABCOCK, Agent.

This is to certify that the undersigned had one of LILLIE'S Patent Chilled Iron Safes in their store, which was burned during the late severe fire in this city, and we are happy to state, the Safe preserved all its contents in first-rate condition. All the papers were legible, and the books will do for further use, without even rebinding.
GRANT, NUTTING & CO.

The foregoing comprises all the Safes of my manufacture that were in the fire, and below will be found certificates from all the owners of Safes manufactured several years since, by World's Safe Company, who used my Patent Chilled Iron Shell, but not my Fire-Proof Cement.

WORLD'S SAFE COMPANY'S SAFES.

TROY, May 19, 1862.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire of the 10th inst., in this city, would state that our Safes were exposed to a severe heat, being confined in the burning ruins, unprotected by water, from one to three days. On opening the Safes the contents were mostly legible, and to a far greater extent than could be reasonably expected of any Safe. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectors against fire, and by this test we are prepared to recommend them as such to public patronage.

Lyman Bennett,	Silliman, Matthews & Co.,
Flood & Dunham,	E. L. Mallory,
John Hutchinson,	E. H. Virgil,
Sup't National Express Co.	

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire in this city, would state, that on opening our Safes the contents were mostly legible. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectives against fire, and we are happy to recommend them to public patronage.
W. & L. E. GURLEY,
R. L. & G. DRAKE,
LEONARD SMITH,
H. E. & W. ALENDORPH, Absent.

TROY, May 19, 1862.

To whom it may concern: We would certify that when the recent fire broke out in this city, we took out from our Safe (which was made by World's Safe Company) all our books, papers, etc., and then left it to the flames without shutting the door, and the Safe will do for further use by being repaired, although the book case was destroyed by the door being left open through the fire.
ACKLEY & CO.

TROY, May 19, 1862.

The undersigned, using Safes manufactured by the World's Safe Company, at the time of the late disastrous fire on the 10th instant, in this city, would state that our Safes were filled with fire-brick for the fire-proof, and while several of this class preserved their contents, ours were considerably charred, and only a part legible. In justice to Mr. LEWIS LILLIE, we are pleased to state that Safes of his manufacture proved to be powerful protectors against fire, and have preserved their contents, after having been exposed to the fiery ordeal, unprotected by water, from one to three days.

Stephen Holton,	Luther Greenman,
Bennett, Strickland & Fellows,	E. W. Johnson,
Corless & House,	J. H. Goodsell.

TROY, N. Y., May 17, 1862.

LEWIS LILLIE—Dear Sir: We were using at the time of the late severe fire of 10th inst., a Safe purchased in 1852 of the late World's Safe Company. The contents were considerably charred, but our Ledger is mostly legible, and we are able to copy it.
The Safe was subjected to a severe heat for over eighteen hours, and we are satisfied that if water had been thrown on the ruins, as is ordinarily the case, the contents would have come out uninjured. You will please repair our Safe, placing in it the improvements embraced in Safes of your manufacture, and oblige
SHELDON & GREENE.

N.B.—The above Safe is believed to have damaged the contents more than any of those named in this circular.

There were only seven Sheet Iron Safes, made by Herring and others, outside of the railroad depot, that were exposed to the fire, four of which were entirely burnt out; the fifth was saved by being early cooled off by water; the remaining two were not severely tested.
LEWIS LILLIE.
H. R. HUBBELL, Agent,
No. 198 Broadway, New York.

T. G. SELLEW,
MANUFACTURER OF
Desks and Office Furniture,
WAREROOM { No. 107 FULTON ST., Near Nassau, N. Y.
☞ LIBRARY FURNITURE made to order.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, September 20, 1862.

The Intercolonial Railway.

The project of building an intercolonial railway through Nova Scotia, New Brunswick and Canada East, connecting Halifax with Quebec, has been again brought before public notice. It is stated that the Duke of Newcastle as Colonial Secretary, has consented, on behalf of the British government, to offer the Provinces an imperial guarantee of interest toward enabling them to raise by public loan the requisite funds for building this road. A delegation from Nova Scotia, consisting of the Hon. Mr. Howe, Provincial Secretary; Hon. Mr. McCally, Chief Railway Commissioner, and Hon. Mr. Annaud, Financial Secretary —also one from New Brunswick, consisting of the Hon. Messrs. Tilley, Steeves and Mitchell—have been appointed to confer with the members of the Canadian Government on this subject and on intercolonial free trade. The meeting was to take place on the 10th instant. It is believed that this movement will be only preliminary to others which may be held with more or less regularity, to unite the people of the British provinces more closely together, as well as promote the great common object of a railroad, which shall make an uninterrupted line of communication on British territory from the Atlantic ocean to the head of Lake Superior, and ultimately to the Pacific ocean.

It is nearly a quarter of a century since this subject was first brought to public attention by Lord Durham, then Governor General. It was not till 1846, however, that a survey of the route was made by Major Robinson. That officer's report presented five several lines, the shortest of which was 595 miles, and the longest 692, between Halifax and Quebec. The one which has found most favor is known as the Bay of Chaleurs route, following the general direction of the Eastern shore of New Brunswick, where the population is most dense, and the land best adapted for cultivation as well as railroad construction. Commencing at Halifax and running to Truro, at the head of the Bay of Fundy; thence over the Cumberland Mountains to Amherst; along the coast to Shediac, crossing by a north-westerly course the Richibucto and Miramichi to Bathurst; coasting the Bay of Chaleurs to the Restigouche, and reaching by the Metapedia valley to the shores of the St. Lawrence. The several parts of the road by this route would be in miles as follows:—

Halifax to Truro	55	In Nova Scotia 124 miles.
Truro to Amherst and Bay Verte	69	
Bay Verte to Shediac	26	In New Brunswick 234 miles.
Shediac to Miramichi	74	
Miramichi to Bathurst	56	
Bathurst to Dalhousie	48	
Dalhousie to the Metapedia	30	
Metapedia to the St. Lawrence.	86	In Canada 277 miles.
From this point on the St. Lawrence to Quebec	191	
Total distance	635	

The distance would probably be shortened by 110 miles, the length of the Grand Trunk Railway already completed between Quebec and Riviere du Loup, making the actual length of the new line 525 miles.

Last Spring, when the Duke of Newcastle was explaining the attitude of the British government to this project, he estimated the length of road to be built at 350 miles. It is true, that a somewhat shorter line could be built by pursuing a more direct course; but this would bring the road so near to the State of Maine as to make it practically worthless to the British government, in the event of hostilities with this country.

The estimated cost of the work made by the Duke, on that occasion, was £3,000,000 sterling: but as the distance is fifty per cent. greater than was then supposed, a proportionate increase must be made to the amount required. It would not be unsafe, thinks the Quebec *Chronicle* to put the aggregate at five millions. If the interest on this be four per cent., the sum of £200,000 a year will have to be raised by the Provinces and the Home Government. What proportion of this should be contributed by the respective parties is not stated; but Great Britain will certainly be expected to furnish one-half. The preposition submitted by the provincial delegates last Spring was of this character; but was rejected by the Home Government, although it was allowed the selection of the route. The impression seems to be that it is now ready to go into it, with some modifications in respect to details.

There can be no question that the provinces of New Brunswick and Nova Scotia would be benefitted very largely by such an enterprise; and that it is of importance in an economical view to the British government, unless it is prepared to relinquish its authority over Continental North America. Whatever may be thought of the project as a paying concern, the great *need* of it will not be questioned by any person who takes an intelligent view of the parties interested in its construction.

P.S.—Since the above was written we have seen notices of the Convention in some of the Provincial papers. The feeling of the delegates is said to have been unanimous in favor of the prosecution of the work, no mention being made of the route to be selected. It is also stated that a preliminary arrangement as to the relative share of the expense to be borne by the several parties, has been made. In virtue of this, Canada is to assume five-twelfths, and the two lower provinces the remaining seven-twelfths of the cost of the work. The bonds being endorsed by the Home Government, it is believed that with the existing

easy rates of money in England, the necessary amount can be raised at three per cent. interest. As, however, consols are at a discount of six or seven per cent., we suppose the rate will be put higher to enable the securities to be negotiated at par.

Baltimore and Ohio Railroad.

A meeting of the Board of Directors of the Baltimore and Ohio Railroad Company was held in Baltimore on the 10th inst., and was attended by nearly a full membership. The most important business of the session was the report of the committee of finance, to which was appended a series of resolutions recommending that a dividend of four and a half per cent. on the stock of the Washington Branch Railroad be declared for the past half year ending on the 30th of September, instant, and a dividend of three per cent. on the stock of the main stem of the Baltimore and Ohio Railroad, both payable on and after the 30th inst. Holders of the bonds of 1862, issued for the extra dividend, were also notified that it is necessary to convert the same into stock prior to the 18th instant, the date on which the books will be closed, to secure the dividend on the stock.

In connection with the report of the committee, John W. Garret, Esq., President, thought it would be interesting to the board to present the bases and prospective condition of the treasury, on which the recommendations were founded. Grave apprehensions, in view of the present position of the road, were to be entertained of renewed losses, and of large demands upon the capital of the company, which will continue to require the most careful husbanding of its resources. But, as in this period of peril, the drains upon the means of the State of Maryland, of the city of Baltimore, and of the stockholders, are most onerous, the relief created by these dividends will prove a source of marked and general satisfaction. It must therefore be a subject of great congratulation to the board that, under such circumstances, it is enabled to make so important contribution to the relief of the great interest involved.

The profits were understood to have been derived from the large regular transportation of the company during July and August, when the road was uninterrupted, thus being exclusive of all Government business. The business during those months proved to have been the largest in the history of the company since the opening of the road to the Ohio river.

After the remarks of the President, the resolutions were adopted, and the dividend declared. The board was in session for several hours, but much of the business had no general public interest.

Morris and Essex Railroad.

The Morris and Essex Railroad Company are making rapid progress on their road, which intersects the old road at East Newark, and runs parallel with the New Jersey Transportation Company's line over a mile. Thence it runs in an easterly direction across the Newark meadows, over the Hackensack River to the Erie Railway tunnel, making Hoboken its terminus. The rails have been laid, but some time will be required to make the road level. Dirt trains are running daily for filling-in purposes, and it is the desire of the company to commence running over their new route by the first of January. Spacious brick buildings have been erected in Hoboken, which will be occupied as depots and for freighting houses. The passenger depot will be supplied with all the modern improvements for the accommodation of the traveling public, while the ingress and egress to the ferry will be arranged in the most satisfactory manner.

Madison and Indianapolis Railroad.

The earnings of this road for the fiscal year ending December 31, 1861, were:

From passengers	$49,336 62
" freight	70,050 88
" military passengers and freight	16,540 00
" Jeffersonville Railroad	42,424 46
" express, mail, etc.	27,271 58
	$206,623 54

And the expenses were:

Running road	$22,925 46	
Repairs of road	47,487 80	
Repairs of cars and machinery	26,340 11	
All other expenses	36,958 64	
		133,712 01
Net earnings		$71,911 53

Compared with the previous year, the gross earnings show a decrease of $24,939 94; with an increase in expenses of $2,228 90—making the decrease in net earnings $27,168 84. The receipts of the company from all sources during the year were:

From transportation, as above	$205,623 54
Five income bonds at par	5,000 00
Columbus and Shelby Transp., $13,931 65; less expenditures, $9,718 61	4,213 04
Peru and Indianapolis Judgment	823 76
Sales of old iron, etc.	2,827 72
Miscellaneous	1,780 91
Balance Dec. 31, 1860	5,350 63
	$225,719 60

And the disbursements were:

Current expenditures, as above	$133,712 01
Taxes, $1,070 84; commissions, $247 98	1,318 82
Col. & Shelby Railroad construction.	975 03
Jeffersonville Railroad	8,056 98
Bills payable	2,926 85
Interest, $51,462 06—less $1,347 25 received	50,114 81
Dividend scrip paid by conversion into income bonds	3,808 40
Cash appropriated toward the payment of interest	11,803 68
The United States	3,730 59
State of Indiana	2,581 50
Miscellaneous	1,124 40
Balance in treasury Dec. 31, 1861	5,566 63
	$225,719 60

The receipts from transportation for the three months ending March 31, 1862, were $52,962 18; and the expenditures $28,811 23; the receipts from all sources during the same time were $70,898 36; and the disbursements, including $10,096 94 appropriated toward the payment of interest, $51,773 58. The amounts due from the United States, State of Indiana, Post office department, etc., was $2,319 27; and the balance in the treasury was $16,805 61.

The following is a comparative statement of the earnings and expenditures for seven years:

	Earnings.	Expenses.	Net Earnings.
1855...	$268,103 33	$199,351 33	$68,853 00
1856...	270,317 66	194,369 09	75,948 57
1857...	212,664 40	149,249 96	63,414 44
1858...	206,114 16	123,481 78	82,632 38
1859...	200,654 44	121,275 27	79,379 17
1860...	230,563 48	131,483 10	99,080 38
1861...	205,623 54	133,712 01	71,911 53
Total.	$1,594,041 01	$1,052,922 54	$541,218 47

During the past year, in addition to a considerable amount of stone masonry, the company have laid over 50,000 cross ties; had 210 tons of T rail re-rolled, and 260 tons repaired; relaid 14 miles of track; built a new Howe bridge, 161 feet long, and two trestle bridges each 150 feet long—all at an expenditure of over $27,000, the whole cost of which has been charged to repairs of road. The rolling stock has been kept in thorough repair, and large additions made thereto. All bills for the current expenses of the road, and the service rolls, have been fully paid.

The following extract from the report of the president to the stock and bondholders of the Indianapolis and Madison Railroad Company, (as reorganized,) made July 4, 1862, fully explains the present financial condition of the company:

The accumulation of over due interest, added to the fact that the principal of the bonds secured by the first mortgage would fall due May 1, 1861, rendered (as intimated in our last report to the Stockholders of the M. & I. Railroad would be the case,) some arrangement with the creditors of that road necessary. As a preliminary, the undersigned took the liberty of issuing a circular, dated March 11, 1861, addressed: "To the Bond and Shareholders of the Madison and Indianapolis Railroad Company," detailing in short the situation of the Company, suggesting a plan whereby by a foreclosure and sale of the road, and the reorganization of a new company, not only would the holders of the first mortgage bonds be fully protected and secured, but something might be saved to the junior creditors and shareholders, and calling a meeting to be held at the office of Messrs. Winslow, Lanier & Co., New York, on the 10th of April, 1861.

The meeting was held, appointed a committee to whom was referred the matters relating to the interest of the road, and adjourned to meet at a subsequent day at the Astor House, in New York.

At the adjourned meeting the recommendations contained in the circular above alluded to, were substantially adopted, and a committee was appointed to draw up an agreement and secure the co operation of the holders of the first mortgage bonds, the junior creditors and share holders of the Company, and act as Agents or Attorneys in fact, for the purchase of the road when sold, and in the reorganization of a new Company, under the laws of the State of Indiana, in accordance with the terms of the agreement.

Messrs. John Ferguson, Elihu Day, and George Griswold, Jr., acting as the committee, secured the acquiescence of the holders of more than nine tenths of the first mortgage bonds, and that of a sufficient number of the holders of junior claims, and of the shareholders, and then as Agents or Attorneys in fact, of those who signed the agreement, called upon Peter McMartin, Esq., upon whom the trust in the Mortgage deed had devolved to foreclose the same and proceed to a sale of the road. Under the advice of counsel in Indiana the Trustee proceeded and obtained a decree of foreclosure and sale of the road, its property, franchises and appurtenances in the Circuit Court of the United States for the District of Indiana.

The road was offered for sale on the 27th day of March, 1862, and purchased by the Agents or Attorneys in fact, as aforesaid, for account of the parties to the agreement, and of such others as might thereafter be admitted to a participation of its benefits. A conveyance of the same having been made to the purchasers they were put in possession of the whole property covered by the mortgage and so sold, and having previous to the sale of the road also received a transfer by assignment, as provided for in Item fifth of the agreement between the Madison & Indianapolis Railroad and its creditors, dated Aug. 1, 1861, of certain assets belonging to the Company not covered by the mortgage, as a further security to the holders of the first mortgage bonds, they did on the 28th of March last, organize a new Company, as authorized by the laws of the State of Indiana, by the name of "Indianapolis & Madison Railroad Company," and conveyed to it all the property, rights and franchises purchased by them as

aforesaid, and appointed Frederick H. Smith. Nathan Powell, William M. Dunn, Jacob B. McChesney, Peter McMartin, E. H. Miller, Elihu Day, John Ferguson, and E. Cauldwell, the first directors of said Company, and fixed the capital stock of the same at $850,000, to be divided into 8,500 shares of $50 each, of Preferred Stock, and 8,500 shares of $50 each of Common Stock, and charged the new Corporation with the payment of the principal and arrears of interest of the first mortgage bonds of the Madison & Indianapolis Railroad Company.

At a meeting of the directors of the new Company held on the 28th of March last, a majority being present, F. H. Smith was elected President, and the other officers of the old Company were appointed to the same positions in the new Company, that they previously held in the old, and it being necessary to have an agency of the Company in the City of New York, Messrs. J. & S. Ferguson were appointed as registers of transfers and general agents in that city.

The Directors also authorized the execution of a mortgage upon the road its franchises and appurtenances as security, for an issue of $685,000, to be known as the first mortgage bonds of this Company, to be made and applied in discharge of the conditions made by the Agent or Attorneys in fact, of the Bondholders in the reorganization of the Company. Messrs. Peter McMartin and John Ferguson were appointed the Trustees, and they having accepted the Trust and become parties to the mortgage deeds, the bonds were made payable to them, and having been certified and endorsed, have been placed in the hands of the Agents of the Company in New York, for delivery to the parties entitled to receive them.

The road not having sold for enough to satisfy the bonds secured by the first Mortgage, the assets of the old Company which had been assigned to the Agents or Attorneys in fact, have been conveyed by them to the Trustees of the first Mortgage and President of this Company, and are held by the Trustees as aforesaid, as an additional security to the Mortgage for the bonds secured thereby.

Certificates for Preferred Shares have also been prepared and placed in the hands of the Agents, in New York, to be issued in accordance with the terms of the agreement, for 50 per cent of the amount of the principal and interest due April 1, 1862, of Income bonds and certificate of Dividend Scrip of the old Company, which have been surrendered to the Agents or Attorneys in fact, and Preferred shares will in the same manner be issued to the holders of the remaining Income bonds and Dividend Scrip, when they shall be surrendered.

Certificates for Common shares have also been made and issued to the amount of one fourth, in the names of the parties represented as being shareholders on the books of the old Company, (that being the amount reserved to them in this Company by the articles organizing the same for their interest in the old,) and these certificates have also been sent to the Agent of the Company in New York, to be exchanged with the holders of the certificates for shares in the old Company.

The undersigned hopes that by these proceedings, following so closely the suggestions of the circular issued by him, and before alluded to, the danger he so long and seriously apprehended of the stockholders in the old Company sustaining a total loss of their investment has been averted by the plan of reorganization, secured through the liberality of the creditors of the Company, it reserving to them a contingent benefit to be derived from an increase at any time of the Company's business. Estimates being so seldom realized are but of little value, still the experience of the past five years makes it safe to say there is no reason to anticipate any change for the worse, but on the contrary much to hope for the better.

The office of the Company is at Madison, Indiana. The officers are: F. H. Smith, President; Thomas Pollock, Secretary; T. P. Matthews, Treasurer; and D. C. Branham, Superintendent.

Liability of Railroad Companies for Injuries to Employees.

DUTY OF THE DIRECTORS TO KEEP THE ROAD IN GOOD REPAIR. WHEN NEGLECTED, THE COMPANY IS LIABLE TO SUB-EMPLOYEES FOR INJURIES THEY MAY RECEIVE. PERSONALITY OF COMPANIES.

The plaintiff, one Fifield, was employed as a brakeman on the Northern Railroad of New Hampshire, and while engaged in that capacity received severe bodily injuries, by being caught between the cars. This action was brought against that company in the Supreme Court of Vermont, to recover damages for the injuries so received.

The declaration stated the character of the defendants, the employment of the plaintiff as a brakeman, and alleged that "it was the duty of the defendants to keep said road in good and sufficient repair, and the track so cleared from snow and ice, and other impediments, and the engines and cars used and drawn thereon in good and sufficient order, so that their servants and men employed in making up, running, managing and controlling their said trains upon said road, could, with ordinary care and prudence, do and perform their said duties with safety," yet, that the defendants carelessly allowed their road at the town of Canaan, on the 10th of Feb. 1859, to become filled and blocked up with snow and ice, on the sides of the said road and track; and also carelessly suffered a certain freight car to be and remain out of repair, by reason of which negligence, the plaintiff, on the said 10th of Feb., 1859, and while performing his duty as a brakeman in the exercise of great care and prudence on his part, was unavoidably caught between the cars, his left arm broken and other injuries received, by reason of which he was for some time sick, and put to great expense.

The defendants demurred to the declaration, on the ground that it did not state facts sufficient to constitute a cause of action in favor of the plaintiff and against the defendants. The defendant's counsel maintained that a railroad corporation, from the essential character of its organization, can do no act of itself as a principal, but all its business must, from necessity be carried on by means of agents and servants. The plaintiff, and those other persons through whose negligence he sustained an injury, were employed by the same company to perform separate duties and services, all tending to the accomplishment of one general purpose and result, namely, the transmission of passengers and merchandize over the defendant's road. That it is the duty of the directors of a railroad company to use due diligence to see that all the machinery put upon the road shall be of good construction and material, and to exercise ordinary care and prudence in the selection of trustworthy, and competent agents and servants. But that companies are not responsible to its employees for the care and faithfulness of their co-laborers, in keeping the tracks, engines, cars and machinery in such repair as to be always safe and fit for use when transferred by one servant into the hands of his fellow servant, whose particular business it is to use it.

It was maintained, on behalf of the plaintiff, that at common law all persons are bound to conduct their business, whatever it may be, in such a manner as not to endanger the health, nor the life, nor the property, nor even the convenience of any other; and a corporation is liable to all the penalties which would befal an individual in all civil actions.

The Court held the company to be liable, and the declaration to be sufficient. The following is a part of the opinion rendered at the decision of the case.

Doe, J.—The gist of the declaration is, that by reason of the defendant's corporation negligently permitting its road to be blocked with snow and ice, and a car to be out of repair, the plaintiff a servant of the defendants, employed by a brakeman, was injured.

If the railroad were owned by one individual, and he should personally assume the duty of examining and repairing the road and the cars, and through his negligence in not repairing, or in imperfectly repairing them, a brakeman employed by him should be injured, the employer would be liable. And if the employer did not attend to the repairs himself, and if ordinary care and prudence required that one or more persons should be constantly engaged in making repairs, and the employer, through gross negligence did not employ any, or a sufficient number of repair men, or negligently employed unskilful ones, and a brakeman not knowing this fact, and being in no fault for not knowing it, and being chargeable with no negligence or fault whatever, was injured solely in consequence of such negligence of his employer, the employer would be liable. In such case, the master would be held responsible for the exercise of ordinary care and prudence. If he assumed to do any part of the work himself, he should exercise ordinary care and skill in doing it; if he did nothing personally except hiring all the servants, he should exercise ordinary care in employing a sufficient number of competent servants. And a declaration alleging that he carelessly permitted the track and a car, to become and remain defective, would be sustained by evidence, that they became and remained defective through his personal carelessness and negligence in not discovering and remedying the defects, if he took upon himself that branch of the business; or by evidence that he assumed the general management and superintendence of the road, and employed all the workmen, and that from gross negligence he employed no repair men, or an insufficient number, or unskilful ones, whereby the track and car became and remained defective. In either case the defects would exist by reason of his own negligence. Whether his negligence consisted in not discovering, or in not removing the defects himself, or in not employing any or a sufficient number of repair men, or competent ones, the action could be founded upon his personal negligence, and the allegation that the defect existed by reason of his negligence would be sufficient.

The same general rules must be applicable whether the owner of the road and the employer of the workman is a person or a corporation. The agents of a corporation must have a principle, and its servants must have a master; and the mutual duties and liabilities between master and servant must be the same whether the master is a man, or a being existing only in contemplation of law. In the present case ordinary care and prudence may have required that workmen should have been employed to repair the cars, and remove the snow

and ice from the track, and the stockholders may have voted not to employ such workmen, or to employ a number known to be insufficient, or those known to be incompetent, and the plaintiff in the exercise of reasonable care, and without any knowledge or means of knowledge of defects in the car or track, or of the insufficiency or incompetency of the repair men, may have been injured in consequence of the action of the stockholders. In such case, although the stockholders for many purposes are not the corporation, it would not, probably, be denied that the plaintiff being injured by the gross negligence of the controlling power of the corporation could maintain this action. The declaration must therefore be held sufficient.

It is understood that the powers and duties of directors are such, that, in the general management of the business of the corporation, their negligence can be called the negligence of the corporation, in contradistinction to the negligence of its servants. Whether any other officers occupy a similar position in relation to the corporation and its servants, cannot now be decided.

Demurrer overruled.

Buffalo and Allegheny Valley Railroad.

AN ACT permitting the Buffalo and Allegheny Valley Railroad Company to extend their road, and to extend the time for building the same. Passed April 5, 1862.

The people of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The Buffalo and Allegheny Valley Railroad Company, on procuring the necessary additional subscription to the capital stock of said company as required by the general railroad law of this state, authorizing the formation of railroad companies, passed April second, one thousand eight hundred and fifty, and of the several acts amendatory thereof, may extend their road from its present termination at or near Arcade, in the county of Wyoming, to the line of the State of Pennsylvania, near Olean; and upon compliance with the next section of this act, the said company shall acquire all the rights and privileges, and be subject to the same obligations as though the said extension had been embraced in the original articles of association of the said company.

SEC. 2. Whenever the necessary additional subscription of the capital stock shall be made, which shall not be less than ten thousand dollars for every mile of road required to be constructed by such extension, and ten per cent paid thereon in good faith, and in cash, to the directors of said company, a certificate thereof containing a statement of the length of said proposed extension of the road, a copy of such subscription with the name, place of residence, and number of shares of stock each subscriber agrees to take in said company, and not embraced in the original articles of association of said company, shall be made and signed by at least three of the directors of said company, who shall endorse thereon their affidavit that the amount of stock required by this section has been in good faith subscribed, and ten per cent paid in cash thereon as aforesaid, and that it is intended in good faith to construct or to maintain and operate the said extension as a part of their road.

SEC. 3. Such certificate and affidavit may be filed in the office of the Secretary of State, who shall endorse thereon the day they are filed, and record the same in the book kept by him for the recording of articles of association of railroad corporations; and a copy of said certificate and affidavit filed and recorded in pursuance with this act or of the record thereof, and certified to be a copy by the Secretary of this State or his deputy, shall be presumptive evidence of the facts therein stated.

SEC. 4. The time for constructing said Buffalo and Allegheny Valley railroad is hereby further extended for the term of five years.

SEC. 5. This act shall take effect immediately.

Railroad Earnings--Monthly.

The earnings of the Milwaukee and Prairie du Chien Railroad in August, 1862, were	$76,162 80
Do., 1861	90,461 33
Decrease	$14,298 53
Total receipts for the year up to Aug. 31, 1862	$715,597 24
Total receipts for the year up to Aug. 31, 1861	642,627 75
Increase	$72,969 49
The earnings of the Cleveland and Pittsburg in August, 1862, were	$126,000 00
Do., 1861	85,163 00
Increase	$40,837 00

This makes the gain since Jan'ry 1, $202,000. The whole earnings of the year 1862 now promise about $1,400,000.

The earnings of the Erie Railway for August, 1862, were	$609,880 79
Do., 1861	419,009 96
Increase	$190,870 83

The approximate earnings of the Pittsburg, Fort Wayne and Chicago Railway during the month of August ultimo, compared with the same period last year, were as follows:

From—	1862.	1861.
Freights	$163,231 01	$139,369 87
Passengers	93,556 87	88,461 37
Express	2,600 00	2,700 00
Mails	7,825 00	7,825 00
Rent of railway	7,083 33	7,083 33
Miscellaneous	574 83	2,591 72
Total	$274,871 04	$248,031 29
Earnings, Jan'y 1, to July 31	1,933,828 03	1,556,850 86
Total to August 31	$2,208,699 07	$1,804,882 15

Increase for August, $26,839 75, or 10.8 per cent.
Average increase to Aug. 31, 1862, 22.4 per cent.

The earnings of the St. Louis, Alton and Chicago Railroad in August, 1862, were	$95,358 00
Do., 1861	58,600 00
Increase	$36,758 00
The earnings of the Norwich and Worcester Railroad for August, 1862, were	$38,426 16
Do., 1861	29,531 65
Increase	$8,894 51

The gain in four months over the same time in 1861 is $30,772 20.

The receipts of the Housatonic Railway Company for August, 1862, are	$26,861 10
Do., 1861	20,386 07
Increase	$6,475 63

The increase in August, 1862, was, in freight, $4,326 25, and in passengers, $2,148 78.

The Isthmus of Suez Canal.

The *Credit Minier* gives an account of the present state of the great work which is designed to connect the waters of the Mediterranean with those of the Red Sea. Fourteen dredges are employed in deepening a channel across Lake Menzalek, drawing up the mud and forming an embankment on each side six feet high. It is thought that the whole canal from one sea to the other, will be completed in 1863.

Advance in Railway Freights.

On and after the 20th inst., and until they are changed, the rates on all eastward bound freight on the Erie Railroad will be as follows, viz.:

From Lake Erie Ports	First class per 100 lbs.	Second class per 100 lbs.	Third class per 100 lbs.	Fourth class per 100 lbs.	Flour in lots of 50 bbls. and over.	Wool in bls. per 100 lbs.
To New York.	90	70	55	47½	95	80
To Boston ...	100	78	60	52½	105	90
From Buffalo						
To New York.	75	60	48	40	80	70
To Boston ...	85	68	53	45	90	80
From Dunkirk						
To New York.	80	63	51	41½	85	75
To Boston ...	90	71	56	47½	95	85

On all freight coming from beyond the points named these rates will be charged on and after the date specified above, without regard to date of contract, "bill of lading," or contract price, and no abatement will be made or overcharge refunded on property in transit or in store, on or prior to the 20th inst.

Very respectfully yours,
B. W. BLANCHARD, General Freight Agent.

Detroit and Milwaukee Railroad.

A meeting of first and second mortgage bondholders of this company was recently held at the office of Messrs. Ashurst, Son and Morris, Old Jewry, London, Eng., for the purpose of receiving and considering the report of the bondholders' committee; Mr. Dillon was voted to the chair.

The CHAIRMAN explained that the bondholders had already funded five half-years' dividends. The fifth was due in November last; the sixth, due in May, was not funded, and they were asked to fund those coupons with others falling due in November next, and in May, 1863. The committee said they would do so provided they were allowed to take out a decree for a friendly foreclosure, with the understanding that it should be held over until November, 1863, and it appeared the Board of the Detroit and Milwaukee Company had assented to that proposition, but they were surprised to find that the Board of the Great Western of Canada would oppose that arrangement. He concluded by moving resolutions to the following effect:—

"That the meeting had learned with regret that the Board of the Great Western of Canada dissented from the agreement made with the Board of the Detroit and Milwaukee Railway Company, as mentioned in the report of the bondholders' committee, whereby the coupons for another year would have been funded as desired by the company, while the bondholders would have been in a position to enforce, if necessary, at the end of the year their rights as mortgagees without delay and expense; that the committee be requested to take all necessary steps to enforce the legal rights of the first and second bondholders in default of payment of the coupons which would be due in November next, unless in the meantime arrangements could be made satisfactory to the committee for carrying out the recommendation contained in the report; that the bondholders be invited to send their coupons due in November next to the committee with full authority to enforce or fund the same; that all expenses incurred by the committee be paid *pro rata* out of any moneys which might be received by the contemplated proceedings; and under the circumstances it was not advisable to entertain the scheme which had been proposed for the re-organization of the company."

Mr. Starling seconded the resolutions.

Mr. Morris explained the legal position of the bondholders, and also the position of the Great Western of Canada in respect of the Detroit and

Milwaukee Company; and after some observations from Mr. Austin, Mr. Quilter, and other bondholders, the resolutions were carried unanimously; and the proceedings concluded with a vote of thanks to the chairman.

The Necessary Conditions to National Unity.

The key-note of modern diplomacy is *interest*. All political questions, in fact, turn upon the same pivot. The object of all political organizations is fast coming to be the material well-being of society. No community can be long one, except where such interests are harmoniously adjusted, no matter how perfect may be all other conditions to complete unity.

It was a fancied conflict of interests that led to the rupture between the North and South. Differences in the social structure of the two sections necessarily placed them upon separate stand points. The North is now harmonious in its sentiments and ideas. The question deserving the greatest consideration is how can such harmony be maintained.

There is but one way—to superadd the tie of interest. This can only be done by works that shall give the highest possible value to the products of the industry of each section.

Such works already exist upon a scale never before executed or attempted. The great Lakes are connected with tide water by a canal having a depth of seven feet, with locks passing boats of 250 tons burdens. The canal descends for nearly its whole length toward the sea, so that but little is lost in rising above, or falling below an uniform plane. The capacity of this canal, in each direction is something like 5,000,000 tons. Such capacity, however, is already more than one-half reached. It would be exceeded but for the enormous tonnage of numerous and competing railroads, whose aggregate traffics are still larger than that of the canal. But capacious as this work is, the same necessity exists for quadrupling this capacity, as a means of reducing the present cost of transportation, that there was for the construction of the original work. No one can go west or to Chicago, even, and not be struck with the entire inadequacy of all the outlets yet provided for their teeming productiveness and commerce. He sees in the Western States the remarkable phenomenon of a capacity for the immediate and unlimited production of the cereals in ratio to the amount of capital and labor employed. Every country has its peculiar excellence or gift. France has that of wine; Italy, of silks; and England, of ironand coal. With entire freedom of trade each would enjoy a complete monopoly of production in what it excelled. In the same way, the valley of the Upper Mississippi has the gift of *food*. In cheapness of production England might as well attempt to compete with Cuba in the culture of sugar, as with Illinois in the production of wheat and Indian corn. Wheat there can be grown at a profit for 50 cents per bushel; while the market value of corn in very large sections of the State the past year, has been only ten cents per bushel. Every one of the 36,000,000 acres in the State may be said to be arable land, and every one in the highest degree fertile. Of course considerable areas are occupied by villages and cities; but if we estimate those applicable to farming at 30,000,000 of acres, their productive capacity in Indian corn, at 40 bushels per acre, would be 1,200,000,000 bushels, and 600,000,000 bushels in wheat, at 20 bushels to the acre. Of course the large extent stated cannot all be devoted to the two great crops of the State. Certain portions must be set apart for others, and for pasturage. With 15,000,000 acres, or less than one-half the area of the State, devoted to wheat and corn, the product would be 600,000,000 bushels of the latter, and 300,000,000 bushels of the former. We shall not have to go far to find much greater areas which can be exclusively devoted to these crops. Iowa on the same belt of latitude with Illinois has nearly an equal surface, and is equally fertile and productive. Wisconsin, which has as large a territory is perhaps better adapted to the culture of wheat. So are Michigan and Minnesota. Ohio, Indiana, and Northern Missouri are capable of producing, under a higher culture to be sure, as much per acre as Illinois. The aggregate area of these States embracing only the Northern portion of Missouri, is fully 400,000 square miles, or 256,000,000 acres, to which may be added at least 100,000 square miles in the State of Kansas, and the territory of Nebraska and Decotah, which are only just beginning to be occupied by the advancing wave of human life in its grand march across the continent, but which will soon become densely settled States, provided a market can be had for the products of their soil. Adding these, the aggregate would be 500,000 square miles, or 320,000,000 acres, whose products must be provided with outlets by way of the great Lakes.

The peculiarity of the Prairie States consists in the applicability of labor-saving machines to agriculture, to prepare the soil for, and gather and secure the very first harvest raised. The soil of all is homogeneous in its character, more friable, naturally, than other soils can be made by the most patient and expensive culture, and has only to be turned over, to produce, year after year, the most abundant crops. Those of wheat, grass and oats are cut by machines with no more difficulty, the first, than succeeding years. These machines so abridge labor, that if a sufficient demand should exist, or what amounts to the same thing, could cost of transportation to a market be so reduced as to add 50 per cent to the value of the products, 500,000,000 bushels of corn could or would be raised in the West for exportation, as readily as 20,000,000 or 30,000,000 now are. The product of wheat would be increased in a similar ratio. The question is simply one of demand, or price. Capital united with labor can meet any possible demand, immediately, almost, just as the iron mines of England could easily meet any demand upon them. The difference in favor of the West is in the fact that, in Illinois for example, a year only would be required to double the crops, while many would be required, with the greatest stimulus of prices, to double the make of iron in England. The Prairie States are all ready for the plough, while their fertility is the work of all time. It requires nearly two generations to clear a heavily wooded country, like New York, and to prepare its soil for the use of labor-saving machines. A timber country always requires a large amount of draining, and mixtures of soils, to render it highly productive, for the reason that the subsoil is either clay, or compact gravel or marl. The open soil of the prairies possesses all the conditions for self-drainage. The absence of forests upon them is owing to the fact that the soil is not compact enough to hold the roots of trees, which are overturned by the winds.

It is in the soil of the States named that lies locked up, for want of adequate means of conveyance, a wealth far greater than that possessed by all other nations. With such, this wealth can be made immediately available. Such means on the East are the enlargement of the Erie Canal, so as to take the largest class vessels navigating the lakes. A similar work must be constructed, connecting these lakes with the Mississippi river. When completed, they would more than double the value of Western products to the growers, and would accomplish all they could wish or desire for their material advantage. Such works would unite the East and West by an indissoluble tie. They would render the lower Mississippi river entirely superfluous, even should it be opened. They would render, beyond all competition, the United States the granary of the world, and would create a dependence of other nations upon us, for food, which would be a lasting bond of peace. They would enable us to utilize our resources both East and West in the highest degree, and would supply every condition that could promote the public welfare, drawing us together in the first place by the ties of interest, which could not fail to have added to them those of mutual sympathies and congeniality in all that can unite and consolidate a people. —*Hallett's Financial Circular.*

Milwaukie and Prairie du Chein Railway.

The receipts of this road for the year up to August 31st, were $715,597 24; for the corresponding period of 1861, they were $642,627 75, an increase in eight months of $72,969 49.

The trustees give notice that the company have made the payment of $13,000 due the sinking fund, October 1, 1862, and that they have designated by lot for payment, as required by the trust deed, the following Mortgage Bonds, viz:

Numbers 16, 395, 579, 600, 662, 1,325 1,685, 1,974, 1,977, 2,037, 2,299, 2,398, 2,516, 2 517, The holders of these bonds can receive payment at par and interest on presenting them at the office of W. Schall & Co., No. 58 Exchange Place, New York. Interest on the above bonds will cease Jan. 1, 1863.

Annexed is the report of the trustees to the bondholders of the present condition of the trust:

At the organization of the Company, they were indebted to us, in trust for you, the sum of $2,556,000; of this indebtedness, there has been cancelled, previous to October 1st, 1862, $89,000.

The Company covenant to pay to us, as your Trustees, "such sum of money as will amount to the difference between $204,480, (the interest on $2 556 000 at 8 per cent,) and 7 per cent interest for each year, on the outstanding Mortgage Bonds," payable on the 1st day of April and October in each year; the first payment, $13,000, to become due October 1st, 1862.

The balance now due us, in trust for you, is $2,445,000—that is, $102,000 of said Bonds, so far as the Company is concerned, have been cancelled or their payment provided for. This amount is secured by a first and only Mortgage on all the property of the Company, (235 miles of R. R. &c.) They earned in 1861, net $436,039, gross $1,108,354.

The next payment for the Sinking Fund, due April 1, 1863, will be $16,350.

This issue of 7 per cent bonds, originally, $2,556,000, besides having the certain advantage of an accumulative sinking fund, which must absorb the whole issue by the 1st of October, 1889, is also convertible into the 8 per cent preferred stock of the Company. Each $1,000 bond thus converted, will increase the annual payment to the Sinking Fund $70.

Annual interest at 7 per cent on bonds and payments due Sinking Fund	$204,480
Amount of mortgage	2,556,00
Canceled in advance of Sinking Fund	89 000
Total	$2,467,000
Now drawn for cancelation	13,000
Leaving outstanding	$2,454,000

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds / Coupon Bonds — Under Act 15th April, 1842	$2,833,364	6	1862	102
		6	1862	102
Registered Bonds / Coupon Bonds — Under Act 28th June, 1847	9,415,250	6	1867	99¾
		6	1867	100
Registered Bonds / Coupon Bonds — Under Act 31st December, 1848	8,908,842	6	1868	99
		6	1868	99
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	95
Registered Bonds / Coupon Bonds — Under Act 14th June, 1858	20,000,000	5	1874	90½
		5	1874	90½
Registered Bonds / Coupon Bonds — Under Act 22d June, 1860	7,022,000	5	1871	90¾
		5	1871	91
Coupon Bonds (Oregon War Debt), Under Act June, 1861	307,900	6	1881	97½
Registered Bonds / Coupon Bonds — Under Acts 8th Feb. and 17th July, 1861	50,000,000	6	1881	100½
		6	1881	101¼
Treasury Bonds (coupon) / Treasury Bonds (coupon) — Under Acts 17 J'y & 5 Aug '61	55,000,000	7.3	1864	104½
	53,600,000	7.3	1864	104½
Registered Bonds / Coupon Bonds — Under Act 25th February, 1862; redeemable at pleasure after 5 years	20,000,000	6	1882	----
		6	1882	----
Treasury Notes—				
Under Acts 28 June, '60, and 8 Feb. and 2 March, '61	7,757,600	6	2 y'rs	111
Under Acts 2 Mar. '61, & 17 Mar. '62 convert. into 20	10,000,000	---	Dem.	----
Under A's 17 Ju. & 5 Au.'61 & 17 Ma.'62 y'r b'ds due '81	50,000,000	---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	----------	---	"	----
Certificates of Deposit, under Acts 26 Feb. & 17 March, 1862	50,000,000	5	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	100,000,000	6	1 year	98¾
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	100
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	107
Georgia—Coupon Bonds	525,000	7	'62-'74	----
" — " "	2,073,750	6	'63-'80	78
Illinois—Liquidation Bonds of 1849	250,890	6	1865	98
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	98¾
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	97½
" —Interest Stock of 1857	786,223	6	------	98
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	97
" —University Fund Interest Bonds of 1861	650,000	6	1879	101
" —War Fund Bonds of 1901	1,020,400	6	1879	96½
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	99
" — " " " " not registered	1,525,655	6	1860	94
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	58½
" — " " "	2,054,298	2½	18--	----
" —Canal Preferred Certificates	4,079,500	5	18--	----
" — " " (special) Certificates	1,216,737	5	18--	----
" —Deferred Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	90
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	95
" — " " (banks)	600,000	5	18--	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	66
" — " " (bank)	5,398,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	699,000	6	Var.	107
" —War Loan of 1861	----------	---	------	----
Maryland—Inscribed Certificates	5,964,251	6	Var.	103¾
" — " " (sterling)	8,857,222	5	Var.	----
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	103½
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,000	5	'61-'72	----
" — " " of 1861 "	247,000	6	'68-'72	----
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	----
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,006,177	6	1863	95
" — " "	216,000	6	1878	95
" —War Loan: Coupon Bonds 1861	449,100	7	1881	100½
Minnesota—Coupon Bonds (State)	250,000	8	1887	98
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	----------	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	----
Missouri—Coupon Bonds	439,000	6	'63-'83	----
" — " "	100,000	6	1862	----
" — " (loans to Railroads)	23,101,000	6	'72-'86	47½
" —War Loan 1861	----------	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates		6	'61-'02	----
" — "	----------	6	'64-'65	103
" — " State Loan $6,756,654	----------	6	65-'66	103
" — " Railroad Loan 339,000	----------	6	'72-'75	115
" — " Canal Debt—(old) 9,739,025	----------	6	1874	115
" — " " —(new) 13,200,000	----------	5½	1865	----
" — " " —(misc.) 642,585	----------	5	'66-'74	102½
" — " " —(floating) 2,500,000	----------	5	1863	102¼
" — "	----------	4½	1864	----
" — "	----------	7	1864	105
" —War Loan of 1861	----------	7	1870	116½
North Carolina—Coupon Bonds	9,129,555	6	18--	65
Ohio—Inscribed Certificates	6,413,325	6	1860	102
" — " "	1,025,000	5	1865	100
" — " "	2,183,531	6	1870	105
" — " "	1,600,000	6	1875	105
" — " "	2,400,000	6	1886	107
" —War Loan (1861)	1,500,000	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds (1st January, 1862)	37,687,760	5	'61-'82	92½
" —Inscribed Certificates		5	'61-'82	89½
" — " "	400,630	6	1879	----
" — " "	388,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,666	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	50
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	18--	----
" —War Loan (1861)	----------	---	18--	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	56
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " " "	265,000	6	'82-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	----
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	103
" — " " (Balt. & Ohio R. R.)	5,000,000	6	------	----
" — " " (Water Works)	3,400,000	6	------	----
" — " " (Bank Stock)	553,966	6	------	----
" — " " (Improvement Stock)	4,963,215	6	------	----
Boston—Coupon (S. F.) Bonds (Municipal)	2,412,576	5	Var.	----
" —Coupon Bonds (Water)	6,243,680	5	Var.	----
Chicago—Coupon Bonds (Municipal)	860,000	6	18--	----
" — " " "	609,000	7	18--	----
" — " " (Sewerage)	822,000	7	18--	----
" — " " (Water Works)	1,133,000	7	18--	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	6	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " " Improvement Fund Stock	720,000	5	1898	----
" — " " " " "	3,500,000	6	1876	----
" —Public Education Stock	2,140,000	5	1887	----
" —Floating Debt Fund Stock	150,000	5	1873	----
" —Union Defence Fund Redemption Bonds	2,320,000	5	1878	----
" —Vol. Soldiers' Family and Fund Bonds	1,000,000	6	1864	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	500,000	6	1883	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	----
" — " " (Municipal)	1,599,000	6	'71-'75	----
" — " " (Buildings, etc.)	1,136,200	6	'61-'80	----
" — " " (Sewers)	532,000	6	'66-'95	----
" — " " (Improvement Old Limits)	425,000	6	'70-'88	----
" — " " (Water Works)	260,000	6	'71-'87	----
" — " " (Harbor Improvement)	497,000	6	'71-'83	----
" — " " (Wharf Improvement)	239,000	6	'63-'86	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	166,000	6	'67-'81	----
" — " " (Fire)	1,354,300	10	1871	----
" —Coupon Bonds (Municipal)	178,500	10	1866	----
" — " " (City and County)	329,000	6	1875	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	1,134,500	6	1883	----
" — " " "	500,000	6	1863	----
County Loans.	180,000	6	1867	----
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	----
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	----
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	100
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	----
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	----
" " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	----
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	----
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	89
" " 2d " " "	3,980,670	6	1882	68
" " Improvement " "	586,500	6	1870	----
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	----
" " Preferred Interest Bonds	227,569	6	1864	----
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	----
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	----
Wyoming: 1st Mortgage Coupon Bonds	857,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,000,000	---	------	74¾
Housatonic Preferred	1,180,000	8	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	64½
Milwaukee & Prairie du Chien, 1st preferred	1,095,000	---	------	94
" " " 2d "	1,086,000	---	------	77
New York & Harlem, Preferred	1,500,000	---	------	41½
Philadelphia & Reading, Preferred	1,551,800	7	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bon is fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec :				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	538,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'65-'66	----
Atlantic and Great Western :				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence :				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	1833	----
Mortgage Coupon	2,500,000	6	1885	93½
" "	700,000	6	1880	94½
" "	1,128,500	6	1875	95
" "	1,000,000	6	1867	99½
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie :				
1st Mortgage coupon	2,000,000	7	1877	90
2d Mortgage coupon	330,000	7	------	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	106
Income ⅓ in '59, ⅓ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	99½
Mort. (chgd from Sterl'g)	888,000	5	1864	99½
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
*Catawissa :				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Central of Georgia :				
Mortgage	86,067	7	1863	----
Central of New Jersey :				
1st Mortgage	1,400,000	7	'65 '70	112
2d Mortgage	600,000	7	1875	105
Central Ohio :				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	80
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	15
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	112
Consolidated 2d Mort. (S. F.)	813,000	8	1890	108
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	104½

Description	Amount.	Interest	Due.	Price.
Chicago and Northwestern :				
1st Mortgage (preferred)	1,250,000	7	------	98½
1st Mortgage (general)	3,600,000	7	------	70
Bonds issued for coupons of do.	756,000	7	------	86
2d Mortgage	2,000,000	6	------	30½
Appleton Extension Bonds	184,000	7	------	105
Flagg Trust Bonds	245,000	8	------	----
Cincinn., Hamilton and Dayton :				
1st Mortgage	394,000	7	1867	100
2d Mortgage	950,000	7	1880	96
*Cincinn., Wilm. and Zanesville :				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning :				
1st Mortgage	850,000	7	------	90
2d Mortgage	489,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	99
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	98
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	92
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	82
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	62½
Clev., Columbus and Cin. :				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	299,000	7	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	1872	65
Junction 2d Mortgage	221,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	1863	75
Junction Income	27,500	7	1862	----
C. and T. Income Mortgage	104,400	7	1863	75
C. and T. Income (convertible)	174,000	7	1864	----
C. and T. Income (convertible)	256,000	7	1864	----
C. and T. Dividend (convert.)	151,495	7	1865	75
C. and T. Income (convertible)	39,000	7	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	1885	97
Columbus and Xenia :				
Dividend (due 1860, '61, '62, '66)	115,900	---	var.	93½
Connecticut River :				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	6	1876	95
Cumberland Valley :				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60) :				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware :				
1st Mortgage	500,000	---	------	91
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	103
1st Mortgage (E. Extension)	1,499,000	---	1875	111
2d Mortgage	2,516,500	---	1881	108
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	60
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000	---	------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	275,000	6	var.	100½
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	450,000	6	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	142,000	---	------	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----

Description.	Amount.	Interest.	Due.	Price.
Galena and Chicago Union :				
1st Mortgage Coupon	1,971,000	7	'62-'63	104½
1st Mortgage (Extended)	22,000	7	1882	104½
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	93½
*Great Western, Ill. :				
1st Mortgage Eastern Division	1,000,000	10	------	----
" Western "	1,350,000	7	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	38
Land Security	5,000,000	7	1881	50
Mortgage (convertible)	1,380,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1890	----
Harrisburg and Lancaster :				
New Dollar Bonds	661,000	6	1883	103
Hartford and New Haven :				
1st Mortgage	927,000	6	1873	99
Housatonic :				
1st Mortgage	200,000	7	1877	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69-'70	113½
2d Mortgage (S. F.)	2,000,000	7	1885	110
3d Mortgage	1,840,000	7	1875	97½
Convertible	1,002,000	7	1867	92
Illinois Central :				
Optional Right bonds	38,000	7	1868	----
Construction	10,798,500	7	1875	102½
Construction	4,115,000	6	1875	102½
Eight per cent. bonds	326,000	8	1865	----
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60) :				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville :				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
*Kennebec and Portland :				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6	1861	----
3d Mortgage	250,000	6	1862	----
*Kentucky Centr. (Cov. and Lex.)				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8	------	----
City of Keokuk, (special tax)	150,000	10	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	1870	103
La Crosse and Milwaukee :				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	23½
2d Land Grant (Western Div.)	353,600	†	------	23½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,067,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort :				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami :				
Mortgage (Conpon)	1,300,000	6	1863	91
Long Island :				
1st Mortgage	600,000	6	1870	92
Extension Bonds	175,000	7	1890	100
Long Dock Co. :				
Mortgage Bonds	500,000	7	1882	----
Mortgages on Land	473,809	7	------	----
Louisville and Frankfort :				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville :				
State [Tenn.], 1rt Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester :				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis :				
Mortgage	600,000	7	1861	83
Marietta and Cincinnati :				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston :				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv. :				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	1869	106
1st Mortgage (S. F.), convertible	4,434,000	8	1882	112
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	904,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	85½
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	101
Detroit and Toledo	684,000	7	1876	88⅝
1st General Mortgage (S. F.)	3,030,000	7	1885	103½
2d General Mortgage	2,572,000	7	1877	90
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	98
1st Preferred stock	1,960,000	---	------	94
2d Preferred stock	1,020,000	---	------	72½
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	99
Preferred Stock	1,175,000	10	------	116
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	105
Funding (S. F.) Bonds	1,553,000	7	1876	112
Stock Exchange (S. F.) Bonds	680,000	6	1883	105
Real Estate (S. F.) Bonds	166,000	6	1883	105
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	105
Convertible Bonds	970,000	7	1876	112
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	105
New York and Erie:				
1st Mortgage	3,000,000	7	1867	114
2d Mortgage	4,000,000	7	1864	107
3d Mortgage	6,000,000	7	1883	104
4th Mortgage	4,900,000	7	1880	99½
5th Mortgage	1,792,500	7	1883	94½
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	108
2d Mortgage	1,000,000	7	1864	102½
3d Mortgage	862,300	7	1867	90
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	3,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	84
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	75
2d Mortgage	3,077,000	7†	1861	3
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1375	77
Chattel Mortgage	360,000	10	1883	101½
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,050,000	†	1858	----
2d Mortgage	258,000	†	------	----
Construction	4,242,000	†	1858	17
Income	3,320,000	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage	4,990,000	6	1880	107
2d Mortgage	2,421,000	6	1875	103⅜
2d Mortgage Sterling	2,126,400	6	1875	----
State Works Bonds	7,100,000	5	------	87½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	76
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	865,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	5	------	103
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	----
" 1836, "	192,000	5	1880	103
" 1849, "	3,103,600	6	1870	102
" 1861, "	436,000	6	1871	----
" 1843, "	1,548,300	6	1880	101
" 1844, (convertible)	863,000	6	1880	100½
" 1848, "	124,000	6	1880	99
" 1849, "	83,000	6	1880	102
" 1857, "	3,586,500	6	1886	91½
" 1856, "	1,475,000	7	1886	89½
Bonds and Mortg's—real estate	592,200	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	98½
2d Mortgage	5,160,000	7	1911	83½
3d Mortgage	2,000,000	7	1911	62
Bridge Bonds, O. & P. R. R. Co.	188,000	7	1876	----
Chicago Depot Bonds	337,173	6	1865	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	150,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	30
2d Mortgage	937,500	7	1863	2
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	30
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	91
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	100
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
St. Louis, Alton & Terre Haute:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	93
2d Mortgage (convertible)	2,000,000	7†	'68–'70	95
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	93
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	93
2d M. (Toledo and Wabash)	1,000,000	7	1869	74½
2d M. (Wabash and Western)	1,500,000	7	1899	74½
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (conpons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '68–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Dollar Bonds	802,000	6	1875	----
Albany City Bonds	1,000,000	6	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	85
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	442,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	.....	.....	600,431	.....	.....	.....	.....	—	.....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								ARKANSAS.													
— — '58	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	.....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	.....	.....	23.8	45,543	77,028	34,866	16	.....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,373,922	122.4	252,906	359,147	149,477	—	.....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	142
31 Dec. '61	74.0	—	....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,467,530	120.0	189,358	225,292	25,565	—	.....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	.....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	—	2	.....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	.....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	.....
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,850	808 060	301,979	—	.....
20 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	59¾
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	158,970	41 466	—	.....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,560	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6¼	.....
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	552,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	5,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	632,343	464,541	—	.....
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10.000,000	220.0	.....	1,098,465	452,693	4	.....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	.....	10,195,257	168.0	.....	1,514,478	242,564	—	87½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243.282	135,284	—	.....
1 Apr. '62	242.0	—	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	.....	849,719	414,828	—	.....
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	69½
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	.....	10,502,318	261.3	1,123,454	1,720,396	811,185	5	74¼
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	.....	.....	175.0	.....	485,943	181,529	—	.....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.8	2,468,023	2,965,758	1,150,903	—	64½
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — —	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
— — —	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
— — —	—	—	....	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	.....
— — —	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
— — —	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	364,122	400,397	133,009	—	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	20
31 Dec. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37,219	2,031,942	84.0	.....	277,952	119,745	—	.....
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,506	2,188,881	108.0	303,161	297,988	121,416	—	.....
— — '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
1 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	280,563	99,080	—	.....
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40.	—	.....
— — '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '61	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,975,801	73 0	325,707	377,692	216,184	10	125
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665.000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	.....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
— — '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
— — '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '61	29.0	—	....	— }	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	.....	735,812	29.0	.....	108,944	43,297	—	80
30 Jun. '61	65.1	—	....	— }				} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	.....	1,649,551	65.1	244,773	345,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,12.	—	.....
— — '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.													
— — —	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	.....
— — —	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	228,649	—	.....
31 Mar. '61	206.0	—	....	205.0	45	37	618	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
31 Aug. '60	58.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,424	1,710,819	58.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,800	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	.....
31 Dec. '59	—	—	—	14.0	...	...	.....	Penobscot	328,412			180,497	300,000	75,000	.....					—	.....
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	.....
31 May,'61	51.3	—	.....	—	11	13	118	Portland,Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	169,475	245,348	115,732	6	105
31 May,'59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May,'61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	68
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	27½
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000			601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*		1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	99
31 May,'62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	465,758	4,076,974		75,150	4,905,723	119.3	599,048	732,427	290,406	6	114½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	132,720		.....	61.8	.....	588,871	272,429	8	118
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000		126,104	.....	83.6	.....	928,932	408,594	8	122½
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,884		681,689	163,400		.....	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	300,000		.....	52.3	.....	250,836	122,956	6	98
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	555,939	246,402	4	77½
30 Nov. '61	19.9	1.3	3.8	—	...	...	.....	Essex	742,592	4,416		299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149		3,540,000			.....	71.6	.....	543,158	217,054	6	104
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226		217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	...	...	.....	Hampshire and Hampden	596,651			292,950	303,014	97,706	.....	ope	r. by N.	H.&N'h	.....	—	.....
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	27.7	.....	204,374	48,542	8	116½
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*		500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	53
30 Nov. '61	27.0	—	2.4	—	...	...	.....	Newburyport	597,386			220,340	234,900	140,902	.....	.....	.....	.....	.....	—	.....
30 Nov. '61	21.5	—	0.3	11.5	...	...	.....	N. York and Boston Air Line	744,130			283,037	459,693	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	110½
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			.....	.....	.....	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000		.....	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543		243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	.....
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	...	...	.....	Stockbridge and Pittsfield	448,700			448,700			.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000			250,000			.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	...	...	.....	Troy and Greenfield	.....						.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,288,415	*		2,214,225	991,125		.....	77.0	.....	200,648	95,739	—	14
30 Nov. '61	158.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb.&W.S. etc.)	11,135,152	*		5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	130
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*		1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	55
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Trk R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	.....	2,950,000	4,250,000	.....	9,008,369	183.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	...	...	.....	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	...	...	.....	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	.....	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	71½
31 Mar. '62	246.0	281.0	.....	—	83	104	986	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	33½
-- -- --	—	—	—	39.8	...	...	.....	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	...	...	.....	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	...	...	.....	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	...	...	.....	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	...	...	.....	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	...	...	.....	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	805,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	796,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,669	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	...	...	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	336	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,226,452	168.0	263,212	263,577	78,220	—	.....
-- -- --	—	—	—	—	...	...	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,018,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	...	...	.....	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	...	...	.....	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,763,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000			1,564,506	61.3	334,532	459,659	128,366	8	61
30 Sep. '59	46.8	—	.....	—	...	...	.....	Concord and Portsmouth	250,000	*	—	250,000			250,000	ope	r. by Con	cord.	15,000	—	104½
31 Mar. '59	14.6	—	.....	—	...	...	.....	Contoocook River	200,000	—	—	200,000			200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	...	...	.....	Eastern	525,205	—	—	492,500		42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	77
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	...	...	.....	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	108
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	32,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	57½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,374	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	180½
31 Dec. '60	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	132
1 Jan. '61	2.9	—	2.9	—	...	...	.....	Long Dock	2,553,584	—	—	600,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	...	...	.....	New Jersey	3,609,089	400,378	1,249,621	4,397 820	688,000		5,628,931	33.8	.....	992,767	579,981	10	135
31 Dec. '60	21.3	—	.....	2	6	—	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '60	13.5	—	.....	—	...	...	.....	Paterson and Hudson	630,000	*	—	630,000			630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	...	...	.....	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	25
31 Dec. '61	24.0	—	.....	—	...	...	.....	Warren	1,376,713	*	—	1,276,000	800,000	713	1,376,713	24.0	.....	320,827	106,997	6½	90
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	290,178	—	—	216,794	.....	56,582	.....	—	—	15,344	5,868	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending..	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	*	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	na. & Sarat.	—	—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	ope	r by W	estern.	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	25,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220	23.8	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	125,021	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	593 845	187,704	—	—
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	132
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,758	1,989,013	566,461	—	55
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,196	297,646	137,347	—	17½
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	28,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	———	7,309,042	2,601,063	6	95½
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,616	1,979,108	—	41
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	28,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,960	391,253	—	16½
30 Sep. '61	99.0	—	.....	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60,000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,480	425,637	90,061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,564	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,516	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	ope	r. by B.	N. Y. & E.	4,996	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,731	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	———	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	15	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,150	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	———	ope	r. b. Hud	s. River.	———	6	—
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	ope	r. by oth	er Co's.	———	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.81	33,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	----	oper. by	Erie R.	W. Co.	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,301	—	1,499,000	730,500	101,947	2,330,947	107.7	216,433	353,441	164,672	6	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	----	----	----	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	———	103,953	35,572	—	—
-- -- '58	223.0	—	.....	—	----	----	----	North Carolina	4,235,000	*	—	4,000,000	—	—	———	223.0	———	———	———	—	—
-- -- '59	97.0	—	.....	—	----	----	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	———	97.0	———	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	———	469 458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	200,212	—	70,860	264,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	.....	—	----	----	----	Atlantic and Great Western	613,231	———	———	866,939	———	77,294	———	———	———	———	———	———	———
31 Dec. '60	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	———	314,091	102,765	—	15
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	———	699,716	230,551	—	—
31 Mar. '62	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	———	3,818,784	198.3	———	646,205	329,714	7½	98
31 Dec. '60	30.0	—	.....	69.1	—	—	—	Cinc. and Indianapolis Junc.	———	———	———	———	———	———	———	32.0	———	———	———	—	28
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	———	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	.....	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	123½
31 Dec. '60	67.0	—	.....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,353,000	———	———	96.6	———	———	1,120,370	662,948	14	114
30 Nov. '58	101.0	102.5	.....	—	42	---	----	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	27½
31 May '62	109.2	79.4	.....	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	55½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	———	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	———	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	----	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	———	———	375,002	—	212,107
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	———	36.6	———	———	62,025	3,566	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	———	1,104,086	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	———	45.0	———	102,180	52,408	—	—
-- -- '59	36.0	—	.....	84.0	—	—	----	Fremont and Indiana	———	———	———	———	———	———	1,358,867	———	———	———	———	—	—
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	———	47.0	———	69,352	———	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	———	13.0	24,000	31,128	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	412,002	2,981,267	1,400,000	———	4,960,780	138.0	814,908	1,336,991	632,114	8	106
31 Jan. '62	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	———	434,290	99,554	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	———	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	———	125.0	———	———	———	—	—
30 Jun. '61	153.9	52.0	.....	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	———	185,934	34,167	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	———	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	———	———	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	———	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	———	———	—	—
31 Aug. '61	242.4	—	.....	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	895,502	1,012,236	400,559	—	23
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	———	———	———	———	378,455	62,624	———	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	———	1,412,900	20.5	———	311,201	164,554	10	58
31 Dec. '61	68.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	———	———	146.0	———	219,548	22,490	—	3½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	———	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	———	2,169,946	1,339,680	—	100
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	———	———	———	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	----	Erie and Northeast	700,000	———	———	600,000	400,000	———	1,000,000	ope	r. b. Buf.	& S. L.	———	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	----	Harrisburg and Lancaster	1,882,555	———	———	1,087,100	661,000	———	1,883,343	55.5	———	436,237	153,334	6	56½
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	———	———	1,809,563	32.3	———	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	———	84,017	2,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,308	2,164,303	68.9	———	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	----	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	———	———	45.7	183,500	679,908	342,030	6	64
30 Nov. '59	28.0	5.0	13.5	----	9	---	----	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	———	—	17
31 Dec. '00	20.0	—	4.0	—	—	—	----	Lehigh Coal and Navigation	1,380,000	———	4,455,000	2,479,950	3,413,871	303 927	9,803,932	———	———	———	753,318	670,227	6	51
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	———	2,800,000	———	———	2,991,150	72.3	———	556,192	379,976	10	45
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	—	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364,225	292,124	—	9
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	28,541,156	3,447,522	1,421,980	13,264,100	16,637,400	1,322,915	34,234,569	423.0	4,413,086	7,300,001	3,646,838	6	49½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	———	———	250,000	50,000	———	20.0	———	1,637	———	—	—
30 Sep. '59	17.0	7.0	.....	—	16	---	----	Phila., Germant'n & Norrist'n	1,422,977	228,555	———	1,208,500	374,800	104,720	1,742,333	24.0	———	288,857	187,194	—	49
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,800	———	25,225,48	151.4	1,706,927	2,906,836	1,412,906	—	81½
31 Dec. '59	28.0	—	.....	—	—	—	—	Philadelphia and Trenton	1,000,000	———	———	———	———	———	1,000,000	28.0	oper. by	Cam. &	Ambov	—	126½
1 Oct. '61	98.0	6.0	—	—	32	109	565	Phila., Wilmington and Balt.	7,021 713	744,425	442,840	5,600.000	2,475.500	140,993	8,742,000	200.5	439,760	1,516,955	676,434	6½	60

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifie "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	—
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 328	18,999,581	467.5	2,434,641	3,031,787	1,299,721	—	89
30 Sep. '59	31.0	—	----	11.0	----	----	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----	----	----	----	----	----	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----	1,355,700	54.0	----	----	----	—	----
30 Sep. '59	9.2	15.3	14.9	—	----	----	----	Schuylkill Valley	573,616	*	—	568,150	----	----	573,616	24.5	----	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,321	1,724,227	----	----	96,227	54,582	—	----
31 Dec. '59	148.0	—	20.0	140.0	----	----	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,809	148.0	----	114,126	61,848	—	16
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----	----	29.6	----	83,072	47,007	6	----
30 Sep. '59	28.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	----	125,997	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	----	78.0	199,878	238,420	860,239	—	13
								RHODE ISLAND.													
1 Jan. '60	60.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	----	----	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	437,917	8,500	----	----	13.6	----	26,454	6,914	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----	----	----	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	283,263	151,536	6	----
— — '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----	----	49.3	----	----	----	—	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.8	----	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	----	----	200,000	22.5	----	----	----	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----	575,729	32.0	----	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	62	59	700		South Carolina	----	----	----	----	2,643,833	----	----	----	----	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----	----	----	----	----	----	----	25.1	----	----	----	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,137	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----	140.0	----	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	----	----	----	----	—	----
1859	100.0	—	30.6	55.8	----	----	----	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	----	----	----	----	—	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,066,544	1,731,000	----	----	159.0	----	734,118	337,384	6	----
1859	----	—	----	—	----	----	----	Nashville and Northwestern	----	----	—	----	----	----	----	----	----	----	----	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	----	----	----	Winchester and Alabama	----	----	—	216,962	413,000	408,477	----	30.0	----	1,248	----	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----	----	—	----	----	----	----	32.0	----	----	----	—	----
— — '58	56 0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275-000	240,000	171,550	----	50.0	31,300	32,670	----	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	198,568	—	----
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	25.0	----	----	----	—	----
— — '59	28.0	—	----	756.0	----	----	----	Southern Pacific	----	----	—	----	----	----	----	28.0	----	----	----	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	----	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----	----	----	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	----	----	----	Vermont and Canada	1,350,695	—	—	1,350,000	----	----	1,380,695	ope	r. by Vt.	Central	----	—	126
31 Aug. '60	23.7	—	0.7	—	3	4	48	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----	----	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	----	----	----	Western Vermont	1,083,500	*	—	332,000	700,000	----	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	----	----	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	83,131	1,524,194	----	----	----	----	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	—	2,083,655	2,517,500	590,056	----	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----	43.5	1,058,064	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	----	----	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,882,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----	55.0	----	----	----	—	----
31 Dec. '61	199.9	—	24.9	—	----	----	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----	----	199.9	----	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----	----	----	42.0	10 mos.	60,066	----	—	----
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	----	1,108,354	436,039	—	34
— — '57	50.0	—	----	—	85.0	----	----	Milw., Watertown & Baraboo	514,238	----	—	345,861	132,000	----	----	50.0	----	121,401	----	—	----
10 May, '61	104.0	—	----	—	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,086,328	5,692,471	104.0	228,627	220,850	63,438	—	----
— — '58	10.0	—	----	—	55.0	—	—	Wisconsin Central	600,000	—	—	----	----	----	operated	by	Fox Riv	er Vall.	----	—	----
								CANADA.													
31 July '61	161.0	—	----	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	----
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----	----	—	----	----	----	----	81.0	166,245	----	----	—	11
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----	----	—	----	----	----	----	48.0	----	----	----	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	----	----	357.0	1,360,900	----	----	3	----
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	----	----	—	----	----	----	----	24.0	37,081	----	----	—	----
— — '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----	----	—	----	----	----	----	96.6	254,530	----	----	—	----
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----	----	—	----	----	----	----	54.0	89,222	----	----	—	----
— — '59	25.0	—	----	—	4	—	57	Welland	----	----	—	----	----	----	----	25.0	----	----	----	—	----
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12 0	—	14	18	235	European & North American	4,548,564	*	—	4,637,852	—	—	4,637,852	108.0	----	130,678	36,432	—	—
1 July, '61	60.0	—	----	—	----	----	----	New Brunswick and Canada	1,402,748	102,283	—	1,380,000	13,100	136,000	1,709,232	60.0	----	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	----	60.1	----	----	----	Nova Scotia	4,268,717	*	—	----	----	----	----	61.5	----	120,918	26,803	—	—
								NEW GRANADA.													
31 Dec, '60	48.7	—	----	—	----	----	----	Panama	3,000,000	*	620,104	5,000,000	2,400,000	—	9,668,130	48.7	----	1,589,859	1,110,652	13	142

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17.
STATE STOCKS:—						
California 7s	100½	101	102	104	106	105⅝
Georgia 6s						
Illinois Coupon bonds	98½				99½	
" Canal bonds						
Illinois War Loan				98⅝	99	97
Indiana War Loan						
Kentucky 6s						
Louisiana 6s						
Maryland 6s						
Michigan 6s			97			
Minnesota 8s						
Missouri 6s	46⅜	45⅜	46	47	48⅛	47
Do. iss. to H. & St. J. R.					60	
New York 6s, 1874						
North Carolina 6s		65				65½
South Carolina 6s						
Ohio 6s			105			104½
Tennessee 6s, 1890	49	48½	49		51	50
Virginia 6s	56		56	56		56
RAILROAD SHARES:—						
Buffalo & State Line						
Chicago, Burl. and Q.	86	87	87			
Chicago and Rock Isl.	67⅛	66⅞	67⅛	69	70	69⅝
Clev., Col. and Cin.	124	122	122			123½
Clev. and Pittsburg	24⅞	24⅜	24⅞	26⅛	27⅛	27⅜
Clev. and Toledo	54⅛	53⅜	54	55	56	55⅛
Del., Lack. and West	100					
Galena and Chicago	72⅛	72	72	73⅛	74⅛	74⅛
Hudson River	52⅛	52	52⅛	54⅛	55	
Illinois Central (scrip)	64	63½	63⅞	64⅛	65	64½
Michigan Central	68⅛	68	68	70	71⅜	71⅛
M. S. and N. I. guar'd,	63	62	62⅞	64⅛	65	64⅜
M. S. and N. I.	31⅛	31⅜	31⅛	32⅛	33⅛	33⅛
Mil. and P. du Chien		33	33	34	34⅛	34
M. and P. du C. 1st pref.						
M. and P. du C. 2d pref.						
New Jersey						
New Jersey Central						
New York Central	94⅛	94⅛	94⅛	95⅛	96	95⅜
Erie	38⅛	38⅜	38⅛	40⅛	41⅛	41
Erie pref.	69⅜	69⅜	70	72⅛	74⅛	74⅜
" Ass. scrip						
N. York and Harlem	15⅜	15		16⅛	17	16⅜
N. Y. and H. "pref."	39⅜		39⅛	41⅛	42	41⅜
Panama	141	141		142		142
Phila. and Reading	59⅛		60	61⅜	63	61⅜
Pitts. Ft. W. & Chicago				40⅛	39⅛	39
Toledo & Wabash			21⅛	22⅛	23	
" " Pref.	46	46	48	48⅛	50	
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.		90⅛	90⅛		90	
Ohio. and N. W. 1st M.					70	
" " 2d M.		30⅛	30⅛		31	30⅜
" " S. F.			95		98⅛	
" " A. B.	52			50⅛	53⅛	53⅛
" " I. B.	84			86		
" " Exten.						105
Clev. & Pitts., 1 M.						
" 2 M.						
" 3 M.						
" 4 M.						
Cl. & Tol. S. F. 7 p.c.	97				97	
Chi., Bur. and Q. 8 p.c.		112			112	
Chi. and R. I. 1st M. '70						
D. L. & W. 1 M. 8 p.c. '71-5						
" 2 M. 8 p.c. '81						108
Gal. & Ch. 1 M. 7 p.c. '63		104½			104½	
" 2 M. 7 p.c. '75						
" 1 M. Ex. '82						
Hann. & St. J. bonds						
Hudson R. 1 M. 7 p.c. '69	112	111½	112	112½	112	113⅛
" 2 M. S. F.		108½	109			110
" 3 M. 7 p.c. '75	95½	95			97½	
" conv. bonds						92
Illinois Central bonds	102	101⅛	102			102⅛
La Crosse & Mil. L. G.						
Mil. and P. du C. 1st M.		96⅛	96⅛	98		98
Mich. Cen. S. F. 8 p.c. '82	112		112			
" conv. 8 p.c. '69				106		
M. S. & N. I. 1 M. S. F.	102⅛	103		103	103⅛	103⅛
" " 2 M.			88⅛	89⅛	89⅜	90
N. J. Central 1st M.						
" " 2d M.						
N. Y. C. 6 p.c. certif. '83	105					
" 1 M. 7 p.c. '64	105					105
" bonds 1876				112	112	112
N. Y. & E. 1 M. 7 p.c. '67		113	113		114	
" 2 M. 7 p.c. '64						
" 3 M. 7 p.c. '83		102½	103½	103¾	104	
" 4 M. 7 p.c. '80	95½	96⅛	98	99	100	99⅛
" 5 M. 7 p.c. '83	90	90½		93⅛	94	94⅛
N. Y. & H. 1 M. 7 p.c. '73	108			108		
" 2 M. 7 p.c. '64			102	103		102⅛
" 3 M. 7 p.c. '67						
Pitts., Ft. W. & Chi. 1 M.	95	95	95½		97⅛	98⅛
" " " 2d M.	81	81	81½	82	84⅛	83⅛
" " " 3d M.				60½	62	
St. L., Alt. & Chi., 1 M.						
St. L., A. & T. H. 1 M.		92		92	92⅛	93
" " 2 M.			94	95		
Toledo & Wab. 1 M.	92½	91⅛	92		93	93
" " 2 M.	72	71⅛	71⅛	73⅛	75	74⅛
MISCELLANEOUS:—						
American Gold	118⅛	119⅜	119	117⅛	116⅛	117⅛
Del. and Hud. Canal				101⅛		102
Penn's Coal Co.				99		
Pacific Mail S. S. Co.	111	110	110⅛	111	111⅛	111⅛

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W. 17.
FEDERAL STOCKS:—						
U. S. 5s, 1871						
U. S. 5s, 1874	89	89	88⅝	89	90½	90⅛
U. S. 5s, 1865		94				95
U. S. 6s, 1881, reg.	100		99⅞		101⅞	100⅜
U. S. 6s, 1881, cou.	100	99⅜	99⅛	100⅜	102	101
U. S. 6s, '81, O. W. L'y.						
U. S. 6s, 1881, " ½y.						
U. S. 6s, 1862						
U. S. 6s, 1867, reg.			97	98		
U. S. 6s, 1868, "	98			98		
U. S. 6s, 1868, coup.					99	
U. S. Demand Notes		108⅜	109½		110⅛	111
U. S. 6s, 1 year certif.	98⅛	95½	98⅛	98⅛	98⅝	98⅞
Treasury 7 3-10 Notes	103⅛	103	103⅛	103⅞	104⅛	104⅛

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 16.

	W. 10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.
Boston and Lowell						
Boston and Maine		114	114			
Boston and Providence			118			
Boston and Worcest.		121½		121		122½
Connecticut River						
Eastern, Mass.		74⅜	75	75	76	77⅛
Eastern, N. H.						77
Fitchburg	104		104½	104		
Michigan Central		67⅜				
Northern, N. H.		57		57		57½
Old Colony and Fall R.	109⅜	110	110		110½	
Ph., Wil. & Baltimore		52⅞	53⅛	52¼	53	54⅞
Portl'd, Saco & Ports.						
Vermont & Canada			126			
Vermont & Mass.			13½			14
Western	131		130			
Cambridge (Horse)	107½		107⅛	107⅛		107⅞
Metropolitan "		59	59			
Middlesex "	80		82½		83⅛	82⅛
Bohemian Copper Co.				3⅛		
Central "		17⅛	17⅛	17	17	17⅜
Copper Falls Co.	6⅜		6⅛	6⅛	6⅛	
Franklin Copper Co.	31⅛	31⅛	30⅜	31⅛	31⅞	32
Isle Royale "	13⅜		12⅛	13	13	13
Hancock "	5⅛	5⅛	5⅛		5⅛	6⅛
Mesnard "	5	4⅜		4⅛	4⅞	5
National "						
Minnesota "		55		55		
Pewabic "	34⅛	34⅛	35	34⅛	34⅛	
Pittsburg "	57⅛					
Quincy "		44				45
Rockland "	12					11⅞
Superior "	2⅛		2⅛			

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sep. 16.

	W. 10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.
Alleghany Co., 6s			38			
Beaver Meadow	57⅛				58	
Cattawissa		3			3¼	
" preferred	10	10½				10⅛
Camden & Amb.	128			130½		
" " 6s, '83					95	
Elmira & W'msport	13	13				
" " pref.		23				24
" " 10s			37	37		
Harrisburg					56¾	
Lehigh Navigation			51			
" " 6s	106½		106½			
" " scrip					28	
Long Island	17½	17½		17¾		
Minehill		45⅞				45
North Pennsylvania	9½	9				
" " 6s			76½		77	
" " 10s				101	101	101½
Pennsylvania R. R.	48⅛	47⅛	47⅛	48⅛	49⅛	49⅛
" 1st m.		106⅛		106⅛	107	
" 2d m.	102⅛			102½		103⅜
Penn. State, 5s	89	89½	89½	89½	88⅛	89⅛
" " 5s, coupon		92⅛	92	92	92½	
Philadelphia & Erie, 6s	98		98			98
Philadelphia City, 6s	97⅛	97⅛	97⅛	97⅛		
" " new	101⅛	101	100⅞	100⅞	100⅞	101
Phila. & Reading	30	29⅛	28⅞	29⅞	30⅛	31½
" " 6s, '86	90⅛					91⅛
" " 6s, '70						102
Arch street, (Horse)		24⅞	24	24	24	
Chestnut & Wal. "				40⅛		
Green & Coates, "				33		
2d and 3d streets, "				68		
Spruce & Pine, "	13⅛	13⅞	13	13⅞		
13th & 15th sts., "						20
West Philad., "					53	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 16.

	W. 10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.
Baltimore City 6s, 1875				99⅛		
" " 1890	100			98⅛		98⅛
Balt. and Ohio				65	66	68
" " b'ds, '62	65		65			68
" " " '85	91			93⅛		94
North. Central	27½					
" " b'ds, '85		79⅛		80	80	81
" " " '95					80	

☞ RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon they are issued.

American Railroad Journal.

Saturday, September 20, 1862.

Stock and Money Market.

Beside our usual quotations of daily sales of stocks and other securities at the New York Stock Exchange, we give also this week a list of such sales at the Boston, Philadelphia and Baltimore boards. In addition thereto, we quote sales of Stonington at 95; Norwich and Worcester, 59¾; Concord and Portsmouth guaranteed 7 per cent., 111; Morris Canal, preferred, 116; Terre Haute and Richmond, 125; Tioga 7s, 100; Goshen Branch bonds, 101; Lackawanna and Western, 1st mortgage, 103; Sunbury and Erie 7s, 100; Schuylkill Navigation 6s, 1872, 89; Camden and Amboy 6s, 1883, 95; Bath City 6s, 102; Bangor 6s, 104; Brooklyn City water loan 106½; State of Maine 6s, 1871, 107; State of Connecticut 6s, 107. The past week has been an eventful one. The improvement in securities of all kinds has been most marked. Erie common has gone up, from 38 on Wednesday week, to 41; do., preferred from 60 to 74⅜; Michigan Central from 68⅜ to 71½; Philadelphia and Reading from 59⅛ to 61¾; Toledo and Wabash preferred from 46 to 50; Michigan Southern from 31¾ to 33⅛; Hudson River from 52 to 55; Galena and Chicago from 70¾ to 74½; Cleveland and Pittsburg from 24¾ to 27½, and so on through most of the list. In railway mortgages a large increase is also noted. Sales have been made of Hudson River, 1st mortgage at 113½; do., 2d mortgage S. F. at 110; Illinois Central bonds at 102½; Milwaukee and Prairie du Chien 1st mortgage at 98; N. Y. Central bonds of 1876 at 112; Erie 1st mortgage at 114; Pittsburgh, Ft. W. & Chicago at 98; New York & Harlem 1st mortgage, 108. At Boston, Philadelphia and Baltimore, we observe the same rate of increase. The news from the seat of war is regarded favorable. Pennsylvania has not yet been invaded; the Pennsylvania road has not been obstructed, nor is it occupied by the government to the exclusion of other business. The Baltimore and Ohio Railroad Company, notwithstanding the disruption of their business the greater part of the past year, have yet earned enough to divide 3 per cent on the stock of the Main Stem, as well as 4½ on the Washington Branch. Both are payable on the 30th inst. The earnings of most of our roads for August, show a large increase over August, 1861. For the season, the receipts have been very heavy. They will continue to increase as the season advances.

Philadelphia & Erie Railroad.

On 1st inst. the trains on this road began to run to and from North Point, 8½ miles west of Wetham and 89½ from Sunbury. This is the first instalment finished and opened under the lease of the Philadelphia & Erie R. R. by the Pennsylvania R. R. Co. By October 1, it is said, 9 miles more of new road will be opened west of North Point, reaching to Kettle Creek. On the Western Division, the track-layers on the 1st inst. began to lay track eastward from Warren; thus, from both directions, the gap in the Middle Division is being shortened, and next summer—less than a year

hence—it will be closed out, and the road will be opened intact and continuous to Erie City.

London and Port Stanley Railroad.

From the annual report of Directors of the London and Port Stanley Railroad, submitted to the shareholders at a meeting recently held in London, C. W., it appears that the total receipts from all sources during the year were $34,971 88, being an increase over last year of $1,388 59, or about four per cent. The working expenses of the road amounted to 77 per cent. of the earnings, but during the year there had been an outlay for new ties and wheels amounting to $5,769. The Directors are of opinion that some immediate steps must be taken to secure a regular line of propellers between Port Stanley and Montreal, and propositions were before the board which they hoped would result in the securing of this desirable end. On the whole the condition of the road was satisfactory, considering the almost total stoppage of trade with the United States. The stock was in general good order, and well fitted for the large fall business confidently expected.

Atlantic White Lead Co.

An establishment which may well be termed a model after its kind is that of the Atlantic White Lead Co., in Brooklyn, the office in this city being at 287 Pearl Street. The business was commenced in 1830 by Messrs. Pollen & Colgate; but about seven years ago the name of the firm was changed, by the admission of Mr. Edward Austen, to that of Robert Colgate & Co. They are one of the few firms which sell only the products of their own factory. With ample means, an intimate knowledge of every department of the business, and a reputation which has never been tarnished during the whole history of the concern, the proprietors are always prepared to supply the best articles in their line, such as white lead, dry or in oil; red lead or litherage; French oxide of zinc; linseed oil, &c. See their advertisement.

Pennsylvania Railroad.

HARRISBURG, Sept. 17, 1862.

The reports throughout the West that the Pennsylvania Railroad is obstructed by transportation of troops and government supplies, or that it has been in danger of invasion, are entirely without foundation. The road is entirely unobstructed, and doing its usual heavy transportation without detention or hindrance, and is prepared for any amount of trade that may be thrown upon it, either east bound or west bound.

Atlantic and Great Western Railway.

The London *Money Market Review*, of August 30th, says: A circular has been addressed to the bondholders of the Atlantic and Great Western Railway, in which is given the following communication from T. W. Kennard, engineer-in-chief, dated Meadville, Penn., Aug. 9th:

"All goes on well. I hope to complete to Akron and the branches to the oil wells in say two months, for I have now a large force of men. The monthly balance sheet is a much better test of the work done than the progress section, for some months, if the work is light, will make a great show. Last month we were engaged in heavy work, and thus it does not show so well as the previous month. More cubic yards, however, were removed. M. Navarro is now with me, and is, I think, perfectly satisfied with the progress made; he ought to be. I have had tremendous difficulties to contend against, and still I hope to complete the whole line during October, the month promised."

Railroad Earnings--Weekly.

The traffic of the Great Western Railway of Canada for the week ending Sept. 5th, 1862, was as follows:

Passengers	$22,860 80
Freight and live stock	22,186 14
Mails and sundries	1,303 10
	$46,350 04
Corresponding week of last year	43,706 53
Increase	$2,643 51

The receipts of the Grand Trunk Railway of Canada for the week ending August 30, 1862, were:

17,594 passengers	$22,559 50
Mails and sundries	2,933 68
Freight and live stock	34,587 29
Total	$60,080 47
Corresponding week of last year	59,714 40
Increase	$366 07

The Galena and Chicago Railroad earned the

1st week in September, 1862	$44,130 10
Do., 1861	38,308 48
Increase	$5,821 62

The Michigan Central Railroad earned in the

1st week of September, 1862	$54,512 00
Do., 1861	44,758 00
Increase	$9,754 00

The Cleveland and Toledo Railroad earned the

1st week of September, 1862	$20,558 00
Do., 1861	16,558 00
Increase	$4,000 00

The Toledo and Wabash Railroad earned the

1st week of September, 1862	$39,355 65
Do., 1861	32,114 50
Increase	$7,241 15

The earnings of the Milwaukee and Prairie du Chien Railroad for the 1st week in September,

1862, were	$27,321 65
Do., 1861	29,884 40
Decrease	$2,561 75

The Chicago and Northwestern Railroad earned in the 1st week of September, 1862...$17,941 90
Corresponding period, 1861 ... 15,071 85
Increase ... $2,870 05

Rocky Mountain and Pittsburg Gold Mining Company.

A large number of Massachusetts men, principally from New Bedford and vicinity, organized into a company known as the Rocky Mountain and Pittsburg Gold Mining Company, recently passed through Chicago en route for the gold regions, under the charge of the General Superintendent of the organization, the Hon. Rodney French. The company was incorporated in November, 1861, and has been organized as follows: President, Simeon C. Coffin, of Alleghany City, Penn. Secretary—Osias Millett, of Maine. Directors—Simeon C. Coffin; Ira Coffin, of Plymouth, N. H.; John Wetherby, jr., of Boston; Osias Millett, and Rodney French, of New Bedford. They will carry across the plains 1½ tons of quicksilver, 400 kegs of powder, and provisions for a year, thus making up some 20 teams, with about 40 pairs of oxen and 20 cows.

The company have located on South Bolder Creek, Mammoth City, Arapahoe County, Colorado Territory, about fifty miles from Denver City, the capital of the Territory. They have 242 lode-claims, 24 water-powers, and a ranch of 460 acres, some four miles from the mountains. They will erect a quartz-crushing mill of fifty stamps that will run by water-power. The machinery for the company was manufactured at Pittsburg, Pa., and is now ready for transportation.

San Paulo (Brazilian) Railway.

The report of the directors states that the progress of the enterprise continues highly satisfactory. On the 23d of July last the directors resolved, "That it be offered to the shareholders to pay up in advance of calls on such number of shares as will, at 12*l.* per share paid in advance, produce 200,000*l.*; such shares to carry interest at 7 per cent on the amount for the time being paid in advance, and on the balance, interest, or dividend as on the ordinary shares, such offer to be made rateably to the shareholders in the first instance." The advance will be made payable on the 20th of November next. The directors have no doubt that the above resolution will meet the views of all parties.

Mr. Brunlees, the engineer-in-chief, reports that about 11 miles of the permanent way have been laid on the first section of 13 miles. On the second section, 35 miles in length, the masonry in the culverts is kept well in advance of the earthworks, 40 per cent of which are completed. The works generally from the top of the Serra to San Paulo are in advance of those on the inclines. The third section, 38 miles in length, has been resurveyed, and the heavy works have been staked out. At the end of May last the number of men employed on the works was 2,850. The shipment of sleepers, bridges, sheds, &c., is being actively proceeded with, and three locomotives are on their way out.

The Minister of Public Works in his report to the Legislative Assembly at Rio, in May last, stated that the railway of the company commenced at the city of Santos, passed through that of San Paulo, and thence on as far as Jundiahy, a total length of 88 English miles. Its guaranteed capital was 2,000,000*l.* None of it was yet opened for traffic, but vigorous progress was being made, chiefly in the two first sections from Santos to San Paulo. The works across the Serra were of a heavy character, and stationary engines for working the inclines would be indispensable. The sum of 252,340*l.* had been expended during the past year in the construction of the works. The contractors, Messrs. Sharpe and Sons, were bound to deliver up the works complete in 1868. They proposed to the Government to complete the works in three years less time if paid 50,000*l.* a year for each year saved. The present traffic between Santos and Jandiahy amounted to 59,000 passengers, and 50,000 tons of goods. The present annual expenditure upon the carriage of goods and passengers was estimated at 361,256*l.*, and that which would be charged upon the same amount of traffic when the railway was finished, was estimated at 165,447*l.*, so that there would be a saving of 195,817*l.* to those persons if they adopted the new mode of conveyance. The traffic on the line, according to the estimates, would not be under the 7 per cent guarantee, which would then become nominal. He considered it advisable to come to an arrangement with the contractor for the earlier completion of the works. The capital

account showed that 899,429*l.* had been received, and 724,725*l.* expended to the 30th of June, leaving a balance of 174,704*l.*

Supply and Consumption of Cotton.

The New Orleans *Price Current*, of September 1st, furnishes the following statement of the supply and consumption of cotton in Europe and the United States, for the ten years ending with 1861:

Year.	U. States Crop.	Foreign Supply.	Total.
1852	3,015,000	739,000	3,754,000
1853	3,263,000	882,000	4,145,000
1854	2,930,000	630,000	3,560,000
1855	2,847,000	783,000	3,630,000
1856	3,529,000	843,000	4,372,000
1857	2,940,000	1,096,000	4,036,000
1858	3,114,000	925,000	4,039,000
1859	3,851,000	1,018,000	4,869,000
1860	4,676,000	884,000	5,560,000
1861	3,700,000	1,438,000	5,138,000
Total	33,865,000	9,238,000	43,103,000

	Consumption in Europe.	Consumption in U. S.	Total.
1852	3,112,000	603,000	3,715,000
1853	3,013,000	671,000	3,684,000
1854	3,116,000	610,000	3,726,000
1855	3,316,000	593,000	3,909,000
1856	3,673,000	694,000	4,367,000
1857	3,079,000	702,000	3,781,000
1858	3,516,000	596,000	4,112,000
1859	3,651,000	928,000	4,579,000
1860	4,321,000	978,000	5,299,000
1861	3,831,000	650,000	4,481,000
Total	34,628,000	7,025,000	41,652,000

Seasons.	Receipts N.Orleans.	Aver. price per bale.	Total Value.
1850–'51	995,036	$49.00	$48,756,764
1851–'52	1,429,183	34.00	48,592,322
1852–'53	1,664,864	41.00	68,259,424
1853–'54	1,440,779	38.00	54,749,602
1854–'55	1,284,768	40.00	51,390,720
1855–'56	1,759,293	40.00	70,371,720
1856–'57	1,513,247	57.00	86,255,079
1857–'58	1,678,616	52.50	88,127,340
1858–'59	1,774,298	53.00	92,037,794
1859–'60	2,255,448	48.50	109,389,228
1860–'61	1,849,312	50.00	92,465,600
1861–'62	38,880	45.50	1,769,040
Total 12 y'rs.	17,683,724		$812,164,533

Finances of New York.

The following are some interesting figures from the Comptroller's Report, for the year 1861, of which 5,000 copies have been ordered to be printed:

Balance on hand Dec. 31, 1860	$3,435,096 67
Receipts during 1861	16,696,698 14
Total	$20,131,794 81
Amount of payments 1861	17,333,242 43
Balance remaining in the Treasury Dec. 31, 1861	$2,798,552 38

The amount of the General Levy for 1861 was as follows:

State and County purposes	$4,914,338 88
City purposes	6,713,293 40
Total	$11,627,632 28

The following items were comprised in the expenditures on City Account, for which warrants were drawn, executed and duly registered in 1861:

Common Council & Board of Health	$4,448,568 60
Board of Education	1,300,000 00
Department of Public Charities and Correction	669,375 00
Board of Commissioners of Central Park	114,000 00

The amounts received for licenses in 1860 and 1861 was $76,510, which sum was paid by the Excise Commissioners to the County Treasurer.

The following is an interesting table of taxes on non-residents:

Year.	Valuation.	Amount of Tax.
1855	$14,491,530	$174,767 40
1856	18,601,265	257,254 70
1857	17,227,986	258,135 48
1858	12,034,532	196,200 70
1859	14,631,462	262,211 81
1860	15,121,162	256,267 84
1861	13,807,776	276,397 55

Of these taxes only about three fourths of the amounts assessed are ever realized, although the valuation of property forms part of the aggregate amount upon which the State taxes are apportioned, and are required to be paid by this County.

Atlantic and Great Western Railroad.

Two new first-class locomotives from DANFORTH, COOKE & Co., Paterson, have just been completed for the Atlantic and Great Western Railroad. They were taken over the Lake Shore Railroad and down to Ravenna, O., to lay track between that place and Meadville, Pa., the grading being ready for the rails on that section. We learn that 2,000 men are at work between Meadville and Akron. Between Corry and Meadville the track is about half completed.

☞ Alex. M. Rose, the engineer of the Victoria bridge, died in England recently in an insane asylum. He was intimately connected with the elder Stephenson. He was the resident engineer of the Conway and Menai Strait bridges with the late Robert Stephenson, and during his whole career, professionally and private, had very close relations with him.

Jamestown and Franklin Railroad.

At a meeting of the stockholders of this company held at Sheakleyville, Mercer county, on the 28th August, Dr. Wm. Gibson, of Jamestown, was elected President, and A. W. Raymond, Esq., of Franklin, Secretary. The following gentlemen were elected Directors; Thomas Hoge, James S. Myers, A. W. Raymond, S. A. Potter, T. H. Fulton, and David Hadley.

A resolution was passed by the Board of Directors authorizing an immediate survey of the line.

Union Canal Company.

At a meeting of the stockholders of the Union Canal Company, an act was accepted by which the property of the corporation, which has been in the hands of trustees since October, 1857, reverts to the company, and they are freed from all debt except their funded or first mortgage.

Valuation and Taxation in Boston.

The Assessors have concluded the valuation of the city for the year 1862, with the following result:

Amount of real and personal property in 1861	$275,760,100
In 1862	275,957,300
Gain in 1862	$197,200

There has been a loss of $4,169,700 in real estate and a larger gain in personal estate. The gain in the latter is principally from the rise in certain description of goods.

The amount of polls in 1862 is	34,038
In 1861	35,161
Loss in 1862	1,123

Amount of tax to be raised in 1862 is $2,897,-551,65, from which deduct 34,038 polls, at $2 each, and the remainder is the sum to be assessed upon the real and personal property of the city.

The per centage of taxation is fixed at 10.50 per cent. Last year it was 8.90. The rate of the city and county this year is only 8.41. The increase is in the State and direct National tax, 2.09, as the State and National tax together will amount to nearly half a million dollars.

☞ The Albany and Susquehanna Railroad Company are now laying down the rails for their road in Albany, from the dock up Gansevoort st.

Railways in Algeria.

The inauguration of the railway from Algiers to Blidah took place on the 15th, according to previous announcement. At half past seven in the morning the train of honor left Algiers with Marshal the Duke de Malakoff, General de Martimprey, and others of the superior military and civil authorities, and arrived in due time at Blidah, the station at which place was handsomely fitted up for the occasion, and where an immense crowd of Arabs had assembled. The Governor, on alighting, was received by the Mayor of the place, who made an appropriate speech, which was replied to by the Marshal in suitable terms. A *Te Deum* was afterwards sung in the church, although the building is not yet completely finished. After the mass the Marshal and a numerous party went to the Olive Garden, where a splendid luncheon was prepared under the trees, M. Bosland, Vice President of the Board of Directors of the Railway Company, proposed a toast to the prosperity of the colony and to the health of the Governor General, which was drunk with loud applause, and in which the Duke de Malakoff replied in expressions which were received with loud cheers. The guests returned to Algiers in the afternoon.

Agricultural College Act.

AN ACT donating lands to the several States and Territories which may provide Colleges for the benefit of Agriculture and the Mechanic Arts.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be granted to the several States, for the purpose hereinafter mentioned, an amount of public land, to be appropriated to each State a quantity equal to thirty thousand acres for each Senator and Representative in Congress to which the States are respectively entitled by the apportionment under the census of 1860; provided, that no mineral lands shall be selected or purchased under the provisions of this act.

SEC. 2. And be it further enacted, That the land aforesaid, after being surveyed, shall be apportioned to the several States in sections or subdivisions of sections, not less than one-quarter of a section; and whenever there are public lands in a State subject to sale at private entry at one dollar and twenty-five cents per acre, the quantity to which said State shall be entitled shall be selected from such lands within the limits of such State, and the Secretary of the Interior is hereby directed to issue to each of the States in which there is not the quantity of public lands subject to sale at private entry at one dollar and twenty-five cents per acre, to which said State may be entitled under the provisions of this act, land scrip to the amount in acres for the deficiency in its distributive share; said scrip to be sold by said States and the proceeds thereof applied to the uses and purposes prescribed in this act, and for no other use or purpose whatsoever: provided, that in no case shall any State to which land scrip may thus be issued be allowed to locate the same within the limits of any other State, or of any Territory of the United States, but their assignees may thus locate said land scrip upon any of the unappropriated lands of the United States subject to sale at private entry at one dollar and twenty-five cents or less per acre: And provided further, that no more than one million acres shall be located by such assignees in any one of the States: And provided further, that no such location shall be made before one year from the passage of this act.

SEC. 3. And be it further enacted, That all the expenditures of management, superintendence and taxes from date of selection of said lands, previous to their sales, and all expenses incurred in the management and disbursement of the moneys which may be received therefrom, shall be paid by the States to which they may belong out of the treasury of said States, so that the entire proceeds of the sale of said lands shall be applied without any diminution whatever to the purposes hereinafter mentioned.

SEC. 4. And be it further enacted, That all monies derived from the sale of the lands aforesaid by the States to which the lands are apportioned, and from the sales of land scrips hereinbefore provided for, shall be invested in stocks of the United States, or of the States, or some other safe stocks, yielding not less than five per cent. upon the par value of said stocks; and that the moneys so invested shall constitute a perpetual fund, the capital of which shall remain forever undiminished, (except so far as may be provided in section fifth of this act,) and the interest of which shall be inviolably appropriated, by each State which may take and claim the benefit of this act, to the endowment, support and maintenance of at least one college, where the leading object shall be, without excluding other scientific and classical studies, and including military tactics, to teach such branches of learning as are related to agriculture and the mechanic arts, in such manner as the legislatures of the States may respectively prescribe, in order to promote the liberal and practical education of the industrial classes in the several pursuits and professions in life.

SEC. 5. And be it further enacted, That the grant of land and land scrip hereby authorized shall be made on the following conditions, to which, as well as to the provisions hereinbefore contained, the previous assent of the several States shall be signified by legislative acts:

First. If any portion of the fund invested, as provided by the foregoing section, or any portion of the interest thereon, shall, by any action or contingency, be diminished or lost, it shall be replaced by the State to which it belongs, so that the capital of the fund shall remain forever undiminished; and the annual interest shall be regularly applied without diminution to the purposes mentioned in the fourth section of this act, except that a sum, not exceeding ten per cent. upon the amount received by any State under the provisions of this act, may be expended for the purchase of lands for sites or experimental farms, whenever authorized by the respective Legislatures of said States.

Second. No portion of said fund, nor the interest thereon, shall be applied, directly or indirectly, under any pretence whatever, to the purchase, erection, preservation, or repair of any building or buildings.

Third. Any State which may take and claim the benefit of the provisions of this act shall provide, within five years, at least not less than one college, as described in the fourth section of this act, or the grant to such State shall cease; and said State shall be bound to pay the United States the amount received of any lands previously sold, and that the title to purchasers under the State shall be valid.

Fourth. An annual report shall be made regarding the progress of each college, recording any improvements and experiments made, with their costs and results, and such other matters, including State industrial and economical statistics as may be supposed useful; one copy of which shall be transmitted by mail free, by each, to all the other colleges which may be endowed under the provisions of this act, and also one copy to the Secretary of the Interior.

Fifth. When lands shall be selected from those which have been raised to double the minimum price, in consequence of railroad grants, they shall be computed to the States at the maximum price, and the number of acres proportionally diminished.

Sixth. No State while in a condition of rebellion or insurrection to the Government of the United States shall be entitled to the benefit of this act.

Seventh. No State shall be entitled to the benefits of this act unless it shall express its acceptance thereof by its Legislature within two years from the date of its approval by the President.

SEC. 6. And be it further enacted, that land scrip issued under the provisions of this act shall not be subject to location until after the first day of January, 1863.

SEC. 7. And be it further enacted, that the land officers shall receive the same fees for locating land scrip issued under the provisions of this act, as is now allowed for the location of military bounty land warrants under existing laws; provided, their maximum compensation shall not be thereby increased.

SEC. 8. And be it further enacted, that the Governors of the several States to which scrip shall be issued under this act, shall be required to report annually to Congress all sales made of such scrip, until the whole shall be disposed of, the amount received for the same, and what appropriation has been made of the proceeds.

Approved, July 2, 1862.

Railways in India.

It appears that works have been sanctioned to the extent of £57,500,000, of which £53,500,000 has received a guarantee of interest (the remainder will be guaranteed as required), that £43,000,000 had been raised at the commencement of this rapidly advancing summer, and that £40,600,000 had been expended. The amount now estimated to be required for each undertaking as at present sanctioned, is as follows:—East Indian—main line —£20,750,000; Jubbulpore line, £2,250,000; Great Indian Peninsula, £12,000,000; Madras—main line and Bellary line, £8,500,000; Scinde, £1,600,000; Punjaub—Moulton to Umritser, £2,-500,000; Delhi to Lahore, £3,000,000; Indus Flotilla, £400,000; Bombay, Baroda and Central India, £4,000,000; Eastern Bengal, £1,500,000; Calcutta and South Eastern, £380,000; and Great Southern of India, £640,000:—in all, 57,520,000. Of this respectable amount, the total raised in England to April 30, 1862, and in India at the date of the latest advices was as follows:

	Raised in England. Shares.	Debentures.	Raised in India.
EAST INDIAN:			
Main Line.....	£10,889,515	£6,396,859	£239,346
Jubbulpore....	1,952,135	.....	7,635
Gr't Indian Peninsula.....	7,575,159	1,500,000	448,740
MADRAS:			
Main Line- Bellary Line....	3,968,147	2,000,000	.....
Scinde.....	1,114,615	330,700	22,138
PUNJAB, &c.:			
Moulton to Umritser.....	1,284,089	.....	5,819
Indus Flotilla..	249,755	83,000	.....
Bombay, Baroda and Central India....	1,862,079	789.690	21,662
Eastern Bengal.	990,223	400,000	9,449
Calcutta and S. Eastern.....	230,338	90,000	19,258
Great Southern of India.....	417,319	166,000	1,220
Total.....	£30,533,374	11,756,249	775,267

Assuming that the present network of lines is completed for the estimate of £57,500,000, the average cost per mile would be £12,360; but a double line of rails will, in some places, be found necessary to meet the requirements of the traffic, and the same reason will probably be adduced—all the more to the satisfaction of our home mechanical establishments—as justifying the purchase of additional rolling stock and engines. These causes for the expenditure of increased capital would, of course, produce an immediate augmentation in the receipts; but at present all is conjecture, and nothing definite upon the subject. The average cost per mile of each undertaking, as at present estimated, is shown in the annexed figures, but the calculation will probably be modified by subsequent events, so as to bring up the total outlay to £60,000,000, or £13,000 per mile:

Lines.	Length. Miles.	Total cost.	Cost per mile.
East Indian.....	1,364	£23,000,000	£16,862
Great Indian Peninsula.....	1,266	12,000,000	9,475
Madras.....	850	8,500,000	10,000
Bombay, Baroda, &c.	310	4,000,000	12,900
Scinde.....	114	1,600,000	14,000
Punjab.....	252	2,500,000	10,000
Delhi and Punjab...	280	3,000,000	10,700
Eastern Bengal.....	110	1,500,000	13,363
Great Southern.....	78½	600,000	8,000
Calcutta and South Eastern.....	29	380,000	13,450
Total.....	4,653½	£57,520,000	£12,367

about £40,600,000 had been expended at the close of the financial year, ending April 30, 1862, leaving nearly £17,000,000 still to be disbursed. It is considered, however, that the expenditure in 1862-3 will be larger than in any subsequent twelve months, as it will amount to £7,100,000 leaving only £9,000,000, or £11,000,000 to be afterwards laid out. This latter sum will, it is expected, be spread over the next few years in the following proportions:—1863-4, £4,500,000; 1864-5, £2,500,000; 1865-6, £2,000,000; 1866-7, £1,-000,000; 1867-8, £500,000; 1868-9, £500,000. On an average about a fifth or sixth of these sums will be spent in England, so that the demand for rails and plants will progressively decline on the lapse of the year now running out, unless, as we strongly incline to think, will be the case, the railways now on hand demonstrate the utility and involve the necessity of numbers of branch lines.

It is the credit of the Cannon-row guarantee which has achieved the great results attained. Without the promise of five per cent, India would have looked in vain to England for railways for many a year to come, although probably she would have obtained them some time or other. The Indian Government in stepping in with its tolerably secure five per cent has done its best to accelerate the material progress of the territories under its *raj*; and sooner or later it will doubtless reap a return. At present the interest account stands thus. The government has paid six millions and a quarter, while the profits of the companies which have been applied in reduction of the guarantee only amount to one million and a quarter, leaving an excess which is recoverable by the Government from half the net receipts in excess of five per cent. If no compound interest is calculated the Government may yet re-coup itself, but otherwise it would be hopeless to expect such a result. Whether every shilling, however, finds its way back to the Imperial Treasury or not, the Government will, doubtless, reap the benefit of its wise enterprise in the development of the resources of the Indian Empire, and the increased facilities obtained for the reducement of troops &c. To be more precise upon this interest account let us append the following figures:

Company.	Interest paid to. Dec. 31, 1860.	Interest paid in 1861.
East Indian.....	£2,470,506	£815,081
Great Indian Peninsula.....	1,040,357	322,907
Madras.....	667,519	894,204
Scinde.....	134,127	66,257
Punjab.....	54,192	46,267
Indus Flotilla.....	17,403	12,718
Bombay, Baroda, &c.....	181,623	104,322
Eastern Bengal....	41,016	34,711
Calcutta and South Eastern.....	9,225	11,389
Great Southern....	110,004	19,553

The total sum paid in the shape of interest to

December 31, 1861, was consequently £6,286,895, and the total amount now due from the Government for interest is upwards of £2,000,000 per annum. The annual earnings of the railways so far as they had been brought into operation at the period to which the latest accounts extend, did not amount to a sixth of this sum; but it is only right to bear in mind that a great portion of the capital to which the guarantee applies is still completely unproductive. The mileage which has been yielding a profit does not represent half the capital which has been expended; and traffic has been carried hitherto on very imperfect and undeveloped sections. That matters have a steady tendency to improve will be seen from the annexed tables:

East Indian R. R.	Miles open.	Net profit.
Six months ending Dec. 31, 1854	39	£ 2,000
" June 30, 1855	121	12,000
" Dec. 31, 1855	121	21,000
" June 30, 1856	121	28,000
" Dec. 31, 1856	121	29,000
" June 30, 1857	121	41,000
" Dec. 31, 1857	121	42,000
" June 30, 1858	121	48,000
" Dec. 31, 1858	142	45,000
" June 30, 1859	142	68,000
" Dec. 31, 1859	202	80,000
" June 30, 1860	372	92,000
" Dec. 31, 1860	372	82,000
" June 30, 1861	372	130,000
Great Indian Peninsula Railway.		
Six months ending Dec. 31, 1853	35	£ 2,000
" June 30, 1854	35	3,000
" Dec. 31, 1854	35	1,000
" June 30, 1855	35	1,000
" Dec. 31, 1855	43	1,000
" June 30, 1856	60	6,000
" Dec. 31, 1856	88	11,000
" June 30, 1857	88	16,000
" Dec. 31, 1857	90	18,000
" June 30, 1858	90	23,000
" Dec. 31, 1858	165	32,000
" June 30, 1859	165	48,000
" Dec. 31, 1859	194	34,000
" June 30, 1860	277	42,000
" Dec. 31, 1860	277	34,000
" June 30, 1861	330	36,000
Madras Railway.		
Six months ending Dec. 31, 1856	65	£ 4,000
" June 30, 1857	70	6,000
" Dec. 31, 1857	81	9,000
" June 30, 1858	84	10,000
" Dec. 31, 1858	90	9,000
" June 30, 1859	90	8,000
" Dec. 31, 1859	96	14,000
" June 30, 1860	122	13,000
" Dec. 31, 1860	137	8,000
" June 30, 1861	211	12,000

The total profits, therefore, applicable in reduction of the 5 per cent guarantee, were as follows, during the eight and a half years ending June 30, 1861:

Year.	Total profits.	Year.	Total profits.
1853	£ 2,000	1858	£167,000
1854	6,000	1859	252,000
1855	35,000	1860	271,000
1856	78,000	1861 (half year)	178,000
1857	132,000		

It is clear that the East Indian is rapidly becoming a flourishing undertaking; even on its own merits, its working expenses having been brought within the very fair proportion of 44.61 per cent of the receipts in the year ending June 30, 1861, as compared with 50.91 per cent in the previous twelve months. The great Indian Peninsula does not, in this respect, appear in so favorable a light, the working charges having amounted to 41.1 per cent of the receipts in 1858-9, 58.7 per cent in 1859-60, and 69.5 per cent in 1860-1. The Madras did still worse, the working charges having been 66.1 per cent of the receipts in 1858-9, 61.2 per cent in 1859-60, and 78.0 per cent in 1860-1. This result is probably to be attributed to the fact that in the case of the Great Indian Peninsula and the Madras, the sections completed have been opened very quickly of late, while those of the East Indian have had more time to solidify, as it were. The tables which we have compiled, and which only give the rough results in round figures, have been based on some very ingenious diagrams prepared by Colonel W. E. Baker, now a member of the Indian Council, and formerly consulting engineer to the Government of India in the railway department. They only extend, however, to June 30, 1861; and as the subject is one of considerable importance and interest, we propose to devote another article to it, and to show in more recent, extended, and minute detail, the progress attained in respect to traffic and working results. We may add, however, one other observation here, viz: that the East Indian system is now fairly earning, *per se*, 1½ per cent on the capital expended, even although it is at present in only imperfect operation. When all the gaps are filled up and the capital expended is carried to £23,000,000, the traffic may be expected to show a much larger increase, and to cover—at any rate to the extent of three or four per cent—the interest properly accruing on the outlay made.—*London Colliery Guardian, Aug. 23.*

Chicago Loan and Financial Condition.

The city of Chicago has recently effected a loan of $200,000 on bonds bearing seven per cent, interest, at prices ranging above par. The entire funded debt of the city on the 9th of April last, amounted to nine hundred and forty-five thousand dollars, as follows:

Bonds at				
10 per cent	interest	due	January, 1863 ..	$2,000
10 "	"	"	January, 1868 ..	2,000
7 "	"	"	January, 1866 ..	10,000
7 "	"	"	January, 1874 ..	50,000
7 "	"	"	April, 1881	511,000
6 "	"	"	January, 1863 ..	60,000
6 "	"	"	January, 1867 ..	10,000
6 "	"	"	July, 1873	50,000
6 "	"	"	January, 1874 ..	40,000
6 "	"	"	July, 1875	100,000
6 "	"	"	July, 1876	100,000
Total				$945,000

Steam Boiler Explosions.

At the last ordinary monthly meeting of the Executive Committee of the Association for the prevention of Steam Boiler Explosions, Manchester, Eng., held May 27th, 1862, Mr. L. E. Fletcher, Chief Engineer, presented his monthly report, of which the following is an abstract:—

During the last month there have been examined 316 engines and 464 boilers. Of the latter, 9 have been examined specially, 10 internally, 74 thoroughly, and 371 externally; in which the following defects have been found:—Fracture, 6 (3 dangerous); corrosion, 50 (7 dangerous); safety-valves out of order, 6; water gauges, ditto, 15; pressure-gauges, ditto, 5; feed apparatus, 1 (dangerous); blow-off cocks, ditto, 34 (2 dangerous); fusible plugs, ditto, 6; furnaces out of shape, 6—total, 129 (13 dangerous). Boilers without glass water gauges, 29; without pressure-gauges, 10; without blow-off cocks, 34; without back pressure-valves, 33.

Explosions continue to occur to every description of boiler. One has happened during the last month to a locomotive in the vicinity of London, and another to a stationary boiler on the Clyde. Both of these were—as it is hardly necessary to State—beyond the sphere of the operations of the Association. Each of these explosions was attended with fatal consequences, but I am not at present in possession of the engineering facts.

The recent very frequent occurrence of explosions has monopolized, by the bare recital of their details, the entire space of the late reports, and left no room for considerations resulting from them, to which I think it is important attention should be drawn, and this, therefore, I now propose to do.

It will be remembered that one of the late explosions arose from the failure of an angle iron, on which alone—as on a single thread—a large crown plate depended for its support. Several other explosions occurred to externally-fired boilers through failure of the plates just at the seam of rivets exposed to the flame. In some of such cases the plate is found to crack at the rivet holes; in others leakage occurs, from which corrosive action sets in, and steadily continues until the plate becomes so thinned that rupture and explosion ensue. Some explosions have occurred from corrosion, consequent upon external damp; others from acidity of the water; while others again, of somewhat earlier date, have been occasioned by the collapse of the furnace tubes, consequent upon the weakness of construction, which would have been remedied by the adoption either of flanched seams, T or angle-iron hoops, or other similar means.

Thus it will be seen that all the above explosions occurred from the most simple causes, and that no mystery whatever need be attached to any one of them; while by suitable construction of the boilers in the first place, and due attention to their state of repair in the second, these explosions would in every case be prevented.

I am extremely desirous to keep this practical view of steam boiler explosions constantly in sight, since I am persuaded no head will be made against them generally so long as their causes are considered to be matters of mystery, and their occurrence one of chance.

Very few of the explosions that come under my notice occur from shortness of water, and I believe that to be a much-abused idea, and the number of explosions resulting from it to be much exaggerated. It appears to be an almost stereotyped verdict at inquests, and the boiler attendant being frequently killed, there is seldom any witness to the contrary.

I find that by far the most frequent cause of explosion is the insufficiency of the boiler for its working pressure, either on account of its original construction, or state of repair consequent upon use: while those explosions resulting either from deficiency of water, or from extraordinary or reckless pressure, are comparatively rare. In other words, to prevent misapprehension, I find that explosion is more frequently due to weakness of the boiler than to excessive pressure of the steam.

I know no means of ascertaining the sufficiency of the original construction of a boiler, or of testing the weakness produced upon it by wear and tear—in short, of testing either new or old boilers—equal to the use of hydraulic pressure, and think all steam users would do well to make systematic use of this test once a year. In France, I believe, this plan is rendered compulsory by the government, and it would be well were it generally adopted in this country voluntarily. Weak places in the plates may pass undetected, even on careful examination, while some parts may be inaccessible and concealed from view, but the hydraulic test is sure to detect and expose them all. Its timely application would have saved that most disastrous explosion which occurred some time since, here in Manchester, at a locomotive establishment second to none in the kingdom for its high reputation, and since a defect passed unnoticed at such an establishment, where the construction of boilers, as well as the quality and strength of the plates, may well be supposed to have been thoroughly understood, it surely argues the necessity of the hydraulic test being applied.

Mr. Muntz, a steam user in Birmingham, states, in a letter published on the Millfield boiler explosion, that he has for years adopted, with advantage, the plan of an annual hydraulic boiler test, and considers it a duty he owes to his workmen in consideration of their safety.

The application of the hydraulic test is so simple, and the pump required so small, that each steam user could provide himself with one at very little expense, or some parties might find it worth their while to take up the proving of boilers by water pressure as an itinerant speciality of engineering practice. This Association would be glad to assist

in the general application of the hydraulic test, by inspecting the boilers when under pressure, and I feel convinced that, were the practice of this annual test generally adopted, which I trust it soon will be, explosions would become nearly, if not entirely, extinct.

TO RAILROAD MEN.

A GENTLEMAN to take the superintendence of the sale of an improvement for Railway Cars. It is already introduced on some roads, and is valuable. To one acquainted with Railroad managers, and who has influence, a large annual income may be secured.

Address—**Car Improvement Co., Box 362, Post Office, New York.** 38tf

RAILS FOR SALE.

500 TONS RAILS,	50 lbs.	per yard.
1,000 TONS "	51 lbs.	"
250 TONS "	54 lbs.	"

Of the best makes, in yard and ready for delivery.

MEAD & BELL,
13 CLIFF ST.
4t37

OTTO AHLSTROM,

MANUFACTURER OF THE

LOUDON & AHLSTROM'S

PATENT EXPANSION SCREW FASTENINGS,

A QUICK and sure means of making preparatory Fastenings—The hole not requiring to be large at the bottom.

Also for ANCHORING LIGHT-HOUSES, BEACONS, BUOYS, BRIDGES, DAMS, FORTIFICATIONS, etc.

For NEWEL, GATE AND FENCE POSTS, and IRON RAILINGS in various ways.

Also, a CHEAP and ready means for fastening Iron or other ornaments (large or small) to stone or brick buildings.

For STAPLES, HINGES, AWNINGS, SIGNS, SHUTTER FASTENERS, LEADER HOOKS, etc.

For INSIDE WORK, such as for fastening articles to Hard Walls, Marble, etc., without hammering or using lead. For fastening Marble Tops to Furniture, etc. They are also so constructed as to be applied in Wood.

For LIFTING PURPOSES, such as Foundrymen's Tools for raising their patterns of wood or metal from the sand. They may be used in tapped or smooth holes.

Orders promptly executed by

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PROPRIETORS OF THE SCIENTIFIC AMERICAN continue to solicit patents in the United States and all foreign countries, on the most reasonable terms. They also attend to various other departments of business pertaining to patents, such as Extensions, Appeals to United States Courts, Interferences, Opinions relative to Infringements, etc. The long experience Messrs. MUNN & CO. have had in preparing specifications and drawings, extending over a period of sixteen years, has rendered their perfectly conversant with the mode of doing business at the United States Patent Office, and with the greater part of the inventions which have been patented. Information concerning the patentability of inventions is freely given, without charge, on sending a model or drawing and description to this office.

Consultations may be had with the firm between 9 and 4 o'clock, daily, at their principal office, No. 37 Park Row, New York. We have also a branch office in the city of Washington, on the corner of F and 7th sts., opposite the United States Patent Office. This office is under the general superintendence of one of the firm, and is in daily communication with the principal office in New York, and personal attention will be given at the Patent Office to all such cases as may require it. Inventors and others who may visit Washington, having business in the Patent Offices, are cordially invited to call at their office.

MUNN & CO., are very extensively engaged in the preparation and securing of Patents in the various European countries. For the transaction of this business they have offices at Nos. 66 Chancery Lane, London, 29 Boulevard St. Martin, Paris, and 26 Rue des Eperonniers, Brussels. Probably three-fourths of all the European Patents secured to American citizens are procured through this Agency.

A pamphlet of information concerning the proper course to be pursued in obtaining Patents, the requirements of the Patent Office, etc., may be had gratis upon application at the Principal Office, or either of the Branches. They also furnish a Circular of information about Foreign Patents.

During the last sixteen years the business of procuring Patents for new inventions in the United States, and all foreign countries has been conducted by Messrs. MUNN & CO., in connection with the publication of the SCIENTIFIC AMERICAN; and, as an evidence of the confidence reposed in them by the inventors throughout the country, we would state that we have acted as agents for more than FIFTEEN THOUSAND Inventors! In fact, they have become identified with the whole brotherhood of Inventors and Patentees, at home and abroad. We would state that we never had a more efficient corps of Draftsmen and Specification Writers than are employed at present in our extensive Offices, and we are prepared to attend to Patent business of all kinds, in the quickest time and on the most liberal terms.

Communications and remittances should be addressed to

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Publishers, No. 37 Park Row, New York

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FOR MACHINERY AND
RAILROAD USE
CONSTANTLY ON HAND.

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BOARDMAN'S
Patent Steam-Boilers

SAVE over 30 per cent. on the fuel required for flue or plain cylinder boilers, while they have all the advantages of strength, cheapness and simplicity of construction, convenience and safety in use, claimed for either. Send for a circular.

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A. & P. ROBERTS,
PENCOYD IRON WORKS,
OFFICE No. 410 WALNUT STREET,
PHILADELPHIA.
Rolled or Hammered Car Axles, Bar Iron and Forgings.

A. WHITNEY & SONS
CAR WHEEL WORKS,
Callowhill & Sixteenth Sts.,
PHILADELPHIA, PENN.,
FURNISH
CHILLED WHEELS,
FOR CARS, TRUCKS, and TENDERS.
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Driving Wheels and Tires
FOR LOCOMOTIVES.
ROLLED AND HAMMERED AXLES.
WHEELS and AXLES,
FITTED COMPLETE.

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BUSH & LOBDELL,
WILMINGTON, DELAWARE,
MANUFACTURERS OF
CHILLED WHEELS
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TIRES,
FOR RAILROAD CARS
AND
Locomotive Engines,
ARE PREPARED TO EXECUTE PROMPTLY
ORDERS TO ANY EXTENT FOR THEIR
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EITHER SINGLE OR DOUBLE PLATE,
WITH OR WITHOUT AXLES.
WHEELS FITTED
To HAMMERED or ROLLED AXLES,
IN THE BEST MANNER, AT THE SHORTEST NOTICE,
AND ON THE MOST REASONABLE TERMS.

PROPOSALS
FOR $250,000 OF THE CROTON WATER STOCK OF THE CITY OF NEW YORK.

SEALED proposals will be received at the Comptroller's Office, until THURSDAY, September 25th, 1862, at two o'clock P. M., when the same will be publicly opened for the whole or any part of the sum of two hundred and fifty thousand dollars ($250,000) of the Croton water stock of the City of New York, authorized by Chapter 372 of the laws of 1860, and as amended by Chapter 181 of the laws of 1861, and by an ordinance of the Common Council, approved by the Mayor October 4, 1861, for increasing the supply of Croton water, etc.

The said stock will bear interest at the rate of six per cent. per annum, payable quarter-yearly, and the principal will be redeemed November 1, 1883.

The proposals will state the amount of stock desired, and the price per one hundred dollars thereof, and the persons whose proposals are accepted will be required to deposit with the Chamberlain of the City, within ten days after the opening of the bids, the sum awarded to them respectively.

On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the stock, bearing interest from the date of payments.

Each proposition should be sealed and endorsed "Proposals for Croton Water Stock of the City of New York," and the same inclosed in a second envelope, addressed to the Comptroller.

The right is reserved to reject any or all of the bids, if considered necessary, to protect or promote the interests of the City.

ROBERT T. HAWS, Comptroller.

CITY OF NEW YORK, DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE, Aug. 26, 1862. 3t35

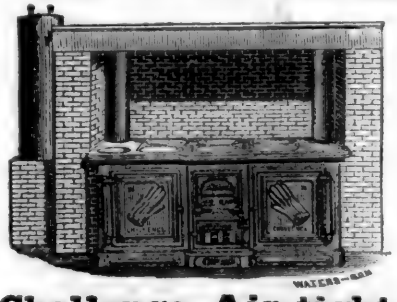
THE NEW YORK CENTRAL RAILROAD COMPANY, TREASURER'S OFFICE, ALBANY, July 19, 1862.

EIGHTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend of Three per cent. on the Capital Stock thereof,—free of the United States Income Tax, which will also be paid by the Company—payable on the 20th day of August next, upon stock registered at New York, Boston and Albany, and on the 20th day of September next upon stock registered at London.

Stockholders whose stock is registered at New York, will receive their Dividends at the office of DUNCAN, SHERMAN & CO.; those whose stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose stock is registered at Albany, at the ALBANY CITY BANK; those whose stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s. 1d. to the dollar.

The Transfer Books will be closed at the close of business on Thursday, the 31st day of July inst., and will be re-opened at New York, Albany and Boston on the morning of Saturday, the 23d day of August next.

8t30 JOHN V. L. PRUYN, Treasurer.



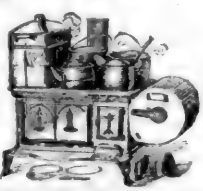
Challenge Air-tight KITCHEN RANGES,

May be placed in a fire-place without masonry, and with or without water-back; or may be set out on feet, as an ordinary stove.

This range, already very popular, has the **LARGEST OVENS** of any in the market; BAKES PERFECTLY, never burning to brown at the bottom; BOILS, ROASTS and and BROILS with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL**, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light
SUMMER AND WINTER
PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y.



SANFORD'S
MAMMOTH
OR
GLOBE
HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y

This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

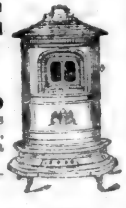
J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.

The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used. CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY
SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water street, New York,

The COSMOPOLITE
PARLOR RADIATOR, &
GAS BURNER,

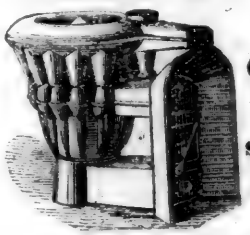


Introduced one year ago, already ranks as the LEADING STOVE for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.

Fire may be kept all winter with an astonishingly small supply of coal.

Send for description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.



Sanford's
CHALLENGE
HEATERS
SET IN BRICK,
PORTABLE
OR AS



FIRE PLACE
HEATERS,

FOR WARMING BY ONE FIRE
WITH PURE, SOFT AIR
Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,
WITH AND WITHOUT REGISTERS.
THE MOST POWERFUL HEATERS
AND THE
Greatest Fuel Savers in the World:

With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.

CAR DUCK.

HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS, 11 to 140 inches, PLUSHES, BURLAPS, CAR HEAD LININGS, and all kinds of RAILROAD SUPPLIES.

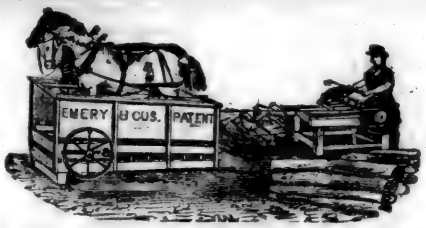
For sale by

WILLIAMS & PAGE,
67 Water st., Boston.

RAILS AT BOSTON.

400 TONS RAILS—56 lbs. per lineal yard—T pattern—now ready for delivery at Boston. For sale by

CHAS. L. PERKINS,
Or, E. LIVINGSTON,
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IMPORTANT
TO
RAILROAD COMPANIES,

THE ATTENTION OF
RAILROAD MANAGERS
Is called especially to the Machines manufactured especially for the use of Railroad Companies by the proprietors of the
ALBANY AGRICULTURAL WORKS,
CONSISTING OF
EMERY'S PATENT
Railway Horse Power,

Made changeable for both right and left hand work, also with changeable degrees of forces and motions of the driving Pullies without changing the Speed and Labor of the Horses, thereby adapting them to the different uses required, as Sawing Wood, Pumping Water, Driving Elevators and Machine Shops, Foundries, etc. The Power is also adjustable to any degree of wear or use, so as to always insure its working with its greatest efficiency. All the running chains in these Powers are made of the best MALLEABLE IRON which gives to them triple the strength and durability of Grey Iron which last is universally used by all other Railway Horse Power Manufacturers—thereby at the same time lessening the weight of these several hundred pounds, making them less cumbrous for handling and transportation.

WOOD SAWING MILLS.

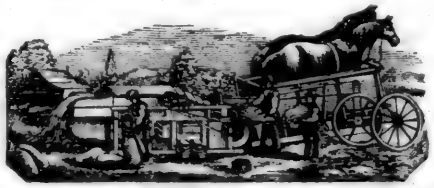
These Sawing Mills are made upon the most approved and convenient plans in use. Having a heavy plate fly-wheel fixed to the Mandrill with a Ratchet or catch pulley for the driving band on the outside of the fly-wheel—the journal bearings are fitted with Babbet Metal—the wood carriage traverses on iron ways and gibbs—a 24 or 26 inch Saw is fitted, filed and set in working order and the plates warranted. When desired, a 14 inch saw is fitted, also a table for the purpose of slitting boards, etc., for fencing and carpenter work.

The whole together forming one of the most complete and desirable sets of machines for their purposes. They are already in very general use on nearly all the principal Railroads in this country.

PRICE, ONE HORSE POWER $90.00
" TWO " " 120.00
" SAW MILL, 24 in. Saw 37.00
SETT BANDS and EXTRAS ... 5.00

PUMPING ENGINES

Of different kinds for Raising Water for Railroad tanks and other purposes, can be furnished on demand with Reciprocating or Rotary Pumps—fitted to be operated by these Horse Power and the best adapted for Railroad and Mining purposes. One of the SEVENTY-FIVE DOLLAR PUMPING ENGINES when driven by the TWO HORSE POWER has a capacity equal to any Four or Five Horse Power Steam Engine and Pumping Machine for the same purposes.



THRESHING MACHINES

Of the most approved kinds, for one and two horses and with simply Separators, or with Complete Cleaners which fit the grain for market in one and the same operations, and of the most approved construction.

They are very extensively introduced into all the grain-growing sections of this country and the world. They are especially adapted to the force of the above Horse Powers and can be driven by Steam or Water power with equal advantage. They will be furnished on the most liberal terms and warranty.

Liberal discounts made to RAILROAD COMPANIES from the above prices, and agents solicited for the sale of their manufactures.

For further particulars see the new Illustrated and Price Catalogue of the ALBANY AGRICULTURAL WORKS, furnished gratis on application to the proprietors.

EMERY BROTHERS,
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ALBANY, N. Y.

GEO. M. FREEMAN,
RAILROAD
SUPPLIES,
No. 107 WALNUT STREET,
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Railroad Materials, Locomotive and Car Findings,
MACHINERY AND MACHINISTS' TOOLS,
MINERS' TOOLS, ETC.
☞ COTTON WASTE. ☜
WHITE AND YELLOW CAR GREASE,
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Baggage Checks, Barrows, etc., etc.,
RAILROAD LANTERNS, SIGNAL LIGHTS,
STEAM GAUGES, COCKS AND WHISTLES,
INDIA RUBBER HOSE PACKINGS, ETC.
LANTERNS OF ALL DESCRIPTIONS,
ENGINE, STATION, AND SIGNAL BELLS,
☞ Superior Car Upholstery, etc. ☜
AGENCY OF THE KEROSENE OIL COMPANY

☞ Orders solicited, promptly filled, and forwarded with despatch and care *at the manufacturers' lowest prices.*

MERRITT & EMERSON,
No. 64 COURTLANDT ST.,
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DEALERS IN
RAILROAD
SUPPLIES
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ENGINEERS' STORES.
MANUFACTURERS OF
BOLTS, NUTS AND WASHERS,
LAG SCREWS, TURNBUCKLES, ETC., ETC.
TELEGRAPH MATERIALS.
PLAIN AND GALVANIZED WIRE INSULATORS.
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☞ A complete stock of Railroad and Telegraph Supplies and Engineers' Tools constantly on hand.

CUMBERLAND COAL.

THE BORDEN MINING COMPANY

ARE now prepared to fill orders and to make contracts for the season of 1862, for CUMBERLAND COAL, DELIVERABLE ON BOARD VESSEL AT Baltimore, Md., Alexandria, Va., or Georgetown, D. C. Purchasers may rely upon the Coal proving equal in quality to that heretofore furnished.

The Company also have the pleasure of announcing that they have completed, after two years' labor, their shaft and machinery upon their new property in the VALLEY OF GEORGE'S CREEK, and are lifting from the very heart of the Coal Basin a superior and perfect article of BITUMINOUS COAL, remarkably free from impurities of every description, and possessing qualities peculiarly adapting it to Locomotive use, and to generating steam under all circumstances. This Coal will be known in market as "BORDEN'S PIT COAL."

Our Railroad friends, and others requiring a superior Coal, will find it to their interest to give this a trial before contracting elsewhere.

For prices and other information apply to

WILLIAM BORDEN.
3m21 Nos. 70 and 71 West st., New York.

SUPERIOR
OAK-TANNED, STRETCHED AND RIVETED
LEATHER BELTING,
MANUFACTURED BY
PHILIP F. PASQUAY, 25 Spruce st., N. Y.
DOUBLE BELTS TWICE THE PRICE OF SINGLE
Best Lace Leather and Steel Hooks for round Belts always on hand.
☞ In comparing my List of Prices with others, it will be necessary to compare also the quality of Belting. 3m28

THE ROGERS
Locomotive & Machine
WORKS,
SUCCESSORS TO
ROGERS, KETCHUM & GROSVENOR,
PATERSON, N. J.,

HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either
COAL OR WOOD BURNING
LOCOMOTIVE ENGINES
AND OTHER VARIETIES OF
RAILROAD MACHINERY.

J. S. ROGERS, *Pres't,* } Paterson, N. J.
WM. S. HUDSON, *Sup't,* }
M. K. JESUP, *Vice Pres't.*
L. P. STARR, *Sec'y and Treas'r.*
44 Exchange Place, New York.

THE
TAUNTON LOCOMOTIVE
MANUFACTURING COMPANY,
TAUNTON, MASS.,

HAVING large facilities, and having had a long experience in the business, are prepared to furnish
LOCOMOTIVES,
EITHER FOR BURNING WOOD OR COAL,
OF THE MOST APPROVED CONSTRUCTION.
ALSO ALL KINDS OF
RAILROAD MACHINERY,
STATIONARY ENGINES AND BOILERS,
SUGAR MILLS, SHAFTING, ETC.
HARRISON TWEED,
Agent and Treasurer.
P. I. PERRIN, Sup't.

Locomotive Engines.
DANFORTH, COOK & CO.,
PATERSON, N. J.,

HAVING erected an extensive Shop, with the most approved Machinery and Tools, are prepared to execute orders for the various classes of Freight and Passenger Locomotive Engines and Tenders, in the best manner and on the most favorable terms.
Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops.
The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention.

RICHARD NORRIS. HENRY LATIMER NORRIS.
RICHARD NORRIS & SON,
LOCOMOTIVE STEAM ENGINE
BUILDERS,
SEVENTEENTH STREET, ABOVE CALLOWHILL,
PHILADELPHIA,
ENGAGED EXCLUSIVELY IN THE MANUFACTURE OF
LOCOMOTIVES,
RAILWAY TOOLS AND
MACHINERY.

MANUFACTURE to order, Locomotives of any Arrangement, Weight or Capacity. In Design, Material and Workmanship, the Locomotives produced at these Works, are equal to and cannot be excelled by any.

IRVING HOUSE,
NEW YORK,
BROADWAY AND TWELFTH STREET,
ENTRANCE, 45 TWELFTH STREET.

THIS House is now open for the accommodation of FAMILIES and TRANSIENT GUESTS, and will be conducted upon the EUROPEAN PLAN.

PROPRIETORS:
GEO. W. HUNT,
Late of the Brevoort House, Fifth Avenue.
CHAS. W. NASH,
Formerly of the Great Republic.



LEMUEL W. SERRELL,
SOLICITOR OF
AMERICAN & FOREIGN PATENTS,
No. 121 NASSAU ST.,
NEW YORK.

VENTILATION.

THE undersigned has devised and patented the only system of VENTILATION for Buildings, Vessels, RAILROAD CARS, etc., by which spontaneous ventilation can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price. Address
HENRY RUTTAN,
Coburg, Canada.

THE GREAT FIRE IN TROY.

Unparalleled Triumph
OF
LILLIE'S SAFES!

The following certificates explain themselves:

TROY CITY BANK, May 21, 1862.

LEWIS LILLIE, Esq.—Dear Sir: I am sure it will give you as much pleasure to know as it does me to say, that in the recent fire of the 10th inst., which desolated our city and destroyed our Banking-house, the contents of our Bank vault, though the building itself was a heap of ruins, remained entirely unharmed. This result we attribute entirely to the fact that our old Wrought Iron Doors were, about two years since, exchanged for a set of your celebrated Chilled and Wrought Iron Doors and Frames. With the old doors, not a book or paper in the Vault could have been saved; as it is, nothing in it was even damaged, though exposed to the most intense heat.
Yours, respectfully, S. K. STOW, Cashier.

TROY, N. Y., May 14, 1862.

The undersigned, using **Lillie's Chilled and Wrought Iron Fire and Burglar Proof Safes,** at the time of the late disastrous fire in this city, would state that our safes were subjected to a severe test by fire, the heat varying in intensity, according to the locality and surroundings. The time they were exposed to the fiery ordeal, unprotected by water, varied from 24 to 72 hours. We would say that our money, papers, books, etc. were well preserved, and the Safes are suitable for further use. By comparison with Safes of other manufacture, equally exposed, we have no hesitancy in recommending Safes of Lillie's manufacture to the public on their demonstrated merit as entitled to unparalleled confidence as fire-proofs.

James Kenyon,	S. Bachelder,
S. O. Gleason,	Gates H. Barnard,
Percy & King,	W. D. Haight,
McCoy & Beadle,	Denio & Freiot,
Coon & Van Valkenburgh,	Walsh, Petit & Anthony,
S. S. McClure,	D. H. Snyder,
Ross & Smith, }	Jonathan Seaman.
Robert Green, }	

Not dug out—nothing in them.

TROY, May 19, 1862.

The undersigned had one of **Lillie's Wrought and Chilled Iron Safes,** which went through the fire of the 10th of May. The Safe was exposed to a severe fire for over 24 hours. In failing it turned on its face, and when turned up to open the doors was red-hot. The back of the lower part of the Safe (behind the books) was filled with pennies, which, in falling over, pressed against the books, and brought them directly in contact with the doors. The wrappers on the pennies were mostly good. The books were unfit for further use, but the writing on them was partially legible and could be copied.
DUSENBURY & ANTHONY.

TROY, May 19, 1862.

This is to certify that we had in our store, in this city, when it burned, one of **Lillie's Small Safes,** which was in the fire, without water on the building or Safe. Most of the valuables were removed before the fire, and therefore we were not in haste to get the Safe out of the burning ruins. Some of the papers left in the Safe were legible when taken out, but most of them were charred.
I. M. SINGER & CO.,
Per G. W. BABCOCK, Agent.

This is to certify that the undersigned had one of LILLIE'S Patent Chilled Iron Safes in their store, which was burned during the late severe fire in this city, and we are happy to state, the Safe preserved all its contents in first-rate condition. All the papers were legible, and the books will do for further use, without even rebinding.
GRANT, NUTTING & CO.

The foregoing comprises all the Safes of my manufacture that were in the fire, and below will be found certificates from all the owners of Safes manufactured several years since, by World's Safe Company, who used my Patent Chilled Iron Shell, but not my Fire-Proof Cement.

WORLD'S SAFE COMPANY'S SAFES.

TROY, May 19, 1862.

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire of the 10th inst., in this city, would state that our Safes were exposed to a severe heat, being confined in the burning ruins, unprotected by water, from one to three days. On opening the Safes the contents were mostly legible, and to a far greater extent than could be reasonably expected of any Safe. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectors against fire, and by this test we are prepared to recommend them as such to public patronage.

Lyman Bennett,	Silliman, Matthews & Co.,
Flood & Dunham,	E. L. Mallory,
John Hutchinson,	E. H. Virgil,
Sup't National Express Co.	

The undersigned, having Safes manufactured by the late World's Safe Company, and which were subjected to the great fire in this city, would state, that on opening our Safes the contents were mostly legible. We concur in the opinion that the Safes manufactured by LEWIS LILLIE, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectives against fire, and we are happy to recommend them to public patronage.
W. & L. E. GURLEY,
R. L. & G. DRAKE,
LEONARD SMITH,
H. E. & W. ALENDORPH, Absent.

TROY, May 19, 1862.

To whom it may concern: We wou'd certify that when the recent fire broke out in this city, we took out from our Safe (which was made by World's Safe Company) all our books, papers, etc., and then left it to the flames without shutting the door, and the Safe will do for further use by being repaired, although the book case was destroyed by the door being left open through the fire.
ACKLEY & CO.

TROY, May 19, 1862.

The undersigned, using Safes manufactured by the World's Safe Company, at the time of the late disastrous fire on the 10th instant, in this city, would state that our Safes were filled with fire-brick for the fire-proof, and while several of this class preserved their contents, ours were considerably charred, and only part legible. In justice to Mr. LEWIS LILLIE, we are pleased to state that Safes of his manufacture proved to be powerful protectors against fire, and have preserved their contents, after having been exposed to the fiery ordeal, unprotected by water, from one to three days.

Stephen Holton,	Luther Greenman,
Bennett, Strickland & Fellows,	E. W. Johnson,
Corless & House,	J. H. Goodsell.

TROY, N. Y., May 17, 1862.

LEWIS LILLIE—Dear Sir: We were using at the time of the late severe fire of 10th inst., a Safe purchased in 1852 of the late World's Safe Company. The contents were considerably charred, but our Ledger is mostly legible, and we are able to copy it.
The Safe was subjected to a severe heat for over eighteen hours, and we are satisfied that if water had been thrown on the ruins, as is ordinarily the case, the contents would have come out uninjured. You will please repair our Safe, placing in it the improvements embraced in Safes of your manufacture, and oblige
SHELDON & GREENE.

N.B.—The above Safe is believed to have damaged the contents more than any of those named in this circular.

There were only seven Sheet Iron Safes, made by Herring and others, outside of the railroad depot, that were exposed to the fire, four of which were entirely burnt out; the fifth was saved by being early cooled off by water; the remaining two were not severely tested.
LEWIS LILLIE.
H. R. HUBBELL, Agent,
No. 198 Broadway, New York.

T. G. SELLEW,
MANUFACTURER OF
Desks and Office Furniture,
WAREROOM } No. 107 FULTON ST., Near Nassau, N. Y.
LIBRARY FURNITURE made to order.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, September 27, 1862.

Pacific Railroad.

We have already given the proceedings of the Convention, recently held in Chicago, for the purpose of taking the preliminary steps in the construction of this great work. An organization of the corporation was effected, and books are speedily to be opened for subscriptions to the capital stock of the company, to the amount of $2,000,000 required by the charter as the condition to the permanent organization by the choice of directors. Upon such organization, and the construction of 40 miles of road, the company becomes entitled to the government aid of $16,000 to the mile as, well as munificent grants of lands.

The action of the government so far has been most liberal. It has met the necessities of the case as far as these could be foreseen. While the public interest demands that the conduct of the enterprize should be in hands of a company, it is evident that Government will have to supply the greater part of the means for its construction. It traverses a country without population, consequently without means. It is too much to suppose that private capital could be had in sufficient abundance for so vast a work. It is one where the interposition of Government is eminently proper, as it is a work in which every person in this country will be benefitted very nearly in ratio to his property. No way so just could be devised to provide the means as to have them supplied by the nation. All share equally in its advantages: all in its profits, if successful. The burden arising out of the enterprise, if there is to be any, should be equally borne. The action of Government, so far, was undoubtedly based upon this conviction, and it will unquestionably continue to supply the requisite means, so long as the management of the work commands its confidence and approbation.

The necessity of the work is a foregone conclusion both in a political and commercial point of view. In the absence of the means of social intercourse between the two extremes of the continent, diversities of sentiment will necessarily grow up that, in time, will refuse to be harmoniously blended under the same political system. We must connect these extremes by a ligature spanning the country, safe from interference by being within our own territory; while at the same time it will form a channel of commerce precisely adapted to the want of the two sections, and supply the means of an ample social intercourse and every condition necessary to an united nation under the same form of government and render the civilization of the Northern States coextensive with that of the continent.

The road, too, must serve as the avenue which all commercial nations must use equally with our own, making our territory their great highway. If it served only as the route of the precious metals, which have their richest deposits in countries fronting the Pacific, it would, by the time it could be constructed, have a traffic equalling in value, that of any other line of road. Our people have only begun to find the places of deposits of these metals in the vast mountain ranges that traverse our whole territory from North to South, and having an extent from East to West of more than 1,000 miles. These mountains are known to be rich in minerals for their whole extent. The treasures hid under the soil will, undoubtedly, amply compensate for the lack of agricultural wealth, so that by the time the road is completed, it will for a considerable part of its length, traverse wealthy and populous communities whose productive industries will supply an ample traffic to it. When all its sources of business are considered, the liveliest fancy can hardly paint the extent of the traffic it must of necessity command.

The nation must have the road as an instrument of military defense. It is needless to urge the defenselessness of all our Pacific possessions. With it, their position would be rendered impregnable; without it, they must remain our weakest and most salient point.

The necessity of this work has long since been felt and acknowledged, but Congress for a long time shrunk from the magnitude of the task it imposed, distracted as it was by questions of constitutional right to aid it, and by those of route. All these objections naturally gave way to clearer convictions of the necessity of the work and to a more unanimous expression upon the question of route. At its last session that body provided for the formation of a company to undertake the construction of the work and, at the same time, made liberal provision therefor. The bill provides for a loan of the bonds of Government, varying in amount from $16,000 to $48,000 per mile, according to the difficulties to be encountered in the physical features of the different portions of the route. Of the amounts granted 25 per cent. is to be retained as a condition for the faithful execution of its trust by the company. For the payment of the principal and interest arising on these bonds, the revenues arising from the use of the road by the Government are to be set apart—with the implied understanding at least, that they will meet the interest on them as it falls due.

The construction of the road is an arduous task, but not so great, relatively, as many of a similar kind that our people have already executed. We are in a position to ascertain its cost before the first blow shall be struck. In undertaking it we know what we are about. There need be no mistakes, consequently, in adapting means to ends. The early estimates of cost of construction for the Erie railway were less than $6,000,000 for the road fully completed and equipped—a sum $2,000,000 less than the present annual earnings of the road. When the road was commenced, those having it in charge had no idea of the nature and magnitude of the work they were undertaking. Experience was the only thing that could teach them. Hence the repeated disasters

which befell the company. In estimating the cost of a railroad spanning the continent, we have only to multiply three or four times the cost of some of the great lines in the East—the Erie, New York Central, Pennsylvania or Baltimore and Ohio roads.

The route for such a work, on the whole, is favorable. The vast plains from which the Rocky Mountains rise, ascend on the East at a rate not exceeding ten feet to the mile. The work of graduation on these plains will be of the easiest and most favorable character. No difficulty will be experienced probably in crossing the summit of the Rocky Mountains, nor in traversing the plains that lie between these and the Sierra Nevada. It is upon the western face of the latter that the only real difficulties in the matter of engineering will be encountered. A practicable pass through these is said to have been found. If not, engineering skill will undoubtedly find others that are practicable. The whole chain has been only imperfectly explored. Upon only a few of the routes or passes have levels been run. The routes through the passes which are claimed to be feasible, may, unquestionably, be greatly improved. We may, therefore, safely assume that a good route for the whole distance may be found.

The scarcity of water, which is known to prevail upon considerable portions of the route may, undoubtedly, be obviated by construction of reservoirs to collect and hold the rain fall, of which there is an abundance for the purpose of a railway, during some portions of the year. Every day is helping to solve the difficulty in the matter of fuel. There is certainly a great want of timber on the route, but discoveries are being made of coal that bid fair to supply an abundance of fuel, at not inconvenient distances from each other. The objections, consequently, arising from a lack of both wood and water, will find a comparatively easy solution, when we come to possess the information in reference to the route, that careful surveys, by practical engineers, will give us.

It was natural that the magnitude of the work should have appalled us in the outset. We always exaggerate what we do not comprehend. The formation of a company for the construction of the road has dispelled half its terrors. As we proceed, each succeeding step will be found to be easier than the proceeding. The insurmountable obstacle will never be met. Difficulties will vanish as they are approached. All that remains, consequently, to the full success of the great enterprise, is faithful and competent management on the part of the company, to secure at the same time the confidence of government, and to meet and dispose of the obstacles as they arise.

Androscoggin Railroad.

At a recent meeting of the third mortgage bondholders of the Androscoggin Railroad, it was voted to take legal possession of that portion of the road extending from Leeds Junction to Farmington.

Railroad from Corry to Titusville.

The work on the road leading to this place, goes bravely on. The work has commenced on the depot in our village. The buggymen of the beautiful green island are becoming common in our streets. We would say to the managers of the road:—do hasten the work, for the number of oil teams now engaged in hauling oil, cut our roads most fearfully after every rain. You cannot complete the work too soon.—*Titusville Gazette.*

Chicago, Burlington and Quincy Railroad.

At the annual meeting of this company, held in Chicago on the 20th of June, the report of the directors to the stockholders, also the several reports of the Treasurer, General Superintendent, and officers in charge of the different departments were presented and read and unanimously accepted. We have been favored with a copy of this report, from which we learn that the income for the fiscal year ending April 30, 1862, being the earnings on the road owned by the company, and their proportion (73 per cent.) of earnings on the 30 miles of the Galena and Chicago Railroad used by this company, were:

From freight		$1,208,294 31
" passengers		291,284 05
" mails and miscellaneous		51,649 03
		$1,551,227 39
The operating expenses were:		
Repairs of track	$146,219 82	
" bridges	33,174 06	
" build'gs etc.	18,197 02	
" locomotives.	72,093 96	
" cars	99,723 32	
Loss and damage	10,602 48	
Fuel consumed	88,448 77	
Oil and waste	15,205 09	
Train, engine, station and water service	168,041 99	
General expenses	52,007 02	
Car service	10,369 84	
Miscellaneous	16,946 83	
		731,030 20
Earnings less operating expenses		$820,197 19
Add balance to credit of income account May 1, 1861, including payments for sinking fund		890,374 95
Total income		$1,710,572 14
From which deduct—		
Interest on bonds	$373,986 25	
Taxes	20,821 28	
Expenditures for improvement	44,826 97	
Interest and exchange	25,728 58	
Rent of depots	39,999 98	
Transfer office expenses.	600 00	
Discount and loss on Illinois bank notes	8,448 44	
		414,411 50
Leaving a balance of		$1,296,160 64
Deduct amount paid for 310 sinking fund bonds		285,508 63
And there remains a net surplus to credit of income account, May 1, 1862		$1,010,652 01

The cost of the road and appurtenances as shown in the annexed balance sheet, has been $7,549,249 34; including payments and advances for account of connecting roads, the aggregate of construction account has been $11,887,989 87. The capital stock of the company on the 30th of April, was $4,794,540; and the funded debt, excluding the bonds cancelled by the sinking fund, $6,024,750—making the total stock and funded debt, $10,860,290. The company has therefore paid for account of construction, and for advances and investments on account of connecting roads, $1,071,699 87, in excess of the amount of its stock and funded debt.

The other assets and liabilities of the company on the 30th of April, were:

Bills receivable, and accounts due	$128,213 43
Cash in N. Y., Boston and Treasury	69,979 16
Amount of material on hand	64,407 50
Value of steam ferry boats	25,526 09
	$288,124 18
Due agents and connecting roads	$ 24,400 81
Unpaid accounts and pay rolls	34,379 10
Bills payable	3,850 00
Amount of unclaimed dividends	1,035 00
Balance	224,460 77
	$288,125 18

The capital stock of the company has been increased during the past year, $102,200; and the funded debt, $1,210,234 38. The payments made during the same time, on account of construction and equipment of road, and investments for and on account of connecting roads, have been as follows:

For construction and equipment	$80,823 42
For Peoria and Oquawka road	1,438,156 77
For Quincy and Chicago road	174,741 38
Total	$1,693,221 57

The payments exceed the amount of stock and bonds issued by the sum of $380,787 19, which has been paid out of the income of the past year.

The funded debt of the company, excluding the bonds cancelled by the sinking fund, was as follows:

Chicago and Aurora 1st mortgage 7 per cent, payable July 1, 1867	$230,000
Central Military Tract, 2d mortgage 8 per cent, payable May 1, 1868	204,000
Central Military Tract, 1st mortgage 7 per cent, payable July, 1864	248,000
Central Military Tract, plain 8 per cent, payable March 1, 1876	28,000
Chicago, Burlington and Quincy Trust mortgage sinking fund, 8 per cent, payable January 1, 1883	3,007,000
Chicago, Burlington and Quincy, plain 7 per cent, payable Sept. 20, 1890	755,000
Chicago, Burlington and Quincy, 2d mortgage, 4½ per cent till 1875, and 4 per cent afterwards, payable July 1, 1890	922,000
Scrip issued for Northern Cross, 2d mortgage bonds, payable in 32 semi-annual instalments, commencing January 1, 1861, without interest, $696,000, (less three instalments, $65,250, paid)	630,750
Total funded debt	$6,024,750

The receipts from the business of the road the past year, show an increase over the previous year of about 3 per cent, or $12,360 79. The increase upon freight was about 7 per cent, while the decrease upon passenger earnings was about 13 per cent. The expense for operating the road show a satisfactory improvement over the previous year, having been 47.13 per cent of earnings against 49.88, a gain of 2.75 per cent. The road and equipment has been well and thoroughly maintained, and the business transacted at a cost that gives assurance of good and efficient management on the part of the officers and men in the service of the company. The report says:

The Peoria & Oquawka Railroad, from Burlington to Galesburg, 42 miles, has been operated the past year by this Company, under the contract and lease originally made with that Company, and that part between Galesburg and Peoria, fifty four miles, under the contract and lease of Moss, Harding & Co. This road passes through a fine section of well improved country, and furnishes a large business that passes over the line from Galesburg to and from Chicago, contributing largely to the revenues of this Company.

The Quincy & Chicago Railroad, extending from Quincy to Galesburg, 100 miles, has been operated by the officers of this Company, in conjunction with the agent of the trustees, for the benefit of the Bondholders of that Road, now largely and substantially this Company.

Although no important step has been taken by the Directors, without the fullest consultation with and the advice of the Stockholders, it may not be out of place to narrate the history of the transactions of the Directors with the Peoria & Oquawka Railroad Company.

It was known to all the original Stockholders of the Chicago and Aurora, and the Central Military Tract Railroad Companies, that the Peoria & Oquawka Company was then engaged in the construction of a railroad from Peoria to Burlington, Iowa, and that it had made some considerable progress in the work. Those then in the control and management of that work, represented that it would be completed from Galesburg to Burlington, as soon at least as the lines of the Chicago & Aurora, and the Central Military Tract Roads could be extended to Galesburg, thus giving to those roads a connection with the Mississippi at Burlington. The assurances thus made had much to do originally in securing the only construction of the line of roads now owned by this Company, if they were not a very strong motive in determining the original Stockholders to engage in its construction.

As, however, the work of constructing the Central Military Tract Road drew towards its completion, and was approaching Galesburg, in the year 1853, it became evident that the Peoria & Oquawka Road would not be completed from Burlington to Galesburg, in time, without aid from the Companies now composing the Chicago, Burlington & Quincy Company, and earnest applications were made by those engaged in the P. & O. enterprise for that aid. It was represented by them that $50,000 would certainly enable them to complete that portion of their road west of Galesburg, thus furnishing the continuous line to the river, so much desired, and which ought to have been profitable to both parties.

The importance of a connection with the Mississippi for a long line of road extending from Chicago to Galesburg, and that connection needing only so small a sum as was supposed, to secure it, induced the officers of the Chicago & Aurora and Central Military Tract Companies to take fifty of the Second Mortgage Bonds of the Peoria & Oquawka Company, and advance that sum of money for them. This was in July, 1853.

Our line of road was completed to Galesburg, according to our original designs, but notwithstanding the aid offered, and the promises made, the Peoria & Oquawka came to a stand about twenty miles west of Galesburg. The Rock Island Road had reached the Mississippi about a hundred miles farther up, and a lack of twenty miles on the route from Chicago to Burlington by rail, was sufficient to determine all the river business by way of Rock Island. Pressing applications had been made to the Directors of the C. & A., and C. M. T. Cos. for further aid, but having been so disappointed in the first aid afforded, they declined. The amount of aid required was large, and the Directors would not again take the responsibility. Applications were made then to leading Stockholders, and the connections being important, after much delay, some of the Stockholders of those Companies met the committee of the Peoria & Oquawka Company at Ottawa, in June, 1854, and after much discussion, a conditional agreement was made, to be submitted to the Stockholders of the C. & A., and C. M. T. Railroad Companies, and if sanctioned by them, to be carried into effect by their Boards, by which the requisite aid was to be furnished. By this agreement the two Companies were to furnish such aid as should be necessary to complete that portion of the Peoria & Oquawka Railroad estimated to be such an amount as would furnish twenty-two hundred tons of iron; and in addition to that, in money, forty thousand dollars, but might amount in the result, to more. As it turned out, it took about 2,500 tons of iron, and the money required in addition, over-run the forty thousand dollars by a large amount. This contract was to have no force or effect on our part, until it was submitted and approved by the Stockholders, and was not acted upon or approved by our Board, until it had been sanctioned and ratified by the large mass of our Stockholders.

By the terms of the contract, the unsold Second Mortgage Bonds of the Peoria & Oquawka Company were pledged as collateral security for the advances to be made; that portion of the road of that Company, west of Galesburg, was to be leased to the Chicago & Aurora, and Central Military Tract Companies for three years at an agreed rent, which those Companies had the right to apply, the one half to sink the debt due to themselves, and the other half to pay the interest on the outstanding bonds, and they were to remain in possession of the road until their debt should be paid, which should become due in three years, but might be paid as much sooner as the Peoria & Oquawka Company might elect to pay it. At the termination of the lease, or when the debt should be paid, the Central Military Tract Company should have the right still to do its business over the road between Galesburg and Burlington, paying the Peoria & Oquawka Railroad Company such prices for fare and freight, as it should charge for the same classes of fare and freight upon other parts of its line of road. It was to secure this connection, and it was the offer of these rights which induced the Stockholders of this Company first, and the Directors afterwards, to make these large advances of money.

All were at the time aware of the fact, that there was a first and second mortgage upon the road so leased, the one for $500,000 and the second for $700,000, but under the second there were three hundred and thirty thousand of bonds yet unsold, and which were placed in the hands of this Company in pledge, and are still so held.

The Peoria & Oquawka Railroad Company afterwards succeeded in making an agreement with a company of gentlemen at Peoria and elsewhere in Illinois, since designated under the name of Moss, Harding & Co., to construct that portion of its road east of Galesburg to Elmwood, a distance of about forty miles, and to equip the whole road from Peoria to Burlington; these gentlemen furnishing all the money and materials, which they succeeded in doing to an amount of upwards of a million and a half of dollars, if we include the amount expended by them for rolling stock under the contract.

In the meantime, since the first arrangement of the Chicago & Aurora, and Military Tract Companies had been made with it, the Peoria & Oquawka Company had changed its character and control. It had undertaken the construction of a road—an extension so called—across the State of Illinois, from Peoria eastward to the Indiana line. The new stock subscribed in that Company became the controlling stock, and the eastern extension interest the controling interest. As soon as that extension was completed and an eastern connection secured, it seems to have been deemed very important by its managers, to obtain possession of the western portion from Peoria to Burlington, though the same arrangement had been made by it to lease the road to Moss, Harding & Co., with the right to control, operate and manage it, as had been made with the Chicago & Aurora, and Military Tract Companies, until their debt should be fully paid. The real difficulties which have grown up between them and Moss, Harding & Co., and the Chicago, Burlington & Quincy Company, have been because that Company deemed it important to get possession of the road, built mainly with the money of Moss, Harding & Co., and of the Chicago, Burlington & Quincy Company, and put it into their possession as security, and to remain until the debt was paid to each, without the payment of a dollar of those debts, and the other parties on their part deemed it equally important that their debt should first be paid, before they gave up securities which, whatever they may be now worth, had cost them in expenditures upon the faith of them, near two millions of money.

They began as men usually do who wish to avoid a liability and perpetrate a wrong, by charging the other parties with unfairness and fraud, and denying that anything was due and that if fair accounts were taken, the debt would be found to be extinguished.

A bill was filed by the Peoria & Oquawka Railroad Company in 1858, in the Peoria Circuit Court embodying many charges of this nature, and praying that Court to take the road out of the hands of Moss, Harding & Co., and the Chicago, Burlington & Quincy Company, and put it into the hands of a receiver, making no offer to pay the amount due, but aiming to get the road by an order of the Court out of the hands of the mortgagees, for such they were in effect, in a suit by the Peoria & Oquawka Railroad Company and which its counsel could move along or let sleep as he pleased.

While that suit was pending, though there could be no possibility of its success upon any just, legal or equitable grounds, one of their number and their counsel, in the name of the holders of a few bonds issued under the second mortgage upon the Peoria & Oquawka Railroad, representing twenty-four bonds, had applied to the trustees of the second mortgage under the power by the terms of the mortgage in them vested, to take the road into their possession, because the interest was not paid upon the bonds, and they had actually resolved to do so, and had appointed the counsel of the Peoria & Oquawka Railroad Company, as their agent for that purpose. It was with some difficulty that those gentlemen, upon an explanation of the circumstances, were induced to revoke their power.

Having been fully satisfied however, that this was a movement of the corporation, to avoid, instead of compelling the payment of a debt, they did so, and before the agent reached Illinois, his power was ended.

He however applied to the Court at Peoria, in the name of the Trustees of the first mortgage for such a receiver, and this Company was compelled to pay and advance the amount of the coupons due, near $45,000, to prevent the success of his application.

Up to this period of time, neither this Company nor any of its Stockholders, within the knowledge of its Directors, owned a bond of the P. & O. R. R. Co., except the fifty taken by the Company itself in 1853, and which it had tried but had been unable to sell. It had, however, become apparent that each six months the Company would be compelled to pay this interest, on both the first and second outstanding Peoria & Oquawka Bonds, or else directly or indirectly obtain the control of them or most of them, or else allow the Road which had been pledged to it for the amount advanced to construct it, to be sold upon the mortgages, one or both, in which case, in addition to the three or four hundred thousand dollars due to it, this Company must lose also the advantages which it had purchased upon the Road from Galesburg to Burlington. Being so deeply in, it became a question whether it had better go on, and advance what money was necessary to go through, or lose the rights acquired and the monies advanced to acquire them.

Moss, Harding & Co's position was peculiar. They had expended their whole fortune in this Road. Their object was to get their money. Their was no doubt of the amount of money they had expended. They had built forty miles of the Road and furnished equipments for a hundred miles.

Under these circumstances, the Stockholders of this Company were called together at the St. Nicholas hotel in New York to procure as large an attendance as possible, and the position of things fully explained to them, and upon the fullest consideration they could give the matter, they concurred with the Board, that it was expedient to arrange with Moss, Harding & Co. upon some basis, and acquire their rights and lease-hold interest, which was done some time ago.

The effect of this arrangement was at once to end a ruinous competition, and to obviate questions of a dangerous nature perhaps, in the courts, and to either secure the payment of the money due from the Peoria & Oquawka Railroad Company, both to Moss Harding & Co. and to the Chicago, Burlington & Quincy Company and its bonds, or else it would secure to the parties who held those securities, the property and Road constructed from their proceeds, with another consequential advantage of enabling the parties who might become the owners of the property at the sale, if it should be sold, to use it for its own advantage and save it from the effects of a ruinous competition, and thus preserve the value of the business of that section of the country, and if the Chicago, Burlington & Quincy Company should become the owner, also by its arragements with connecting Roads to obviate, in the terms it would have power to make, the ruin which results to all rival interests, when engaged in hostile competition.

The motives which have guided this Company can be clearly seen, and at each step, it has moved and taken it, only at the last moment of compulsion by the actions of the Peoria & Oquawka Company, and only when it had become evident that the alternative to the step taken, was great, certain, and immediate loss, both of money, interests, and rights acquired.

We have, with the approval of those of our constituents whom we could get to a Stockholders meeting, after sending a circular to all, preferred to endeavor to protect our rights and interests, rather than to allow them to be taken from us.

Both they and we may possibly have erred, but up to this time our judgment is, that we have only done what it would have been neglect of duty not to have done.

In this connection we will say, that no Director in this Company has purchased any bond of the Peoria & Oquawka Company to sell at an advance, and that no Director has deemed himself at liberty to do so.

It may be injustice to one of them, however, not to state that his credit and his obligations have been used to a large amount for these bonds, and that, at a time when this Company could not well do it, he has purchased many of the second mortgage bonds at such rates, "that if," as an enemy has said, "he could turn them in at par, he might make a competency for life."

It was, however, with the express agreement that the Company might take them from him at any time, at their simple cost, which has been done.

The Quincy & Toledo Railroad Company have continued to run their trains over the Quincy & Chicago Road, from Quincy to Camp Point, a distance of twenty-two miles, under an alleged agreement with the Quincy & Chicago Company, which the Trustees in possession do not acknowledge the validity of, but have repudiated.

The compensation paid by them for the use of this Road, including depot accomodations and station service at Quincy, the past year was only about $10,000; a sum wholly inadequate for the use of the property and the services performed.

The Trustees in order to place the property and its management more effectually in the hands of its owners, have instituted proceedings for the foreclosure of the mortgages upon it. It is proper to say, this Company being the principal owners of the bonds, that in case they should become the purchasers at the sale, they would have no desire or expectation to exclude the trains of the Quincy & Toledo Company from passing to and from Quincy, but on the contrary, would be prepared to make a just and fair arrangement with that Company, for the use of that part of the Road.

Conditional arrangements have been made by the Directors, subject to approval by the Stockholders at their annual meeting, by which this Company, if the arrangement meets with approval, will become the owner of thirty miles of Railroad, extending from Yates City, a point on the Peoria & Oquawka Railroad about twenty miles east of Galesburg, to Lewiston the county seat of Fulton county. The proprietors of that piece of Road had progressed far in its construction, had nearly graded and bridged it, had procured ties for the whole line and considerably more, had purchased and paid for and had in Illinois, chairs, spikes and iron, for twenty-six miles of the Road, but were unable to do more.

They were pressed by a suit by contractors for about $10,000, and owed to another contractor about $20,000, and it would take about $60,000 in addition to complete the thirty miles of Road, including the expenses of finishing the grading and purchasing the additional quantity of chairs, iron and spikes necessary, and the laying of the track.

Under these circumstances they proposed to give to this Company the road-bed and appurtenances, all their iron, chairs and spikes, and all the material and property belonging to the Road, in absolute ownership, if it would undertake to finish and take the control of the Road.

It runs into the centre of the most prosperous and productive farming county in the State, across the best coal beds in the State, and would when completed, contribute much to the through business of our line of Road to Chicago, as well as to the Peoria & Oquawka Road towards Peoria, in which this Company has a large interest.

It was impossible for this Company to advance the requisite or any considerable sum of money, even to secure a practical extension of its Road thirty miles into a very productive country, the business of which would be nearly all through business over its whole line, and would contribute to increase much its aggregate business. It was not deemed wise or prudent to allow the opportunity to pass by, however, if the money could be raised without any additional burden to the Stockholders of this company.

A conditional agreement was therefore made, by which the thirty miles of Road and materials above stated were to be transferred to this Company in absolute ownership, the parties then in control, creating bonds of the corporation in control of a portion of it, to the amount of $125,000, for the redemption of which the thirty miles of Road should stand pledged, and also, specifically, fifty per cent. of its gross earnings in the hands of this Company, and also, fifty per cent. of the gross earnings of the business which may pass to and from that Road over the Roads owned by this Company, until said bonds shall be withdrawn.

It was estimated that fifty per cent. of the gross business furnished by that Road, both upon that Road and ours, would be enough to pay the expenses of transacting the business, and that the surplus or profits on the business will in four or five years pay these bonds, and that then this Company will become the owners of this extension, without any incumbrance practically, and without having been required to advance any money.

It will have been paid for, if the estimate be a fair one, out of the profits of a business which otherwise would not have existed for this Company.

This arrangement for the redemption of the bonds under the auspices of this Company, enabled the parties to get for them money enough to complete the Road, which is now running—having been completed about the first of June; the arrangement however is not final or binding upon this Company, unless the contract of the Directors is approved at the annual meeting, by the Stockholders.

The Directors in such a case as this, securing an important Road at about $4,000 per mile and thus paid for, could have no doubt as to the propriety of their action, and they recommend a resolution to be passed approving the agreement. The bonds of $125,000 bear interest at the rate of eight per cent. It should be stated also that there had been created a trust mortgage, upon the line of which a portion of this thirty miles constitutes a part, but that none of the bonds were sold except five, which were given to the trustees, and that the remainder of the bonds, which were one million, are transferred, if the arrangement meets approval, to this Company. The Road, therefore, in the possession of this Company, will be unincumbered, except for the $125,000 and such an additional encumbrance upon twelve miles of it, as the value of $5,000 upon that security bears to one million.

The necessity which has heretofore existed for using the revenue of the Company, in protecting its interests, by the purchase of an interest in connecting Roads, no longer exists and the Directors know of no reason why the net revenue of the Road should not hereafter be exclusively devoted to the payment of regular semi annual dividends.

The equipment of the road consists of 62 locomotives (5 of which are leased to the Grand Trunk Railway); 27 first class and 4 second class passenger cars; 9 baggage and mail, 815 house freight, 22 way freight and conductors, 125 platform, 61 coal, 47 hand, and 40 gravel cars; a steam pile driver and car, a steam excavator, and a wrecking car.

The number of miles run by locomotives during the year was: with passenger trains, 254,529; with freight trains, 593,362; with miscellaneous trains, 219,134—total miles run, 1,067,025; an increase, as compared with the previous year of 66,989 miles.

The number of passengers transported between Chicago and Galesburg, 168 miles, was 157,177; of these 80,385 were moved west, and 76,792 east. Of the westward passengers, 17,434 were through, and 62,951 way. Of the eastward, 16,562 were through, and 60,230 way. The total mileage of passengers was 11,852,729. Between Galesburg and Burlington, 42 miles, the number carried eastward was 24,379; westward 23,783—total, 48,161; the total mileage being 1,293,403. Between Galesburg and Quincy, 100 miles, the number carried eastward was 31,623; westward, 36,509—total, 68,132; and the total mileage, 3,647,913.

The whole tonnage moved between Chicago and Galesburg, was 512,455; between Galesburg and Burlington, 113,248—total, 568,351, an increase over 1861 of 57,353 tons. Between Galesburg and Quincy, the tonnage was 155,322, a decrease in 1862 of 10,899 tons. The tonnage of the P. & O. road (E. D.) 54 miles, was 54,537. The total number of tons moved over the whole line, 364 miles, was 835,563. The number of tons hauled one mile over the whole line was 77,378,753, of which, 58,717,591 tons were moved eastward, and 18,656,161 westward. Total tons of freight forwarded from and received at Chicago in 1861, 395,156; in 1862, 426,631—excess in 1862, 31,475 tons. The total mileage of freight to and from Chicago the past year has been 57,708,763.

CONDENSED BALANCE SHEET.

Capital stock		$4,791,540 00
Funded debt, viz.:		
Chicago and Aurora 1st mortgage		230,000 00
Central Military Tract 1st mortgage		248,000 00
" " " 2d "		204,000 00
" " " plain bonds.		28,000 00
C., B. & Q. 8 per cent. convertible		317,000 00
" 8 " inconvertible		2,690,000 00
" 7 " plain		755,000 00
" 2d mortgage, inconvert.		922,000 00
Scrip issued for N.C. 2d mort. bonds.		630,750 00
Operating accounts:		
Unpaid accounts and pay rolls	34,379 10	
Due Agents and connecting roads	24,400 31	
Bills payable	3,850 00	
Unclaimed dividends	1,035 00	
Balance to credit of income account	1,296,160 64	
		$12,176,115 05

Construction, as per last report	$6,062,927 45
Equipment " "	1,405,998 47
Additional depots and grounds in Chicago, and new cars	80,323 42
Peoria and Oquawka railroad bonds and accounts for construction	2,413,271 90
Northern Cross railroad bonds, and accounts for expenditures by trustees	1,925,468 63
Fuel and material on hand	64,407 50
Steam ferry boats	25,526 09
Accounts and bills receivable	20,698 87
Due from Agents and other roads	100,499 07
" Post office department	7,015 49
Cash in N. Y., Boston and Treasury	69,978 16
	$12,176,115 05

From the above it appears that the payments on account of 334 miles of railroad and equipment have been $11,887,989 87; the materials on hand for future operating, and paid for, are valued at $89,933 59: the amount due on monthly traffic accounts and bills receivable, $128,213 43; and the cash on hand, after deducting all unfunded liabilities, is $6,313 75; making the total cost of the property of the corporation, $12,112,450 64. The funded debt, the average rate of interest upon which is 6.42 per cent, amounts to $6,024,750. The balance is represented by 47,915.4 shares of stock, at $127 05 per share. In other words, the amount stated above, as the balance to credit of income account, $1,296,160 64, represents the net earnings of the road which have not been divided among the shareholders—being $27 05 per share of capital stock. Of this amount, $285,508 63 has been paid for $310,000 bonds of the Company, which have been cancelled for sinking fund; and $1,010,652 01 has been paid on account of the property now owned by the corporation. As the necessity which has heretofore existed for using the revenue of the company in protecting its interests, by purchasing an interest in connecting roads, no longer exists, there appears no reason why the net revenue of the road should not hereafter be exclusively devoted to the payment of regular semi annual cash dividends.

The directors were authorized by the stockholders at the annual meeting, to extend the company's road from Aurora to Chicago. The contract made by the directors, subject to the ratification of the stockholders, for operating the Jacksonville and Savannah road, called the Lewiston Branch, extending from Yates City, through Fulton County to Lewiston, about thirty miles was duly ratified.

The directors chosen at the annual meeting June 20, 1862, are as follows:

President—JOHN VAN NORTWICK.

Directors—John Van Nortwick, Chauncey S. Colton, James F. Joy, Erastus Corning, John M. Forbes, John W. Brooks, Henry P. Kidder, Sidney Bartlett, Robert S. Watson, William Boott, Edward L. Baker.

Chairman of Board—EDWARD L. BAKER.

Superintendent—CHARLES G. HAMMOND.

Secretary and Treasurer—AMOS T. HALL.

Maine Central Railroad.

The stockholders of the Androscoggin and Kennebec and the Penobscot and Kennebec Railroad Companies, at the meeting in Waterville on the 4th inst., voted to sanction and approve the arrangement for the consolidation of the two corporations, under the name and style of the Maine Central Railroad Company.

Foreign Commerce of New York.

Value of Exports and Imports and Revenue from Customs at New York, in August, for three years:

Years.	Exports.	Imports.	Customs Rev.
1860	$15,735,000	$25,936,900	$3,491,200
1861	9,890,400	8,585,900	1,555,600
1862	17,433,700	14,304,800	4,762,600

Exports.

Value of exports from New York to foreign ports for the month of August:

	1860.	1861.	1862.
Domestic merchandise	$8,012,814	$9,652,301	$13,046,389
Foreign, dutiable	191,270	176,882	256,680
Foreign, free	76,083	57,965	417,100
Total merchandise	$8,280,187	$9,886,848	$13,720,169
Specie	7,451,813	3,600	3,713,532
Total exports	$15,735,000	$9,890,448	$17,433,701

Value of exports, exclusive of specie, from New York to foreign ports for eight months:

	1860.	1861.	1862.
First quarter	$20,727,100	$33,477,000	$32,075,600
Second quarter	22,840,800	33,123,500	29,798,300
July	7,899,200	10,017,000	15,617,600
August	8,280,200	9,886,800	13,720,200
Total	$59,747,300	$86,505,000	$91,211,700

Exports of specie from New York to foreign ports for eight months:

	1860.	1861.	1862.
First quarter	$4,212,300	$1,463,600	$8,906,400
Second quarter	17,367,500	1,786,800	19,009,900
July	5,564,000	11,000	8,067,300
August	7,454,800	3,600	3,713,500
Total	$35,598,600	$3,264,000	$39,737,100

Total value of exports from New York to foreign ports for eight months:

	1860.	1861.	1862.
First quarter	$24,939,400	$34,941,300	$40,982,300
Second quarter	40,208,300	34,909,300	48,808,200
July	14,463,200	10,028,000	23,684,900
August	15,735,000	9,890,400	17,433,700
Total	$95,345,900	$89,769,000	$130,963,800

Summary of exports from New York to foreign ports for eight months:

	1860.	1861.	1862.
Domestic merchandise	$54,294,400	$50,682,500	$86,103,200
Foreign, dutiable	3,516,300	3,876,000	3,256,900
Foreign, free	1,936,500	1,946,500	1,851,600
Total merchandise	$59,747,200	$56,505,000	$91,211,700
Specie	35,598,500	3,264,300	39,757,100
Total exports	$95,345,700	$59,769,300	$130,968,800

IMPORTS.

Value of imports at New York from foreign ports for the month of August:

	1860.	1861.	1862.
For consumption	$19,564,675	$3,359,693	$10,289,427
Warehoused	4,182,704	2,660,459	2,939,721
Free goods	2,050,665	1,816,224	982,992
Total merchandise	$25,798,104	$7,836,376	$14,212,140
Specie	140,760	1,049,552	92,703
Total imports	$25,938,864	$8,856,928	$14,304,843
Withdrawals	3,325,105	2,614,652	2,396,604

Value of imports at New York from foreign ports for eight months:

	1860.	1861.	1862.
First quarter	$64,692,800	$61,366,400	$45,222,800
Second quarter	63,105,300	42,465,400	39,837,600
July	24,821,600	14,909,000	20,353,200
August	25,036,900	8,686,900	14,304,800
Total	$168,558,600	$127,646,700	$119,718,400

CUSTOMS REVENUE.

Receipts of revenue from customs at New York for eight months:

	1860.	1861.	1862.
August	$4,496,242	$1,558,824	$4,762,582
July	4,504,066	2,069,591	7,211,848
Quarter ending June 30	7,594,924	3,507,469	13,519,804
Quarter ending March 31	19,754,755	7,077,865	11,543,548
Total	$27,339,988	$14,213,749	$37,137,792

Exports from New York to foreign ports of certain leading articles of domestic produce for the first eight months of the year:

	1860.	1861.	1862.
Ashes, Pots, bbls	11,222	10,158	6,807
Ashes, Pearls, bbls	2,306	1,371	
Beeswax, lbs	161,075	186,110	91,487
Breadstuff—			
Wheat Flour, bbls	895,296	1,712,110	2,132,963
Rye Flour, bbls	5,639	8,011	6,156
Corn meal, bbls	64,207	74,261	99,645
Wheat, bush	4,104,553	13,763,792	13,654,417
Rye, bush	100	340,739	1,021,135
Oats, bush	101,674	142,664	39,943
Barley, bush	8,260	1,000	22,183
Corn, bush	1,927,181	6,771,907	8,328,834
Candles, Mold, boxes	43,370	45,946	60,229
Candles, Sperm, boxes	14,147	8,915	30,459
Coal, tons	26,427	18,287	62,001
Cotton bales	123,353	151,187	7,557
Hay, bales	15,711	12,861	22,625
Hops, bales	952	21,239	5,371
Naval stores—			
Crude Turpentine, bbls	39,721	21,565	....
Spirits Turpentine, bbls	49,963	19,648	414
Rosin, bbls	370,372	184,210	11,014
Tar, bbls	19,877	25,283	1,457
Pitch, bbls	4,393	2,334	687
Oils—			
Whale, galls	243,381	824,362	1,052,902
Sperm, galls	757,584	764,662	456,050
Lard, galls	43,092	87,034	374,551
Linseed, galls	26,995	27,497	25,767
Provisions—			
Pork, bbls	63,637	69,262	136,482
Beef, bbls	28,528	20,571	20,083
Beef, tcs	46,841	24,260	34,173
Cut meats, lbs	13,717,140	40,810,094	118,466,694
Butter, lbs	6,240,100	8,303,735	14,292,824
Cheese, lbs	11,205,405	16,484,168	20,555,493
Lard, lbs	14,513,566	30,388,422	93,693,760
Rice, tcs	19,940	15,221	641
Rice, bbls	21,452	24,067	5,359
Tallow, lbs	8,883,738	14,067	26,851,737
Tobacco, crude, pkgs	54,342	66,639	72,667
Tobacco, manuf, lbs	4,667,724	2,730,043	562,380
Whalebone, lbs	2,021,402	678,720	748,890

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds / Coupon Bonds — Under Act 15th April, 1842	$2,833,364	6	1862	102
Registered Bonds / Coupon Bonds — Under Act 28th June, 1847	9,415,250	6	1862	102
		6	1867	99½
		6	1867	100
Registered Bonds / Coupon Bonds — Under Act 31st December, 1848	8,908,842	6	1868	99
		6	1868	99
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	95
Registered Bonds / Coupon Bonds — Under Act 14th June, 1858	20,000,000	5	1874	90½
		5	1874	90½
Registered Bonds / Coupon Bonds — Under Act 22d June, 1860	7,022,000	5	1871	90½
		5	1871	91
Coupon Bonds (Oregon War Debt), Under Act June, 1861	307,900	6	1881	97½
Registered Bonds / Coupon Bonds — Under Acts 8th Feb. and 17th July, 1861	50,000,000	6	1881	100½
		6	1881	101½
Treasury Bonds (coupon) / Treasury Bonds (coupon) — Under Acts 17 July & 5 Aug '61	55,000,000	7.3	1864	104½
	53,600,000	7.3	1864	104½
Registered Bonds / Coupon Bonds — Under Act 25th February, 1862; redeemable at pleasure after 5 years	20,000,000	6	1882	----
		6	1882	----
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	7,757,600	6	2 y'rs	111
Under Acts 2 Mar. '61, & 17 Mar. '62 convert. into 20	10,000,000	---	Dem.	----
Under A's 17 Ju. & 5 Au.'61 & 17 Ma.'62 y'r b'ds due '81	50,000,000	---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	----------	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	50,000,000	5	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	100,000,000	6	1 year	98⅞
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	100
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	107
Georgia—Coupon Bonds	525,000	7	'62–'74	----
" — " "	2,073,750	6	'63–'80	78
Illinois—Liquidation Bonds of 1849	250,890	6	1865	98
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	98⅝
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	97½
" —Interest Stock of 1857	786,223	6	------	98
" —New Refunded Stock of 1859	1,792,000	6	'60–'77	97
" —University Fund Interest Bonds of 1861	550,000	6	1879	101
" —War Fund Bonds of 1861	1,020,400	6	1879	96½
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	99
" — " " " " not registered	1,525,655	6	1860	94
Indiana—Inscribed Certificates (State)	5,322,000	5	18..	80
" — " " "	2,054,298	2½	18..	58½
" —Canal Preferred Certificates	4,079,500	5	18..	----
" — " " (special) Certificates	1,216,737	5	18..	----
" —Deferred Certificates (State)	1,242,500	5	18..	----
" —Deferred (special) Certificates (State)	479,076	5	18..	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	96
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68–'72	95
" — " " (banks)	600,000	5	18..	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	66
" — " " (bank)	5,393,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	699,000	6	Var.	107
" —War Loan of 1861	----------	---	------	----
Maryland—Inscribed Certificates	5,964,251	6	Var.	103¾
" — " " (sterling)	8,857,222	5	Var.	----
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	103¾
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,600	5	'61–'72	----
" — " " " of 1861 "	247,000	5	'68–'72	----
" —Union Fund Loan of 1861	2,217,500	5	'71–'76	----
" —Inscribed Certificates (loans to R. R. Co's)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,006,177	6	1863	95
" — " "	216,000	6	1878	95
" —War Loan: Coupon Bonds 1861	449,100	7	1881	100½
Minnesota—Coupon Bonds (State)	250,000	8	1867	98
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	----------	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41–'71	----
Missouri—Coupon Bonds	439,000	6	'63–'83	----
" — " "	100,000	6	1862	----
" — " " (loans to Railroads)	23,101,000	6	'72–'86	47½
" —War Loan 1861	----------	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,830	6	'65–'71	103
New York—Certificates	----------	6	'61–'62	----
" — "	----------	6	'64–'65	103
" — " State Loan $6,756,654	----------	6	65–'66	103
" — " Railroad Loan 339,000	----------	6	'72–'75	115
" — " Canal Debt—(old) 9,739,025	----------	6	1874	115
" — " " " —(new) 13,200,000	----------	5½	1865	----
" — " " " —(misc.) 642,585	----------	5	'66–'74	102½
" — " " " —(floating) 2,500,000	----------	5	1863	102½
" — "	----------	4½	1864	----
" — "	----------	7	1864	105
" —War Loan of 1861	----------	7	1870	116½
North Carolina—Coupon Bonds	9,129,555	6	18..	65
Ohio—Inscribed Certificates	6,413,325	6	1860	102
" — " "	1,025,000	5	1865	100
" — " "	2,183,531	6	1870	105
" — " "	1,600,000	6	1875	105
" — " "	2,400,000	6	1886	107
" —War Loan (1861)	1,500,000	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds (1st January, 1862)	37,687,760	5	'61–'82	92½
" —Inscribed Certificates		5	'61–'82	89½
" — " "	400,630	6	1879	----
" — " "	388,200	4½	'63–'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68–'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	50
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	18..	----
" —War Loan (1861)	----------	---	18..	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'86–'93	56
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77–'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64–'74	----
" — " " " "	205,000	6	'62–'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70–'81	----
" — " (S F.) " (Western R. R.)	1,000,000	6	'66–'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	----
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	103
" — " " (Balt. & Ohio R. R.)	5,000,000	6	------	----
" — " " (Water Works)	8,400,000	6	------	----
" — " " (Bank Stock)	553,986	6	------	----
" — " " (Improvement Stock)	4,963,215	6	------	----
Boston—Coupon (S. F.) Bonds (Municipal)	2,412,576	5	Var.	----
" —Coupon Bonds (Water)	6,243,680	5	Var.	----
Chicago—Coupon Bonds (Municipal)	860,000	6	18..	----
" — " " "	609,000	7	18..	----
" — " " (Sewerage)	822,000	7	18..	----
" — " " (Water Works)	1,133,000	7	18..	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,068,000	6	1887	103
" — " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	----
" — " " " " "	2,140,000	5	1887	----
" —Public Education Stock	150,000	5	1873	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1863	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69–'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71–'75	----
" — " " (Municipal)	1,136,200	6	'61–'80	----
" — " " (Buildings, etc.)	532,000	6	'66–'95	----
" — " " (Sewers)	425,000	6	'70–'88	----
" — " " (Improvement Old Limits)	280,000	6	'71–'87	----
" — " " (Water Works)	497,000	6	'71–'83	----
" — " " (Harbor Improvement)	239,000	6	'63–'86	----
" — " " (Wharf Improvement)	166,000	6	'67–'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18..	----
Jefferson, O.—Coupon Bonds	285,000	7	18..	----
Muskingum, O.—Coupon Bonds	564,000	7	18..	----
New York, N. Y.—County Court House Stock	250,000	6	'75–'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18..	----
Ross, O.—Coupon Bonds	343,880	7	18..	----
Scioto, O.—Coupon Bonds	110,000	7	18..	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	----
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	----
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63–'65	100
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	----
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	----
" " " Unsecured Bonds	2,773,726	6	'63–'66	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	----
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	----
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	89
" " 2d " " "	3,980,670	6	1882	68
" " Improvement " "	586,500	6	1870	----
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	----
" " Preferred Interest Bonds	227,569	6	1864	----
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	----
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	----
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,000,000	---	------	78⅝
Housatonic Preferred	1,180,000	8	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	64⅜
Milwaukee & Prairie du Chien, 1st preferred	1,095,000	---	------	95
" " " 2d "	1,086,000	---	------	77
New York & Harlem, Preferred	1,500,000	---	------	46½
Philadelphia & Reading, Preferred	1,551,800	7	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec :				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	535,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western :				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	93½
" "	700,000	6	1880	93
" "	1,128,500	6	1875	94
" "	1,000,000	6	1867	99¼
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60) :				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie :				
1st Mortgage coupon	2,000,000	7	1877	94
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	106
Income ⅛ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	99½
Mort. (chgd from Sterl'g)	888,000	5	1864	99½
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,030,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
*Catawissa :				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Central of Georgia :				
Mortgage	86,087	7	1863	----
Central of New Jersey :				
1st Mortgage	1,400,000	7	'65-'70	112
2d Mortgage	600,000	7	1875	105
Central Ohio :				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	80
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	15
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	112
Consolidated 2d Mort. (S. F.)	813,000	8	1890	108
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	105
Chicago and Northwestern :				
1st Mortgage (preferred)	1,250,000	7	------	98¼
1st Mortgage (general)	3,600,000	7	------	70¼
Bonds issued for coupons of do.	756,000	7	------	87
2d Mortgage	2,000,000	6	------	33
Appleton Extension Bonds	184,000	7	------	81
Flagg Trust Bonds	245,000	8	------	----
Cincinn., Hamilton and Dayton :				
1st Mortgage	394,000	7	1867	100
2d Mortgage	950,000	7	1880	96
*Cincinn., Wilm. and Zanesville :				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning :				
1st Mortgage	850,000	7	------	90
2d Mortgage	469.000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	554,000	7	1861	99
2d Mortgage	363,000	7	1862	----
Special (Sunbury and Erie)	600,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	98
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	92
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	82
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	68
Clev., Columbus and Cin. :				
1st Mortgage, Coupon	509,000	7	64-'90	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	299,000	7	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	1872	65
Junction 2d Mortgage	221,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	1863	75
Junction Income	27,500	7	1862	----
C. and T. Income Mortgage	104,400	7	1863	75
C. and T. Income (convertible)	174,000	7	1864	----
C. and T. Income (convertible)	256,000	7	1864	----
C. and T. Dividend (convert.)	151,495	7	1865	75
C. and T. Income (convertible)	39,000	7	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	1885	97½
Columbus and Xenia :				
Dividend (due 1860, '61, '62, '66)	115,900	---	var.	93½
Connecticut River :				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	6	1876	95
Cumberland Valley :				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60) :				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware :				
1st Mortgage	500,000	---	------	91
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	103
1st Mortgage (E. Extension)	1,499,000	---	1875	111
2d Mortgage	2,516,500	---	1881	108
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	60
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000	---	------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	275,000	6	var.	100¾
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	450,000	6	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessee	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Galena and Chicago Union :				
1st Mortgage Coupon	1,071,000	7	62-'63	104¼
1st Mortgage (Extended)	22,000	7	1882	104¼
2d. Mortgage (S. F.) Coupon	1,411,000	7	1875	93½
*Great Western, Ill :				
1st Mortgage Eastern Division	1,000,000	10	------	---
" Western "	1,350,000	7	------	---
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	38
Land Security	5,000,000	7	1881	50
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster :				
New Dollar Bonds	661,000	6	1883	103
Hartford and New Haven :				
1st Mortgage	927,000	6	1873	99
Housatonic :				
1st Mortgage	200,000	7	1877	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69-'70	113
2d Mortgage (S. F.)	2,000,000	7	1885	110
3d Mortgage	1,840,000	7	1875	97½
Convertible	1,002,000	7	1867	95
Illinois Central :				
Optional Right bonds	38,000	7	1868	----
Construction	10,798,500	7	1875	105
Construction	4,115,000	6	1875	105
Eight per cent. bonds	326,000	8	1865	---
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284.500	10	------	---
Income	281,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60) :				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville :				
1st Mortgage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
*Kennebec and Portland :				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6	1861	----
3d Mortgage	250,000	6	1862	----
*Kentucky Centr: (Cov. and Lex.)				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	---
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.				
City of Keokuk, 20 years	400.000	8	------	----
City of Keokuk, (special tax)	150,000	10	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	1870	103
La Crosse and Milwaukee :				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	28½
2d Land Grant (Western Div.)	353,600	†	------	28½
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort :				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami :				
Mortgage (Coupon)	1,300,000	6	1883	91
Long Island :				
1st Mortgage	500,000	6	1870	92
Extension Bonds	175,000	7	1880	100
Long Dock Co. :				
Mortgage Bonds	500,000	7	1882	----
Mortgages on Land	473,809	7	------	----
Louisville and Frankfort :				
Louisville Loan	174.000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville :				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester :				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis :				
Mortgage	600,000	7	1861	83
Marietta and Cincinnati :				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston :				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv. :				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State (Tenn.) Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	1869	106
1st Mortgage (S. F.), convertible	4,434,000	8	1882	113
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	994,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	85½
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	101
Detroit and Toledo	684,000	7	1876	88½
1st General Mortgage (S. F.)	3,030,000	7	1885	103½
2d General Mortgage	2,672,000	7	1877	96
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	99
1st Preferred stock	1,060,000	---	------	95
2d Preferred stock	1,020,000	---	------	72½
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	99
Preferred Stock	1,175,000	10	------	116
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	105
Funding (S. F.) Bonds	1,553,000	7	1876	112½
Stock Exchange (S. F.) Bonds	680,000	6	1883	105
Real Estate (S. F.) Bonds	166,000	6	1883	105
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	105
Convertible Bonds	970,000	7	1876	112½
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	105
New York and Erie:				
1st Mortgage	3,000,000	7	1867	114
2d Mortgage	4,000,000	7	1864	107
3d Mortgage	6,000,000	7	1883	105
4th Mortgage	4,900,000	7	1880	100½
5th Mortgage	1,792,500	7	1888	96
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	108
2d Mortgage	1,000,000	7	1864	102½
3d Mortgage	862,300	7	1867	90
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1868	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	3,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	85½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	75
2d Mortgage	3,077,000	7†	1861	3
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	78
Chattel Mortgage	360,000	10	1858	102½
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,050,000	†	1858	----
2d Mortgage	258,000	†	------	----
Construction	4,242,000	†	1858	17
Income	3,320,000	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage	4,990,000	6	1880	107½
2d Mortgage	2,421,000	6	1875	103⅜
2d Mortgage Sterling	2,126,400	6	1875	----
State Works Bonds	7,100,000	5	------	89
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	76
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1882-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	5	------	103
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	----
" 1836, "	192,000	5	1880	103
" 1849, "	3,103,600	6	1870	106½
" 1861, "	436,000	6	1871	----
" 1843, "	1,548,300	6	1880	101
" 1844, (convertible)	863,000	6	1880	100½
" 1848, "	124,000	6	1880	99
" 1849, "	83,000	6	1880	102
" 1857, "	3,586,500	6	1886	93
" 1856, "	1,475,000	7	1886	89½
Bonds and Mortg's—real estate	592,200	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	99
2d Mortgage	5,160,000	7	1911	85½
3d Mortgage	2,000,000	7	1911	63
Bridge Bonds, O. & P. R. R. Co.	188,000	7	1876	----
Chicago Depot Bonds	337,173	6	1865	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$630,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1868	30
2d Mortgage	937,500	7	1868	2
3d Mortgage	435,050	7	1868	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1858	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	30
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	49
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	100
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
St. Louis, Alton & Terre Haute:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	95
2d Mortgage (convertible)	2,000,000	7†	'68–'70	103
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	94
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	94
2d M. (Toledo and Wabash)	1,000,000	7	1869	79½
2d M. (Wabash and Western)	1,500,000	7	1890	79½
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Dollar Bonds	802,000	6	1875	----
Albany City Bonds	1,000,000	6	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	85
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road, leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	...	*Alabama and Florida*	1,451,236	*	—	877,983	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,023	109.6	.....	207,626	111.232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	...	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,431	*	—	600,431	—	—	600,431	—	.....	.....	.....	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61				209.5				*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	...	Memphis and Little Rock	553,877	*	—	351,521	446,000	10,725	811,949	—	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	...	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	....
								CONNECTICUT.													
31 July '60	23.8	—	2.6	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	....
31 Jun. '61	122.4	—	15.9	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319.444	4,373,922	122.4	252,906	359,147	149,477	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3.9 5,087	73.0	323,491	712,876	354,136	14	142
31 Dec. '61	74.0	—	....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,358	225,292	25,565	—	—
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	127,390	135,072	.....	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northbampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	....
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,860	808 060	301,979	—	....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	59½
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6½	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	...	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	18.0	3	1	5	*Florida and Alabama*	532,791	30,586	—	191,455	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	...	...	...	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153.5	...	...	...	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	...	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	...	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	...	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	...	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	—	—	5,500,000	4,500,000	—	10,000,000	220.0	.....	1,098,465	452,693	4	....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	.....	1,514,478	242,564	—	92
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,866	188,085	2,050,065	45.0	14 mo.	245.282	135,284	—	—
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,828	—	—
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,460	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	72½
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580.000	*	—	.....	580,000	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.5	1,123,454	1,720,396	811,185	5	78
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	.....	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '61	454.8	252.5	....	—	112	94	2,847	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.8	2,468,023	2,966,759	1,150,903	—	69½
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — —	148.0	—	....	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '58	186.0	—	....	—	...	...	...	Peoria and Oquawka	5,400,000	*	—	1,589,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	...	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	...	...	...	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
— — —	108.0	—	....	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	...	...	...	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	...	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,061	26.641	610,050	1,178,000	40,550	2,108,011	109.0	365,122	400,397	133,009	—	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140.659	3,458,108	110.0	.....	448,858	230,834	9	20
31 Dec. '60	84.0	—	....	—	—	—	—	Ind., Pittsburg and Cleveland	1,898,214	*	10,000	835,971	1,023,384	37,219	2,031,942	84.0	.....	277,952	119,745	—	....
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
— — '59	64.0	—	....	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
1Dec. '60	86.0	49.0	....	—	23	—	—	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,086	—	....
— — '58	288.0	—	....	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	....
.. .. '58	74.0	—	....	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '61	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,976,801	73 0	325,707	377,692	216,184	10	125
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	...	*Burlington and Missouri*	1,514,257	*	—	752,738	665,000	92,663	1,542,765	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	44,771	—	....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,915	111.0	107,646	200,160	81,779	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	...	Keok., Mt. Pleasant and Musc.	746,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	...	...	...	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	—	—	—	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13 0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	}	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	106,944	43,267	—	80
30 Jun. '61	66.1	—	....	}				} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,12	—	....
— — '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,824	555 434	—	....
31 Aug. '60	53.7	—	....	135.3	...	...	...	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,233,015	248,969	108,484	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,506	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	129	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	.....
31 Dec. '59	.....	.....	.....	14.0	...	...	.....	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	.....
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	.....
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	107½
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '61	18.5	—	—	33.5	—	—	—	York and Cumberland	1,000,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	68
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,200,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	30
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,882	.....	57.7	.....	449,051	128,733	7	98
31 May, '62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	465,758	4,076,974	—	75,150	4,905,723	119.3	599,043	732,427	290,406	6	113
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	122,720	—	.....	61.8	.....	588,871	272,429	8	119½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	122½
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	.....	52.3	.....	250,836	122,956	6	98
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	77
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	.....	71.6	.....	543,158	217,054	6	106½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	.....	.....
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	116½
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	—	21.6	.....	123,015	24,907	2	53
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	—	.....
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	110½
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308,238	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	.....
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....	—	—	.....	.....	.....	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	14½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	134
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	55
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	3,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,389	188.0	.....	365,038	144,270	—	.....
-- --	---	—	---	---	---	---	---	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	---	—	---	183.0	---	---	---	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '62	284.8	—	23.4	—	98	55	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.8	1,338,658	2,361,241	1,212,088	3	75½
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	37½
-- -- --	---	---	---	89.8	---	---	---	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	—	—	.....	600,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	—	—	.....	600,000	191,130	—	—	—	—	—	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	600,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	—	—	.....	—	—	—	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '55	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	---	---	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	---	---	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	208.8	—	.....	—	---	---	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- --	---	---	---	---	---	---	---	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	---	---	---	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	28.1	—	3.2	—	---	---	---	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,238	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	28	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	61
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	104½
31 Mar. '56	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,523	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	77
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	109
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	57½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	---	---	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76 0	.....	274,204	162,841	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	---	---	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	130½
31 Dec. '60	60.2	—	.....	—	---	---	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	132
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	978,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,236	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	---	---	.....	New Jersey	3,609,089	400,378	1,249,621	4,397 820	688,000	—	5,628,931	33.8	—	992,767	579,981	10	138
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	90
1 Dec. '60	13 0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending..	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$		M.	M.	$	$	p. c.	p. c.
								NEW YORK.														
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428							
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....		oper. by Rens. & Sarat.				—	.....
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	.....	2,388,359		oper. by Western.		.....		6	109
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	.....	470,000		14.8	2,075	31,546	16,871	—	.....
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220		23.8	677,687	122,103	37,512	8	.....
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000		55.2	2,862,023	514,891	123,021	8	.....
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,683,579		176.0	483,412	593 845	187,704	—	.....
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600		82.8	367,365	940,042	417,458	10	132
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100		72.7	66,186	59,884	10,732	—	.....
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	.....	.....	380,000		19.4	oper. by	Erie.	24,000	—	.....
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	.....	.....	500,000		49.7	oper. by	Erie.	30,000	—	.....
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000		20.3	oper. by	West'rn	—	—	.....
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877		259.0	1,116,758	1,989,013	566,461	—	66¼
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393		100.5	243,196	297,646	137,347	—	18½
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289		654.9	.....	7,309,042	2,601,063	6	97
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300		861.0	3,817,175	5,911,616	1,979,108	—	44
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000		8.0	204,098	26,517	14,594	—	.....
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553		163.0	1,200,243	1,144,980	391,253	—	18½
30 Sep. '61	99.0	—	.....	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000		oper. by Central.			60,000	6	.....
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	.....	4,571,900		139.5	858,460	425,637	90,061	—	.....
30 Sep. '61	35.9	—	2.2	—	5	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	814,715		38.1	70,714	116,302	62,554	8	.....
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167		47.5	98,255	91,789	52,437	—	.....
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	.....	859,750		27.2	142,758	267,682	125,385	6	.....
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080		oper. by B., N.Y. & E.		4,996		—	.....
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151		19.0	23,667	4,731	.....	—	.....
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	.....	373,080		oper. by Rens. & Sar.		.....		5	.....
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398		51.3	109,788	142,192	31,689	—	.....
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708		13.3	.....	16,543	8,894	—	.....
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,712	2,654	—	1,200,130	1,643,153	113,739	2,957,022		88.6	295,157	231,270	137,347	—	.....
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508		38.4	247,898	271,158	134,958	—	.....
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	.....	.....		oper. b. Hud. a. River.		.....		6	.....
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	.....	710,000		oper. by other Co's.		.....		—	.....
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560		37.81	33,318	65,344	26,786	—	.....
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125		.....	oper. by	Erie R. W. Co.		—	.....
30 Sep. '61	96.7	—	11.0	—	16	15	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,350,947		107.7	216,453	353,441	164,672	6	.....
								NORTH CAROLINA.														
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401		94.9	.....	103,963	26,572	—	.....
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	.....	.....		223.0	.....	.....	.....	—	.....
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....		97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509		171.9	.....	489,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,228	*	107,000	1,340,213	791,055	102,391	3,114,954		171.0	323,069	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072		—	—	—	—	—	.....
								OHIO.														
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—		—	—	—	—	—	.....
31 Dec. '60	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750		118.2	.....	314,091	102,765	—	15
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432		141.0	.....	699,716	230,551	—	.....
31 Mar. '62	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	.....	3,818,784		198.3	.....	648,205	329,714	7½	98
31 Dec. '60	30.0	—	.....	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—		32.0	.....	—	—	—	28
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,260,841	*	—	2,441,176	3,032,000	228,973	.....		131.8	304,168	190,745	19,180	—	.....
31 Dec. '60	135.4	5.8	.....	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123		141.2	655,162	1,085,799	580,621	10	125
31 Dec. '60	67.0	—	.....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,029		67.0	230,461	369 849	238,003	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,353,000	.....	.....		96.6	.....	1,120,370	662,948	14	114
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102		203.5	646,413	772,093	382,093	4	32½
31 May '62	109.2	79.4	.....	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820		188.6	610,292	1,003,637	543,488	3	64½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....		61.5	75,120	68,126	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....		72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717		oper. w. Lit. Miami.		177,371		8	87½
31 Mar. '61	144.0	—	7.9	—	.....	.....	.....	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812		144.0	.....	375,002	212,107	—	.....
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	.....		36.6	.....	62,025	3,566	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086		16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....		45.0	.....	102,180	52,408	—	.....
-- -- '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867		.....	.....	.....	.....	—	.....
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....		47.0	.....	69,352	.....	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....		13.0	24,000	31,126	10,460	—	.....
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3 532,266	500 524	442,002	2,981,267	1,400,000	.....	4,960,780		138.0	814,900	1,336,991	632,114	8	106
31 Jan. '62	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293		226.6	.....	434,290	99,554	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420		192.3	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,786	2,400,000	466,215	.....		125.0	.....	.....	.....	—	.....
30 Jun. '61	158.9	52.0	.....	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140 966	5,523,135		205.9	452,635	450,245	58,589	—	.....
31 Dec. '60	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876		125.0	.....	185,934	34 167	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....		55.6	~ 70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500		oper. by C., C. & C.		.....		—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000		49.8	222,000	.....	.....	—	.....
31 Aug. '61	242.4	—	.....	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477		250.0	865,502	1,012,236	400,559	—	27
								PENNSYLVANIA.														
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	62,624	.....		45.0	61,634	94.342	45,161	—	.....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	.....	1,412,900		20.5	.....	311,201	164,554	10	58
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	.....	.....		146.0	.....	219,548	22,490	—	4
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	.....	1,308,919		52.5	181,087	249,778	159,531	8	.....
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945		202.0	.....	2,169,946	1,339,650	—	102
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136		36.3	.....	.....	.....	—	.....
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	.....	1,000,000		oper. r. b. Buf. & E. L.		.....		10	.....
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	.....	1,883,343		55.5	.....	436,237	153,384	6	56½
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	.....	1,809,563		32.3	.....	32,411	7,267	—	.....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565		42.2	.....	84,017	3,413	—	.....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303		68.9	.....	116,200	67,800	—	.....
30 Nov. '60	45.7	—	22.3	20.2	15	6	.....	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	.....	.....		45.7	183,500	679,908	342,039	6	64
30 Nov. '59	28.0	5.0	13.5	—	9	.....	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600		oper. by C., W. & E.		.....		—	17
31 Dec. '60	20.0	—	4.0	—	.....	.....	.....	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932		.....	.....	783,318	670,227	6	50½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,991,150		72.3	.....	556,192	379,976	10	45
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	—	3,147,130	2,860,000	22,820	6,205,067		65.7	247 062	364,225	282,124	—	10
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541,156	3,447 522	1,421,980	13,264,100	16,637,400	1,322,915	34,234,559		423.0	4,413,038	7,300 001	3,646,938	6	50½
30 Sep. '59	12.0	—	0.8	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....		20.0	.....	1,637	.....	—	.....
30 Sep. '59	17.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333		24.0	.....	288,657	157,194	—	49
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	—	25,225,48		151.4	1,795,927	2,905,838	1,412,905	—	32½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000		28.0	oper. by	Cam. & Amboy		—	125½
1 Oct. '61	98.0	6.0	—	—	32	109	566	Phila., Wilmington and Balt.	7,021 718	744,425	142,840	5,600.000	2,475,500	140,993	8,742.000		200.5	439,780	1,516,985	675,484	6½	59

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.	•	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	.....
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 323	18,999 581	467.5	2,434,641	3,031,787	1,299,721	—	39½
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	.....	.....	.....	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	.....	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,860	148.0	.....	114,126	61,848	—	16
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	.....	78.0	199,878	238,420	860,339	—	15½
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	—	.....	62.0	240,442	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	4.7,917	8,500	—	.....	13.6	.....	26,454	6,914	—	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,540	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	108,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,552	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	700	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,554	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,886,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	.....	.....	.....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	564,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859	.....	—	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859	30.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	153.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,688	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	579,119	6,385,045	119.6	349 440	334,368	113,318	—	.....
31 Aug. '60	62.0	.....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	.....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,589	127,727	—	.....
31 Aug. '60	47.0	—	2.8	—	—	—	43	Vermont and Canada	1,350,695	—	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	126
31 Aug. '60	23.7	—	0.7	—	3	4		Vermont Valley	1,212,274	89,612	—	516,164	798,200	.....	.....	23.7	47,950	45,930	8,522	—	.....
31 Aug. '60	54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,408,018	36,188	88,131	1,534,194	—	—	—	—	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,802	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	.....	.....	Northwestern Virginia	5,322,150	*	—	488,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '60	88.3	68.4	10 0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	18	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '58	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	90.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	24.9	—	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	329,580	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	.....	1,108,364	436,039	—	36
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
10 May, '61	104.0	—	.....	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	.....
— — '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								CANADA.													
31 July '61	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	.....
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	11
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,361,133	—	46,964,261	761.0	2,049,997	1,089,219	4,000	6	38
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '59	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— — '59	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '59	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	—	14	18	236	European & North American	4,548,364	*	—	4,637,852	—	—	4,637,852	108 0	.....	130,678	36,432	—	.....
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,232	60 0	.....	132,555	36,670	—	.....
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	4,268,717	*	—	.....	.....	.....	.....	61.5	.....	120,918	26,803	—	.....
								NEW GRANADA.													
Dec. '60	48.7	—	.....	—	.....	.....	.....	Panama	6,000,000	*	620,804	5,000,000	2,400,000	—	9,603,530	48.7	.....	1,539,859	1,110,652	13	145½

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 24.

	Th 18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24.
STATE STOCKS:—						
California 7s	105	105	105¼	105½	----	105¾
Georgia 6s	----	----	----	----	----	----
Illinois Coupon bonds	99	----	----	----	98¾	----
" Canal bonds	----	----	----	----	----	----
Illinois War Loan	99	98	----	99	----	99
Indiana War Loan	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	48	47¾	48	48¼	48	48½
Do. iss. to H.& St.J.R.	62	62	----	----	64	----
New York 6s, 1874	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	66½	----
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	108½	----	100	----	----	----
Tennessee 6s, 1890	50¼	----	----	51	50¾	50
Virginia 6s	----	----	55½	----	----	----
RAILROAD SHARES:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. and Q.	90	90	90	----	91½	92
Chicago and Rock Isl.	70½	69¾	70¾	72½	72½	72¾
Clev., Col. and Cin.	----	----	----	----	----	125
Clev. and Pittsburg	27¾	27⅞	27½	27⅞	28	32½
Clev. and Toledo	56¼	57½	58¾	60¾	61⅞	64⅛
Del., Lack. and West	100	100	100	----	----	101
Galena and Chicago	74½	74½	74½	75½	76½	78
Hudson River	55	54½	54⅝	54½	55	56½
Illinois Central (scrip)	64¾	65½	66	66⅝	67½	69¾
Michigan Central	72⅝	72½	73⅝	75	75	75¾
M. S. and N. I. guar'd,	65¾	65	66	68½	69¾	70⅜
M. S. and N. I.	33¼	33	33½	34½	35¼	37½
Mil. and P. du Chien	----	34	34½	----	40	36
M. and P. du C. 1st pref.	----	----	----	96	95	----
M. and P. du C. 2d pref.	----	----	----	----	----	----
New Jersey	----	133	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	96½	96	96½	96⅝	96⅝	97
Erie	41⅞	41½	42⅛	43¼	43¾	44
Erie pref.	75⅜	75¼	77⅛	77⅛	77⅛	77⅜
" Ass. scrip	----	----	----	----	----	----
N. York and Harlem	17	17	17⅛	17⅛	18	18⅛
N. Y. and H. "pref."	42½	41½	42½	44	45	46½
Panama	143½	----	----	----	144	145½
Phila. and Reading	63⅜	63	63½	----	----	66
Pitts. Ft. W. & Chicago	40	----	----	39½	----	----
Toledo & Wabash	----	----	24	27	27	----
" " Pref.	----	----	----	----	----	60
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	----	91¾	----	----	94	----
Chic. and N. W. 1st M.	71	70¼	----	----	----	----
" " 2d M.	----	31	31	31	32	33
" " S. F.	----	----	----	----	----	----
" " A. B.	53¼	----	----	54	55	55½
" " L. B.	----	----	----	----	87	----
" "Ap. Exten.	----	81	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	----	----	----
" 4 M.	----	----	----	----	----	68
Cl. & Tol. S. F. 7 p.c.	97⅛	97⅛	97¼	97¼	----	97⅝
Chi., Bur. and Q. 8 p.c.	----	----	----	----	111¾	112
Chi. and R. I. 1st M. '70	----	----	----	----	105	----
D. L. & W. 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2 M. 8 p.c. '81	108	----	----	----	----	----
Gal. & Ch. 1 M. 7 p.c. '63	----	----	----	----	----	----
" 2 M. 7 p.c. '75	----	----	----	----	----	----
" 1 M. Ex. '82	----	----	----	----	----	----
Hann. & St. J. bonds	----	----	----	----	----	----
Hudson R. 1 M. 7 p.c. '69	----	114	----	----	113	----
" 2 M. S. F.	----	----	----	----	110	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	95	----
Illinois Central bonds	102½	----	102	----	103	105
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. and P. du C. 1st M.	99	----	----	----	99	99
Mich. Cen. S. F. 8 p.c. '82	----	113	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. & N. I. 1 M. S. F.	104	104	----	104½	----	103¾
" " 2 M.	90½	91	92¼	93	96	96
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p.c. certif. '83	----	----	105	----	105	105
" 1 M. 7 p.c. '64	----	----	----	----	----	----
" bonds 1876	112½	112½	----	----	----	----
N. Y. & E. 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '64	105	----	----	----	----	----
" 3 M. 7 p.c. '83	----	104½	----	----	----	105
" 4 M. 7 p.c. '80	100½	100	100	100½	100¼	100¾
" 5 M. 7 p.c. '88	----	95	96	96	----	96
N. Y. & H. 1 M. 7 p.c. '73	----	----	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
Pitts., Ft. W. & Chi., 1 M.	98	----	98	98	99	----
" " " 2d M.	84¾	84	84½	85	85	85½
" " " 3d M.	----	62½	----	----	----	63
St. L., Alt. & Chi, 1 M.	----	----	----	94	----	----
St. L., A. & T. H. 1 M.	93	----	101	102	----	95
" " 2 M.	----	----	----	----	102½	103
Toledo & Wab. 1 M.	93	93	93½	93½	94	94
" " 2 M.	74¾	74	75½	76	77½	79¼
MISCELLANEOUS:—						
American Gold	116½	117¾	116¾	117½	118	117½
Del. and Hud. Canal	----	102½	102½	----	102¾	----
Penn'a Coal Co.	100	----	99½	----	100	----
Pacific Mail S. S. Co.	112½	112½	113	113½	114	119

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24.
FEDERAL STOCKS:—						
U. S. 5s, 1871	90	----	----	----	----	----
U. S. 5s, 1874	90½	90½	91⅜	91½	91	91
U. S. 5s, 1865	----	94	----	----	95	----
U. S. 6s, 1881, reg.	102	101¾	101¾	----	101⅝	101⅝
U. S. 6s, 1881, cou.	101¾	102	102	102	102	101⅜
U. S. 6s, '81, O. W. L'y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	99½	----	----	----
U. S. 6s, 1862	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	100
U. S. 6s, 1868, "	99¾	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	100	100	----	----
U. S. Demand Notes	112⅛	113	113½	115½	115½	
U. S. 6s, 1 year certif.	99	99	99	99	99⅛	
Treasury 7 3-10 Notes	104½	104½	104⅞	104⅞	----	104¼

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 24.

	Th.18.	F.12.	Sat.20.	M.22.	Tu.23.	W.24.
Boston and Lowell	----	----	----	----	----	98
Boston and Maine	113⅜	113	113¼	----	----	113
Boston and Providence	119	----	----	----	----	119¾
Boston and Worcest	----	122¼	----	----	----	----
Connecticut River	98	----	----	----	----	----
Eastern, Mass.	77⅛	77⅛	77	76	76⅛	77
Eastern, N. H.	77⅛	----	----	76	----	----
Fitchburg	105	105	105¼	----	106	106¼
Manchester & Lawr'ce	108⅞	109	109	109	109	109
Michigan Central	71	----	----	----	----	75
Northern, N. H.	----	----	----	----	----	----
Old Colony and Fall R.	110⅜	----	----	----	----	110¼
Ph., Wil. & Baltimore	56⅛	56¼	57¼	58¼	59	59
Portl'd, Saco & Ports.	----	----	----	----	106½	107¼
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	14½	14¼	14¾	14¾	14¾	14¾
Western	----	----	----	----	134	----
Cambridge (Horse)	----	----	108	108½	109	109¾
Metropolitan "	60	----	60	60	----	60
Middlesex "	----	----	----	----	----	----
Bohemian Copper Co.	----	3¾	----	----	----	----
Central "	18½	18½	19⅛	20⅛	20⅝	21¼
Copper Falls Co.	----	----	6¾	7⅛	7⅛	7⅛
Franklin Copper Co.	33	33¼	34¼	34⅞	34¼	33½
Isle Royale "	13⅜	----	----	13¾	14	14
Hancock "	6⅜	6¼	6⅜	----	6⅜	----
Mesnard "	4¾	4⅝	4⅝	4⅞	4⅝	4⅝
National "	26	----	26¼	----	----	27
Minnesota "	56	----	57	----	----	----
Pewabic "	----	34	32	31x	32¼	32¾
Pittsburg "	53	----	53¼	----	----	----
Quincy "	45½	----	45½	----	----	----
Rockland "	12	11¾	11⅞	----	12¼	13
Superior "	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.
Alleghany Co., 6s	----	----	----	----	----	----
Beaver Meadow	58	----	----	58	58	----
Cattawissa	3½	4	3¾	4¼	4	4
" preferred	----	11	11	11¾	12	12
Camden & Amb.	----	----	151½	134	----	----
" " 6s, '83	----	96¼	----	----	----	----
Elmira & W'msport	----	----	----	----	----	15½
" " pref.	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	50¼	----
" " 6s	----	49½	----	----	----	----
" " scrip	----	28⅝	----	----	29	29¼
Long Island	18¼	18¼	18¾	----	19	18⅝
Minehill	----	46	46½	----	47	47⅛
North Pennsylvania	----	9⅞	9⅝	10	----	----
" " 6s	----	78	78	78	78	----
" " 10s	----	102¾	----	----	----	----
Pennsylvania R. R.	49¾	50	50	49¾	50¼	50⅛
" 1st m.	107¼	----	----	----	----	----
" 2d m.	103⅜	----	----	103¾	103⅜	103⅜
Penn. State, 5s	89¼	89½	89¼	89¼	----	89
" " 5s, coupon	92¾	93	93	----	----	----
Philadelphia & Erie, 6s	----	----	----	----	----	----
Philadelphia City, 6s	98	----	----	----	----	98
" " new	101	101¼	101¼	101¼	101¼	101¼
Phila. & Reading	31	31½	31⅝	32	32	32
" " 6s, '86	----	93	93	93	----	----
" " 6s, '70	----	----	103½	103½	----	106¼
Arch street, (Horse)	----	----	----	125	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	14	----	14½	----	14¾
13th & 15th sts., "	----	----	20½	----	21½	21½
West Philad., "	----	----	----	----	----	----
10th & 11th sts., "	31	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.
Baltimore City 6s, 1875	----	----	----	----	101½	102
" " 1890	99	----	----	----	100	----
Balt. and Ohio	68	----	----	----	----	----
" " b'ds, '62	68	67	----	----	----	----
" " '85	----	----	94	----	----	----
North. Central	30	----	----	----	----	30
" " b'ds, '85	84¾	84¾	----	83½	84¾	85½
" " '95	----	----	----	----	----	----

London Stock Exchange.

The following are the closing prices in the London Market on the 12th September:

United States 5s, 1874	68	to	70
Maryland 5s	69	"	71
Virginia 6s	44	"	46
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent. x. c.	66¼	"	67½
Erie shares, ex assessment scrip	31	"	32
Erie shares, 7 per cent. preference	54	"	56
Erie shares, assessment scrip	1¾	"	2¼
Illinois Central 6s, 1875	72	"	74
Illinois Central 7s, 1875	76¾	"	77
Illinois Central $100 shares, $90 paid, dis.	51	"	50
Illinois Central, all paid	48	"	49
Michigan Central 8s, Convertible, 1869	82	"	84
Michigan Central Sinking Fund 8s, 1882	87	"	89
Michigan South. and North. Indiana 7s, 1885.	77	"	80
Do. do. do. $100 shares.	18	"	20
New York Central 6s, 1883	80	"	82
New York Central 7s, 1864 x. c.	80	"	82
New York Central 7s, 1876	83	"	85
New York Central 7s, 1876	83	"	85
New York Central $100 shares	71	"	73
New York and Erie 7s, 1867	85	"	90
New York and Erie, 2d mort., 1859	80	"	85
New York and Erie, 3d mort., '83, assented	77	"	79
New York and Erie, 4th mort.	73	"	75
New York and Erie, 5th mort.	69	"	71
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1865	103	"	105
Panama, 2d mortgage 7s, 1872	100	"	102
Pennsylvania Central 6s x. c.	81	"	83
Pennsylvania Central 2d mortgage	85	"	87
Pennsylvania Central $50 shares	37	"	39
Philadelphia and Reading $50 shares	18	"	22

American Railroad Journal.

Saturday, September 27, 1862.

Stock and Money Market.

In addition to the daily sales of stocks, bonds, etc., at the New York, Boston, Philadelphia and Baltimore Boards, quoted in the adjoining columns, we notice sales also at the several boards, of the following securities:

New York—Terre Haute and Richmond, 125; Lackawanna and Western, 1st mortgage, 103¾. Detroit, Monroe and Toledo, 1st mortgage, 93; Illinois coupon bonds, 1860, 98½; do., 1876, 100; Stonington, 95; Illinois Central full stock, 66; Brooklyn City water loan, 106; Brooklyn City railroad, 118; Rome and Watertown, 70. Norwich and Worcester, 58; Goshen Branch bonds, 103.

Boston—Michigan Central 8s, 1869, 107½; Bangor City 6s, 1882, 104; Chicago Municipal 7s, 102½; Concord, (par $50) 62; Cheshire, 15; U. S. October Coupons, 116¼; Bath City 6s, 104; Connecticut and Passumpsic River 6s, 1876, 95; Northern (Ogdensburg) 1st mortgage, 80; Concord and Portsmouth, guaranteed, 111. Somerville (horse), 25½; Malden and Melrose, (horse) 6¼; Pontiac Mining Co., 1⅝; Petherick do., 2¾; Huron, do., 7. Sales have also been made of Western (Mass.) R. R. 6s, 1875, 110; Hartford City 6s, water loan, 1879, 109¾; Roxbury City 5s, 1880, 100½; do., 6s, 1873, 109; Boston City 5s, 1874, 102¼; Massachusetts State 6s, 1875, 114; do., 1876, 114½; Chicago City 6s, 1875, 96; Brookline City 7s, 1865, 105½; Boston and Worcester R. R. 122¼; Connecticut River R. R. 98¾; Michigan Central 8s, 1869, 107½; Boston City 6s, 1868, 106½; Boston Water Power Co., 35½. The closing quotations were: Middlesex, horse, 82; Rutland and Burlington bonds, 38; Vermont Central, 17, Quincy Mining Co., 45½; Minnesota, do., 56½; Pittsburg, do., 53½; Superior, do., 2⅜; Toltec, do., 1¼.

Philadelphia—Allegheny Valley 7s, 73½; Pennsylvania Coupon 6s, 105; Schuylkill Navigation 6s, 1872, 79; do., 1882, 67½; North Pennsylvania mortgage scrip 72½; Ph., Germ. and Nor., 49; Elmira and Williamsport 7s, 90; Little

Schuylkill R. R., 17; West Branch 6s, 88; Sunbury and Erie 7s, 102; Lehigh Nav., 50; Long Island R. R. 6s, 97¾; North Penn. chattle scrip, 65; Schuylkill Nav., pref., 14; Morris Canal, pref., 118; Camden and Amboy 6s, 1883, 97; West Branch bonds, 30; Susquehanna Canal, 5; West Philadelphia R. R., 53; Girard College R. R., 24½; Race and Vine, R. R., 10.

Baltimore—Baltimore and Ohio R. R. bonds, 1875, 94; do., 1880, 93; Baltimore City 6s, 1870, 97¾. Maryland Inscribed 6s were wanted at 101½, 104 asked. Baltimore and Ohio closed without sales at 66 bid, 68½ asked. Western Maryland unendorsed bonds were in request at 68¾, 69¼ asked. Canton Co. was in the market at 15, no bid.

Interest and Dividends.

The Second Mortgage Bonds of the Cleveland, Painesville and Ashtabula Railroad Company, falling due Oct. 1, 1862, with accrued interest, will be paid on presentation at the Ocean Bank, New York, or at the office of the Company in Cleveland, Ohio. Interest on said bonds will cease from that date.

The bonds of the Housatonic Railroad Company falling due Jan. 1, 1863, with accurred interest, will be paid on presentation at Ketchum, Son & Co.'s, No. 40 Exchange place, New York, or at the office of the Company in Bridgeport Ct.

The Philadelphia, Wilmington and Baltimore Railroad Company have declared a semi-annual net dividend of five per cent, payable Oct 1.

The second mortgage bonds of the St. Louis, Alton and Terre Haute Railroad Company are now ready for delivery to holders of Receipt given for Second Mortgage Bonds of the Terre Haute and Alton, and Belleville and Illinoistown Railroad Company.

The Erie Railway Company are paying the interest due 1st inst., on the Second Mortgage Bonds extended to 1879.

Coupons due Sept. 1, on the bonds of the Saratoga and Whitehall Railroad Company will be paid on presentation at the Bank of the State of New York.

The Long Island Railroad Company has declared a dividend of seventy-five cents per share, payable to New York holders at the office of M. Morgan & Son, 37 William street.

The follwing is a copy of a reply to an inquiry from N. Marsh, Esq., president of the Erie Railway, whether the three per cent tax on coupons of railroad bonds applies to coupons due and payable on the 1st of September inst:

WASHINGTON, D. C., Sept. 22, 1862.

SIR:—Your letter sent to the Secretary of the Treasury has been referred to this office.

In reply, I have the honor to say, that the Solicitor of the Treasury has given an opinion that coupons due and payable on the 1st of September, or previous thereto, are not subject to the three per cent tax contemplated by the 31st section of the excise law.

Very respectfully,
GEO. S. BOUTWELL, Commissioner.

To NATHANIEL MARSH, President of Erie Railway Co., New York.

The Erie Company, with many others, understanding the law to apply to coupons payable on the 1st inst., has deducted the tax on all coupons due on that date, and since paid. The President announces that the Company will refund the amount which has thus been retained.

The Lykens Valley Railroad and Coal Company has declared a dividend of five per cent. payable to the New York stockholders at No. 13 William st.

The Hartford and New Haven Railroad Company have declared a dividend of $4 on each share of its stock, payable on the 1st of October. The Company assumes the payment of the Government tax of 3 per cent.

The Pittsburgh City Debt.

We have received a copy of an "Address to the Holders of Bonds of the City of Pittsburgh, issued to Railroad Companies in payments of subscriptions to the Stock of same Companies," emanating from the Finance Committee of the City Councils, and proposing a compromise. The statistics are interesting, but we have only space for but a few figures.

The City of Pittsburgh issued Bonds to the several railroad companies as follows:

To the Ohio and Pennsylvania	$200,000
To the Pittsburgh and Steubenville, 1st issue	250,000
To the Pittsburgh and Steubenville 2d issue	300,000
To the Allegheny Valley	400,000
To the Chartiers Valley	150,000
To the Pittsburgh and Connellsville	500,000
Total	$1,800,000

There is now due and unpaid Coupons on said Bonds as follows:

Ohio and Pennsylvania	$2,000
Pittsburgh and Steubenville, 1st issue	3,250
Pittsburgh and Steubenville, 2d issue	3,900
Allegheny Valley	4,800
Chartiers Valley	1,800
Pittsburgh and Connellsville	5,000
Total	$20,750
Each Coupon	30
Value of Coupons	$622,500
The average interest upon the Coupons is three years	112,050
Making the accumulated interest	734,000
Add to this the railroad subscriptions	1,800,000
The funded debt of the city	1,009,740
Making the entire city debt	$3,544,290
The valuation of the whole county for purposes of taxation is	$27,504,400
Of the city	10,651,276

or 38 72-100 per cent. of the whole amount, and therefore the proportion of the county debt which the city may be compelled to bear, would amount to $1,276,640 99, which added to the amount of city debt as above, would give an entire liability of $1,820,930 99, which divided among 11,801 taxables in the nine wards, is equal to over $400 for every taxable person in the city.

The annual expenses of the city, with this debt, is as follows:

Interest upon the Railroad debt amounts to, per annum	$152,073 00
The interest upon the Funded debt	60,584 40
Ordinary expenses of the City organization	120,000 00
The City proportion of County interest.	76,598 40
Assessment for County expenses 5 mills	53,256 00
Asssessment for School and Poor tax 10 mills	106,512 00
Total	$569,023 80

To meet this, $130,000 would be derived from water-tax, wharfs, &c., leaving $439,023 80 to be raised by direct taxation, requiring a levy of 4½ per cent., or 45 mills per annum on the assessed value of taxable property in the city, leaving no surplus for lost taxes, expenses of collection or sinking fund.

The people of Pittsburgh are satisfied that they cannot bear the burden, and that any attempt to do so would prove utterly ruinous to them individually, and that the business and property of the city would rapidly deteriorate, rendering them every year less able to meet the liability.

Baltimore and Ohio Railroad.

After an interruption of about two weeks, the Baltimore and Ohio Railroad is once more open as far as Harper's Ferry. The new bridge which crosses the Monacacy is a very substantial structure of wood, and was put up in the wonderfully short period of five days. The previous bridge was of iron, resting on two stone piers about thirty feet above the water. It was blown up by the insurgents, who poured powder into the cores of the iron castings on which the beams rested; but so hurriedly was the work of destruction done, that the destroyers were blown up with the bridge itself. There is no saying when the road will be opened throughout, as the Harper's Ferry bridge will have to be rebuilt. Fortunately the piers are still sound, however, in spite of attempts made to destroy them. As the enemy still holds the Southern shore of the upper Potomac, it would be manifestly unwise to ship a single ounce of merchandize over the road, were all the bridges in the best condition. The people of Maryland, and of Baltimore city in particular, have been heavy sufferers by the interruption of their Western trade, at a time when every avenue was needed to convey the immense surplus of the West to the Atlantic seaports. With all their losses and crosses the managers have shown a most commendable zeal, in restoring as speedily as possible the works along the line to their wonted condition.

The Seventh Avenue Railroad.

About one thousand workmen are now employed laying the track of the Seventh avenue and Broadway railroad, for the accomodation of the Broadway travel, and the work has been completed from Fifty-ninth street down to Forty-sixth.

The act of incorporation provides that the road shall commence on the Seventh avenue on Fifty-ninth street, and proceed by double track to the Bloomingdale road or Broadway, down Broadway and Union Place to University Place, along University Place to Clinton Place or Eighth street; thence with a single track along Wooster street to Canal, along Canal to West Broadway, along West Broadway and College Place to Barclay street, along Barclay to Church, and thence by double track to Broadway. There will also be connections by single track through Church to Canal and Greene streets and Clinton Place to University Place, there connecting with the double track. There will also be branch double track lines from Broadway along Seventh avenue and Greenwich avenue, across Sixth avenue and through Eighth street, McDougal, Fourth, Thompson, Canal, West Broadway, and so by the main route to Broadway; there will be a line, through Park Place to Broadway with double track; with single track from West Broadway through Duane to Church, thence by double track to Broadway;

and from Thompson street to Broadway by double track, through Broome street; also from Union Place to Broadway, along Fourteenth street; also from Thompson street along Canal and Varick by double track to West Broadway at Franklin street, with the privilege of using other roads in the locality.

From this it will be seen that the travel on Broadway will have the facilities of railroad conveyance up town on the west side from points at Barclay, Park Place, Duane, Broome and Fourteenth streets, in addition to those at the present starting places at Vesey and Canal streets. The road is expected to be partially completed this fall, and in its various ramifications certainly deserves the significant title of the "Gridiron road."

Washington City Railroads.

We notice that the City Railroads in the National Capital are now doing an excellent business. Nearly forty cars are running constantly, well filled with passengers. Twice this number of vehicles will be required when the lines shall have been completed and properly equipped. The great resort of strangers, including military, to Washington throws an immensely increased patronage to the city railways, with every prospect of its long continuance. At the present time these works offered a decided convenience to the travelling public, who are enabled to enjoy one privilege at a cheap rate—a good ride in comfortable cars. We may be allowed to remark here that if other conveninces could be had as cheaply, the city of Washington would probably by this time have been twice as popular as it is; but the extravagant prices charged for nearly everything have driven strangers and permanent residents alike from the place.

Albany, West Troy and Cohoes Horse R. R.

The contract for building this road between Albany and West Troy, has been awarded to Nathaniel Randolph, of Syracuse. The work, we understand, will be commenced without delay. The road is to run from the South Ferry, through Broadway, to the north bounds of the city, thence on the Troy road to the north of the village of West Troy. The track is to be double all the way, except in that portion of Broadway which is less than forty-five feet in width. On the Troy road the tracks will take the side roads, leaving the McAdamized turnpike in the centre for carriages.

Philadelphia, Wilmington and Baltimore Railroad.

Complaint is made about the slow time made by the passenger trains on the Philadelphia, Wilmington and Baltimore Railroad. The whole distance, 98 miles, is now regularly made in four hours, nearly twenty five miles an hour, including the passage of the Susequehannah by steamboat. If the time required for this purpose be deducted, it will be found that the speed of the trains on that road will be equal to most of our first-class lines. The track is in good condition, and the fare not higher than the average charged on American Railroads, East and West. If the Company are now accumulating a surplus, it will only make up in part for the lack of dividends in previous years, which it will be expended in the construction of a second track and providing additional equipment, both which are urgently needed.

Michigan State Loan.

This state is in the market for a new loan to meet that falling due January 1, 1863. The following statements may assist in estimating the value of the security. The whole debt of the state of Michigan is less than three million dollars, and the present issue will not increase it, as an equivalent amount of the old will be retired by the new. The items are:

Adjusted bonds, 6s, due in 1863	$1,744,185.00
Full paid five million loan, 6s, due in 1863	177,000.00
Part paid five million loan, when funded (due in 1863) will be	83,314.00
Renewal loan, 6s, due in 1878	216,000.00
Temporary loan, 7s, due in 1879	50,000.00
Internal improvement warrant bonds, on demand	50.00
Sault canal bonds, 6s, due in 1878	100,000.00
War loan bonds, 7s, due in 1886	605,500,00
Internal improvement warrants, due on demand	3,592.82
Total	$2,979,641.82

The following comparative table will give an idea of the rapid increase in population, production, and resources of the State of Michigan:

	1850.	1860.
Population	397,965	751,110
Value of real estate	$74,908,344	$262,785,750
Wheat grown, bush.	4,883,141	8,171,688
Other grain, bush.	8,197,178	17,788,759
Wool, lbs.	2,00[illegible]598	3,929,113
Butter, lbs.	7,0[illegible]478	15,498,047
Feet lumber sawed	301,167,500	795,606,693
No. of sheep	756,382	1,266,680
No. of neat cattle	270,803	472,924
Hay, tons	424,070	761,156

Susquehanna Canal.

The following are the receipts of the Susquehanna Canal to August 30, 1862 $97,529 25
Same time in 1861 40,639 62

Increase $56,889 63

Railroad Earnings—Weekly.

The traffic of the Great Western Railway of Canada for the week ending Sept. 12th, 1862, was as follows:

Passengers	$23,673 96
Freight and live stock	23,169 72
Mails and sundries	1,292 07
	$48,135 75
Corresponding week of last year	39,019 15
Increase	$9,116 60

The receipts of the Grand Trunk Railway of Canada for the week ending August 30, 1862, were:

Passengers	$21,560 31
Mails and sundries	2,888 08
Freight and live stock	30,055 61
Total	$54,504 00
Corresponding week of last year	51,995 40
Increase	$2,508 60

The earnings of the Milwaukee and Prairie du Chien Railroad for the 2d week in September, 1862, were $20,383 99
Do., 1861 29,951 66

Decrease $9,567 67

The Chicago and Rock Island Railroad earned the 2d week in September, 1862 $33,000 00
Do., 1861 37,900 00

Decrease $4,900 00

The Toledo and Wabash Railroad earned the 2d week of September, 1862 $39,192 80
Do., 1861 30,091 44

Increase $9,100 86

The Cleveland and Toledo Railroad earned the 2d week of September, 1862 $22,353 00
Do., 1861 20,032 00

Increase $2,271 00

The Michigan Central Railroad earned in the 1st week of September, 1862 $64,954 55
Do., 1861 47,752 72

Increase $17,201 83

The earnings on the Illinois Central road continue to show a large increase, equal to $40,000 the second week in September.

The earnings for the first two weeks of this month have been $219,162 40.

The Chicago and Northwestern Railroad earned in the 1st week of September, 1862 $24,894 17
Corresponding period, 1861 21,557 02

Increase $3,337 15

The Galena and Chicago Railroad earned the 2d week in September, 1862 $51,436 94
Do., 1861 42,674 19

Increase $8,762 75

The second week's earnings of the Michigan Southern Railroad in September are $9,000 greater than in 1861.

The earnings of the St. Louis, Alton and Chicago Railroad for the 2d week in September, 1862, were $30,527 25
Do., 1861 28,137 13

Increase $2,389 13

Brooklyn and Rockaway Railway.

A meeting of property owners and others interested in the construction of a railroad from Brooklyn to Rockaway was held at the Pavillion, Rockaway, on the 12th inst.

In the absence of the President of the proposed road, E. J. Porter, Esq., his brother, Mr. J. F. Porter of the M. S. R. R., presided. From the report of Mr. J. Schuyler, engineer, it appears that, although it is contemplated eventually to have an independent road from Brooklyn to Rockaway it is proposed for the present only to build a section of it from Rockaway Beach, to a point near Jamaica, where it will connect with the Long Island and the Brooklyn Central and Jamaica Railroads, thereby affording passengers equal facilities for reaching Rockaway by way of South Brooklyn and Hunter's Point. On the proposed route no indications of rock formation were discovered, and the ground, for the greater portion of the distance, being of an alluvial, sandy formation, and as no high embankments or deep excavations will be required, and only one bridge 30 feet wide will have to be built, the expense of constructing the road is estimated at a low figure, viz: $300,000, including complete equipment of the road with locomotives, passenger and freight cars, &c., and according to the number of passengers annually conveyed to and from Rockaway by stage, it is believed that ten per cent would be realized upon the investment. The length of the road from Rockaway to its junction with the Long Island Railroad would be about ten miles.

Dr. Auback, an influential resident of Rockaway or its vicinity, addressed the meeting at some

length, and set forth in glowing terms the advantage which must result from the construction of the proposed road. He had the greatest confidence that the road would prove a profitable investment in the shape of dividends, but, even should the stockholders not receive a cent in dividends on their investment, the additional value which it would give to their property would pay them good interest on their subscriptions. Dr. A. closed his remarks by observing that a very large nnmber of those present had taken the medicine he had prescribed for them with beneficial effects; and he now desired they should follow his advice in taking liberal dose of the Brooklyn and Rockaway Railroad stock.

At the close of the meeting a number of individuals came forward and gave the right of way for the railroad through their lands, and subscribed to the stock of the company. The meeting then adjourned to meet on the 25th inst., at the same place.

Taxation of the Michigan Southern and N. Indiana R. R. Co.

THE CAPITAL STOCK PAID IN AND LOANS MADE TO THE COMPANY, THE BASIS OF THEIR LIABILITY TO TAXATION. NO DEDUCTION MADE FOR STOCK GIVEN AWAY OR FOR CERTAIN LOSSES OF THE COMPANY.

A bill was filed in the Supreme Court of Michigan by the Michigan Southern and Northern Indiana Railroad Company, to restrain the collection of $11,718 34, being a balance claimed to be due from the Company to the State of Michigan for specific taxes.

This amount was made up of three-fourths of one per cent on six several items, which the Company claimed were all exempt from tax, and were set out in their bill as follows:

First, $300,000 of stock averred to consist of three thousand shares issued in 1849, and delivered to the "then several stockholders of the company, without any consideration therefor, without any subscription being made for the stock, and without any promise from any person whatsoever to pay the amount, or any part thereof to said company; nor was any capital directly or indirectly, actually or technically, paid to said company on account of said certificates."

Second, $185,459 84 which was the amount of discount on the sale of the company bonds below par.

Third, $250,000 of bonds known as Jackson Branch bonds, which were never sold by the company, but were lent and disposed of by the borrower, who had turned out as collateral the bonds of the Chicago and Mississippi R. R. Co., which the complainants took on settlement, and now hold, and which are averred to be worthless.

Fourth, $466,848 02 being the cost of various steamboats, one of which was destroyed some years since, and the remainder were alleged to have been employed and taxed in other states, and of late had been unemployed and lying idle.

Fifth, $300,000 lent by complainants to the Chicago & Mississippi R. R. Co., and secured by worthless securities.

Sixth, $60,136 87, expenses incurred in obtaining loans and selling bonds.

The bill was dismissed by the Wayne Circuit, and this decree was affirmed by a General Term of the Supreme Court, which held, that under the charter of the company which subjects it to an annual tax of ¾ of one per cent upon its capital stock paid in, including the $500,000 purchase money, and upon the loans made to the company for the purpose of constructing their road, or purchasing, constructing, or chartering, or hiring steamboats—the company cannot claim exemption from taxation on sums of money paid out for commissions, and other expenses attending the sale of its bonds and the obtaining of loans. Nor can the company claim exemption from taxation upon any sum of money borrowed by it, and afterwards loaned upon worthless securities, whereby it became lost to the company. Nor could any deduction be had for the 3000 shares of capital stock distributed as a bonus among the original stockholders, the allegation not being sustained by the proof. The act of consolidation was not designed to change the principle of taxation fixed by the original charter of the Michigan Company, but all the stock and loans formerly taxable were to continue taxable without diminution, by losses or unproductiveness. No deduction could be made, in the cost of the steamboats destroyed by accident, or laying within the limits of another state and taxable there.

The following opinion, among others, was rendered at the decision of the case.

MANNING J. This court in the case of *The People &c., of Michigan, vs. the Michigan S. & N. I. R. R. Co.*, 4 *Mich.* 398, decided the present complainant was not entitled to any deduction from its tax on the capital stock and loans of the company on account of the 3000 shares of stock alleged to have been gratuitously distributed among its shareholders; and the $185,459 84, lost by the company in negotiating its loans; and the $250,000 of Jackson Branch bonds. That decision I think was correct.

The charter of the Michigan Southern Railroad Company makes the capital stock and loans of the company for constructing the road the basis of the tax to be paid to the State. In doing this the Legislature probably intended the company should pay to the State, after the 1st of Feb. 1851, three quarters of one per cent on what the construction of the road should cost the company. But how should the cost of constructing the road be ascertained? Should it be left with the company who was to pay the tax to fix the amount? or should the capital stock and loans made by the company, as the company would have no other means to build the road, be taken as the cost of the road, and be made the basis of taxation?

The latter was probably adopted as less objectionable than the former. However, that may be, the company is required to pay a tax of ¾ of one per cent. annually to the State on its capital stock paid in, and upon all loans to the company for constructing the road. And the question is what is meant by *capital stock paid in*, and *loans made to the company*. By the words "capital stock paid in," I understand that the company is not to be taxed on what is due it from its stockholders, who would be called on from time to time to pay for their stock as the work progressed, and the company should stand in need of the money. It was not intended to exempt from taxation, stock which the company for some imaginary or actual, past or future benefit, or other cause, might think proper to dispose of without an equivalent in money. Such stock within the meaning of the charter, is paid in, as there is nothing due on it to the company to be paid at a future day. When I say I own a certain number of shares of stock, with ten per cent., or any amount paid in, my language implies, and I am understood as saying, at the same time, that there is something still due from me to the company whose stock I hold.

And "upon all loans made to said company," &c. This language it is to be observed, is not upon all *moneys borrowed* or *received* on its loans; but "upon all loans made." There is a difference between these phrases, and they cannot be used or construed to mean the same thing when the money received is less than the amount mentioned in the bond given to secure the loan. The loan is the sum mentioned in the bond, and not the money received, and the interest payable on the loan, is interest on the amount mentioned in the bond and not what the bond may have been sold for in the market to effect the loan. * * * *

In regard to the $250,000 Jackson Branch bonds, they are not only a part of the $2,500,000 loaned to the company, but the allegation in the bill relative to them is not sustained by the proofs. The bill states that one of the officers of the Michigan Southern R. R. Co. without authority from the corporation, handed over these bonds to a person interested in the Chicago & Mississippi R. R. Co. on the promise of said person to return them, he giving out and pretending that he desired them only temporarily to pledge, as collateral security for a loan to aid in the construction of said latter company's road; that the bonds have not been returned; that they are in the hands of *bona fide* purchasers, and that the company has not realized anything from them.

* * * * * *

From these entries (Mr. Barbydt's in the company's books,) it appears that the bonds were sold on the 15th of October, 1853, to Henry Dwight, Jr., for $250,000, to be paid on the 4th of July, 1855, with interest payable semi annually; the principal or any part thereof, at the option of the purchaser, to be paid in Michigan Southern or Northern Indiana Railroad bonds at par; that Dwight gave his note or obligation for the $250,000, and $337,000 of second mortgage bonds of the Chicago & Mississippi Railroad Company as collateral security for the payment of his note or obligation. And that on the 13th of July, 1855, $300,000 of these bonds were taken from Mr. Dwight, in payment of his note.

The next two sums $166,848 02, cost of steamers, and $300,000, lent to the Chicago & Mississippi Railroad Company, it is claimed should be deducted from the amount of capital stock and loans. The first sum because one of the steamers has been lost by fire, and the others, since the consolidation, have not been used and employed within the State of Michigan, but in other States, and are there taxed. And the $300,000, because the same has been lost by the failure of the Chicago & Mississippi Railroad Company.

To this part of the bill, as well as to all other claims for deduction to be made from the company's capital and loans, for any cause, there is a very short and conclusive answer, viz: that the Auditor General is not authorized by law to make any deduction whatever, while it is made his duty to levy the tax on the whole amount of the company's capital stock paid in, and all loans made to the company for constructing its roads. This is also a sufficient answer to the $60,136 37, deduction claimed for commissions and expenses in negotiating its loans.

The third section of the act authorizing the consolidation of the two companies, it was held in the case in 4 Mich., and I think correctly, did not change the principles of taxation on the part of the consolidated company's road in the State of Michigan. I think the decree dismissing, the bill should be affirmed. Decree affirmed.

A Railway through the Pyrenees.

The successful completion of a Spanish railway across the Pyrenees, and the first which has actually passed over either of the two greatest of the mountainous ranges of Western Europe, may perhaps be deemed of sufficient interest in several respects to deserve a passing notice.

Various circumstances, also, in connexion with the undertaking of which the first and most difficult portion has been thus happily accomplished are remarkable enough; and they are indicative of the rapid though silent progress which Spain is making.

On the 21st of August, 1862, the first railway train, drawn by locomotive engines, crossed the chain of the Cantabrian Pyrenees, over the northern division of the Tudela and Bilbao Railway, from the seaport of Bilbao to the town of Miranda on the Ebro. On the 22d the Minister of Public Works for Spain made his inspection from Miranda to Bilbao, returning on the 23d, the passage across the mountains being made by trains running also in both directions each day. The distance from Bilbao to Miranda is about 60 English miles, of which more than 40 miles are in ascending from the coast to the summit, which is 2,163 feet above the sea, being the lowest pass in the whole range of the Pyrenees. The northern slopes are almost invariably steep. Here the difficulties to be overcome are concentrated. In the present case they have been surmounted by winding along the shoulders of the mountains, with heavy works of excavation, tunneling, and embankments, until the railway resembles a turnpike road more than such a line as is usually considered should be made to enable a locomotive engine to travel over it with speed and safety, and dragging heavy loads. The average rate of ascent from the sea is 54 feet per mile; the *maximum* is 76 feet. The predominant curvature has a radius of 300 yards only, and the curves are constantly reversing. There are two points on the line at the entrance of the Concha, or Basin of Ordima (the ancient capital of the Province of Biscay), distant only 600 yards apart measured horizontally across the neck or gorge of the basin, which are distantly eight and a half miles from each other in travelling along the line, and which differ 456 feet in level. A technical description of the railway would be out of place here, and it would occupy pages to paint in words the grandeur of the mountain scenery, seen as it was seen, in full perfection, under the beautiful sunny sky which beamed over each day's passage of the trains. The changes of view were almost as rapid as the motion of the locomotive engine, owing to the tortuous character of the course, forced upon the engineer by the rugged country traversed. The last glimpse of the northern landscape which the passengers had was over the Gujuli waterfall, and down to a depth of 400 feet to the bottom of the ravine into which it fell; after which the carriages rushed into the summit tunnel to emerge into a wide meadow with a gently falling stream; for the descent on the southern side is very gradual, the average rate from the summit to the Ebro being less than 24 feet to a mile. The valley being wide the curves are also much easier. The most remarkable point in the descent is the pass or gorge of the Techas, through which flows the river Bazas at the village of Subijana-Morillos, where Wellington had his head-quarters a night before the battle of Vitoria, in the summer of 1813.

The time occupied by trains between Bilbao and Miranda is two hours and three quarters. To the powerful locomotives of this railway, the sharp reversing curves and steep gradients in ascending from the north to the summit appear to make no difference with trains of seven or eight carriages.

On the occasion of the crossing of the mountains on the 22d of August, there was the usual *cortège* of authorities and officials meeting the Minister of Public Works and the gentlemen of his party. The usual breakfast was set out, but there were no toasts and no speeches. Upon arriving in Bilbao a small steamer took the distinguished group down to the mouth of the river (Nervion) where a good view was obtained of the deep Bay of Bilbao, where it is proposed to construct a breakwater more than a mile in length, within which nearly 1,000 acres of sheltered anchorage will be attainable—in fact, a safety harbor, so much required at the extremity of the Bay of Biscay.

The southern division of the Tudela and Bilbao Railway, (which is to be completed by the early part of the year 1863) proceeds eastward from Miranda for nearly 90 miles, always on the right or south bank of the Ebro, for strategic though not for engineering reasons. In its course are passed many places of historical celebrity or interest—Haro, Briones, Cenicero, Navarete, Logrono, Calahorra, Alfaro, and various others. Between Alfaro and Tudela this railway joins the Pamplona and Zaragoza line, now in operation, and the line from Zaragoza to Barcelona was opened last year.

The amount expended and to be expended on the 155 miles of the Tudela and Bilbao Railway is about 2,500,000*l.* sterling. The 66 miles from Bilbao to Miranda (including 20 miles of the most difficult of railway works known, principally through the Pyrenees) have cost merely for construction more than 1,000,000*l.*; the 89 miles along the Ebro have been made for four-fifths of that sum. The rest of the money has been spent on stations, rolling-stock, management, &c. The total with all paid and capital account closed is 16,000*l.* per English mile, and is within the capital of the company. The whole of this capital is Spanish money, mostly subscribed by Bilbao and its commercial connections. Not a share is held out of Spain or the colonies of Spain. No bonds have been issued, nor any mortgages given. The credit of the company and of its directors stood high enough to procure them all the financial aid they wanted; and they were spared the necessity of having to issue their obligations at the ruinous discount common to other railway companies on the continent. There is a Government subvention equivalent to 30 per cent. of the capital, but the period and conditions of payment are such as to keep back the instalments, and meantime the company have been thrown on other resources, which have not failed them in the hour of their need.

It should be mentioned that this line joins the Northern Railway of Spain at Miranda on the Ebro, which railway is opened from Madrid to the southern slope of the Pyrenees, near Alzazua, about 25 miles N. E. of Vitoria, with the exception of a gap of 30 or 40 miles, including the Guadarama Mountains. By this route the Minister of Public Works (Marquis Armigo de Vega) returned from Bilbao to Madrid in 18 hours, of which only 12 were by railway. When the above gap is closed, as it will be next year, the journey from Bilbao to Madrid will be performed in 14 hours. It will perhaps be some years longer before the Northern Railway of Spain will be completely connected with the French lines at the frontier; but towards the end of next year (1863) there will only remain a portion unfinished equal to four or five hours' traveling by diligence across the Pyrenees, forming the only exception as to a through route by railway from Paris to Madrid; and, indeed, the distance between these two capitals may then be traversed in 36 hours, notwithstanding the above drawback.

The engineer-in-chief of the railway, as well as of the proposed breakwater, is Mr. Vignoles, F. R. S. The contractor who executed the works through the Pyrenees, and from Bilbao to Miranda, is the celebrated Mr. Brassey. The iron for the railway, the engines, and the vehicles were made in England, as were also nearly all the materials for the station except the mere shell of the building. The chairman of the company is Senor Don Pablo de Epalza, who may be considered as holding the highest rank as a Spanish merchant. The managing director is Senor Montesino, formerly Director-General of Public Works in Spain. He is a member of the Cortes, and one of the Commissioners for Spain at the International Exhibition.

On the completion of the Tudela and Bilbao Railway, it will become the great channel through which the corn, wine, and oil of Castile, and the rich agricultural provinces west of Burgos and Valladolid as far as Leon, will find their way for exportation at Bilbao.

Sugar Crop of Louisiana.

The statistics of the sugar crop of Louisiana are as follows:

The actual yield is estimated to have comprised 459,410 hogsheads, averaging 1,150 lbs., and making an aggregate weight of 528,321,500 lbs. This embraced 389,264 hogsheads of brown sugar, made by the old process, and 70,146 refined, clarified, &c., including cistern bottoms, the whole being the product of 1,291 sugar houses, of which 1,027 were worked by steam and 264 by horse power. The crop of the preceding year amounted to 228,753 hogsheads, weighing 263,065,000 lbs., showing an increase for the last year of 230,657 hhds., or 265,266,500 lbs.

According to our calculations the price of the entire crop has averaged 4¾ against 4½c. last year. At this average, and taking the estimate of 1,150 lbs. to the hogshead, the aggregate value of the crop of 459,410 hhds. is $25,095,271 against $14,468,627, the product of 228,753 hhds. last year; or an increase of $10,626,644. The receipts at the levee since the 1st of September have been 225,356 hhds., and 7,907 tierces and bbls. last year.

The stock now on hand in this state is estimated at 170,000 hhds.

The yield of molasses from the last year's cane crop is estimated at seventy gallons for each 1,000

pounds of sugar, against the same for the previous year, or an aggregate of $3,982,505 gallons against 18,414,550 the year previous, showing an increase of 18,567,955 gallons, or more than as much again. The arrivals at the levee during the season have been 401,404 barrels against 313,260 last year, showing an increase of 88,944 barrels.

The total value of the product, estimated at an average of 181 3 cents per gallon, sum up $6,703,-079 against $4,235,346 last year, showing an increase of $2,467,733.—*N. O. Shipping List, Sept. 1.*

The Production of Breadstuffs.

The following statistics are derived from the last census report:

WHEAT, RYE AND CORN PRODUCED IN THE UNITED STATES IN 1860.

States.	Wheat. bush.	Rye. bush.	Corn. bush.
California	5,946,600	55,000	524,800
Connecticut...	52,400	618,700	2,059,800
Delaware.....	912,000	27,200	3 892,400
Illinois.....	24,159,500	981,300	115,296,800
Indiana.....	15,219,100	400,200	69,641,600
Iowa.....	8,433,200	176,000	41,117,000
Kansas.....	168,500	3,900	5,678,800
Kentucky....	7,394,800	1,055,300	64,043,600
Maine.....	233,900	123,300	1,546,000
Maryland....	6,103,500	519,000	13,445,000
Mass.....	119,800	388,000	2,157,000
Michigan....	8,313,200	494,200	12,652,100
Minnesota....	2,195,800	124,300	2,586,600
Missouri.....	4,257,600	593,300	72,892,000
N. Hamp....	239,000	128,300	1 214,700
New Jersey..	1,763,100	1,439,500	9,723,300
New York...	8,681,100	4,787,000	20,961,000
Ohio.....	14,532,000	656,100	70,637,100
Oregon.....	822,400	2,700	74,600
Pennsylvania.	13,045,800	5,474,800	27,796,800
Rhode Island.	1,100	28,300	459,000
Vermont.....	431,100	131,000	6,463,000
Wisconsion...	15,812,600	887,500	7,565,300
Territories...	1,007,400	11,200	2,757,200
Total bush.	139,816,500	18,803,100	549,786,700
Seceding States.	Wheat.	Rye.	Corn.
Alabama	1,222,500	74,000	32,761,200
Arkansas	955,800	77,900	17,758,700
Florida.....	2,800	21,300	2,224,500
Georgia	2,545,000	115,600	80,773,300
Louisiana....	29,300	12 800	16,205,900
Mississippi ..	579,500	41,300	29,563,700
N. Carolina ..	4,743,700	436,800	80 078,600
S. Carolina ..	1,285,600	89,100	15,065,600
Tennessee ...	5,409,900	265,300	50,748,300
Texas	1,464,300	95 000	16,521,600
Virginia	13,129,160	944,000	38,360,700
Seced'g St'tes	31,367,000	2,173,100	280,655.100
Other States.	139,816,500	18,803,100	549,735,700
Totals, 1860..	171,183,500	20,976,200	830,451,800
" 1850..	100,486,000	14,188,800	592,071,000

The relative value of these three products in the loyal and in the Seceding States may be represented as follows:

	Wheat at $1 25.	Rye at 75c.	Corn at 50c.
Loyal St'ts..	$174,770,000	14,103,000	274,893,900
Seced'g St'ts	39,269,000	1,630,000	140,332,000
Total 1860..	$213,979,000	15,733,000	415,225,000
" 1850..	125,607,000	10,641,600	296,025,000

From this official return, it would appear that New York, which was in 1839–40 one of the leading wheat producing States, has now become the seventh, and is about on a parallel with Michigan in the article of wheat. Agriculturists state that the cultivation of wheat or any other article for a long series of years, without intermission, is an injury to the soil and to the crops. If New York would recover her position as a leading State in the production of wheat, more attention must be given to rotation of crops. The relative position of this State as a wheat producer, since 1840, is shown in the annexed summary of all the States producing over five million bushels each.

WHEAT-PRODUCING STATES, 1840—1860.

	1840.	1850.	1860.
Illinois.....	3,335,400	9,414,600	24,159,500
Indiana	4,049,400	6,214,400	15,219,100
Wisconsin ...	211,100	4,286,100	15,812,500
Ohio.....	16,571,600	14,487,300	14,532,600
Virginia.....	10,109,700	11,212.600	13,129,100
Pennsylvania.	13,218,000	15,367,700	13,045,200
New York...	12,286,400	13,121.500	8,681,100
Michigan....	2,166,100	4,925,800	8,313,200
Iowa.....	151,700	1,530,500	8,433,200
Kentucky ...	4,803,100	2,142,800	7,394,800
Maryland....	3,345,700	4,494,600	6,103,500
California ...	.....	17,200	5,946,600
Tennessee ...	4,569,700	1,619,400	5,469,900
13 States....	74,804,900	88,834,500	146,180,400
All others ...	13,708,300	11,651,300	25,003,100
Bush. of wh't.	88,513,200	100,485,800	171,183,500

Thus the West and Northwest must become the future granary for the supply of the Eastern States of Europe; while other States, giving more attention to other crops, neglect the cereals.

New York, in 1840, with a population of 2,428,-921, produced 12,286,400 bushels of wheat, or five bushels per capita, and in 1850 a little over four bushels per capita; but now this production is reduced to about two and a quarter bushels each. The production of the whole country per head, according to the census of 1840–1860, has been as follows:

Year.	Population.	Wheat Product.	Bushels. per Capita.
1840.....	17,069,453	88,513,000	5.12
1850.....	23,191,876	100,485,000	4.33
1860.....	31,445,089	171,183,000	5.44

Of the facilities for increased production in the United States, the report of the Superintendent of the Census, says:

"Whether the superior agricultural advantages and the demand for improved implements and machinery in the United States have stimulated the facile ingenuity of our mechanics, or have only been seconded by its ready contributions to industry, we shall not stop to inquire. The greatest triumphs of mechanical skill, in its applications to agriculture, are witnessed in the instruments adapted to the tillage, harvesting and subsequent handling of the immense grain crops of the country, and particularly upon the Western prairies. Without the improvements in plows and other implements of tillage, which have been multiplied to an incredible extent, and are now apparently about to culminate in the steam plow, the wheat and corn crops of those fertile plains could not probably be raised. But were it possible to produce wheat upon the scale that it is now raised, much of the profits, and not a little of the product, would be lost were the farmer compelled to wait upon the slow process of the sickle, the cradle and the hand rake, for securing it when ripe. The reaping machine, the harvester, and machines for threshing, winnowing and cleaning his wheat for the market, have become quite indispensable to every large grain grower. The commercial importance of the wheat crop and its various relations to the subject of domestic and foreign supply, to markets, the means of transportation, storage, &c., make it highly important that the producer shall have the means of putting his crop in the market at the earliest or most favorable time, and with the greatest precision."

While the surplus of the year 1860 must have been large, there is no doubt that the production in 1861 and 1862 has been much larger, probably exceeding two hundred millions of bushels of wheat. It is well to recur, in the consideration of this question, to the returns of foreign exports from the United States in breadstuffs. These were officially stated as follows:

Year.	Value.	Year.	Value.
1845	$7,447,000	1853	$21,875,000
1846	16,605,000	1854	48,383,000
1847	58,262,000	1855	21,557,000
1848	22,608,000	1856	56,619,000
1849	22,895,000	1857	55,626,000
1850	13,06 ,000	1858	33 698,000
1851	14,556,000	1859	24,893,000
1852	17,256,000	1860	27,590,000

In the year 1861 the value of breadstuffs and provisions exported had increased to $94,866,000, against $46,271,000 in the previous year. These facts show conclusively that the United States are capable of producing wheat and corn to such an extent as will enable us to become a creditor nation in our trade with European countries. The gold of the Pacific, the breadstuffs of the West and Northwest, added to a protective tariff, will, together, contribute to reinstate public credit and individual enterprise whenever the end of the war shall arrive.

England resumed specie payment in 1820–21, after twenty-three years suspension, when the population of the United Kingdom was two-thirds of what it is now, and with a national debt of eight hundred and sixty millions sterling, and eighty millions sterling annual expenditure and fifty millions sterling paper currency.

It is now less than one year since the suspension of specie payments in this country. Our national debt is not one-sixth of what England had to contend against in 1820, and might be extinguished with ten years' product of California gold. Our annual expenditure, upon the resumption of peace, will probably be reduced to one hundred or one hundred and fifty millions of dollars, being about one-third or one-fourth the annual cost of government in England forty years ago. England may want cotton for the backs of her people, but her want of breadstuffs is more imperative for the present and the future. Instead of Cotton is King, let us remember that Corn is King.

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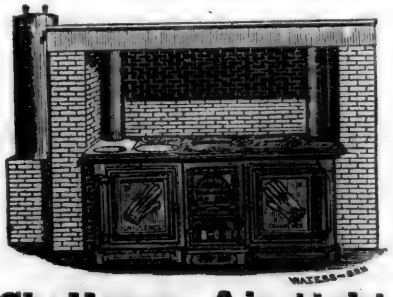
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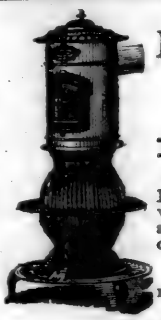


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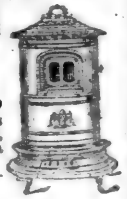
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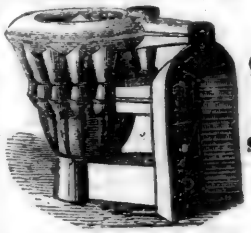
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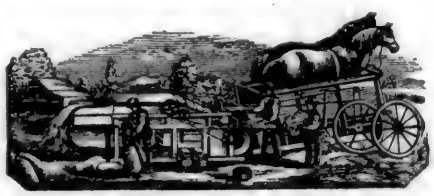
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These Sawing Mills are made upon the most approved and convenient plans in use. Having a heavy plate fly-wheel fixed to the Mandrill with a Ratchet or catch pulley for the driving band on the outside of the fly-wheel—the journal bearings are fitted with Babbet Metal—the wood carriage traverses on iron ways and gibbs—a 24 or 26 inch Saw is fitted, filed and set in working order and the plates warranted. When desired, a 14 inch saw is fitted, also a table for the purpose of slitting boards, etc., for fencing and carpenter work.
The whole together forming one of the most complete and desirable sets of machines for their purposes. They are already in very general use on nearly all the principal Railroads in this country.

PRICE, ONE HORSE POWER $90.00
" TWO " " 120.00
" SAW MILL, 24 in. Saw 37.00
SETT BANDS and EXTRAS ... 5.00

PUMPING ENGINES

Of different kinds for Raising Water for Railroad tanks and other purposes, can be furnished on demand with Reciprocating or Rotary Pumps—fitted to be operated by these Horse Power and the best adapted for Railroad and Mining purposes. One of the SEVENTY-FIVE DOLLAR PUMPING ENGINES when driven by the TWO HORSE POWER has a capacity equal to any Four or Five Horse Power Steam Engine and Pumping Machine for the same purposes.



THRESHING MACHINES

Of the most approved kinds, for one and two horses and with simply Separators, or with Complete Cleaners which fit the grain for market in one and the same operations, and of the most approved construction.
They are very extensively introduced into all the grain-growing sections of this country and the world. They are especially adapted to the force of the above Horse Powers and can be driven by Steam or Water power with equal advantage. They will be furnished on the most liberal terms and warranty.
Liberal discounts made to RAILROAD COMPANIES from the above prices, and agents solicited for the sale of their manufactures.
For further particulars see the new Illustrated and Price Catalogue of the ALBANY AGRICULTURAL WORKS, furnished gratis on application to the proprietors.

EMERY BROTHERS,
No. 62 & 64 State st.,
ALBANY, N. Y.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, October 4, 1862.

The Pacific Railroad.

We have in various preceding numbers of this Journal advocated the Pacific Railroad as one of the greatest and most important projects of the age. We hazard nothing in saying that its construction is only a question of time, and even the day of its completion may be fixed as an event of 1872. The truth is, that at the meeting of the Corporators at Chicago where the subject was fully and ably discussed by an assemblage of gentlemen, from the loyal states, every way competent to its discussion, when the most valuable and precise information was given by those who were familiar with every mile of the distance, when such men as Genl. Curtis, Gov. Evans, Dr. Monell, Governor Dennison, of Ohio, and others equally distinguished, gave their testimony as to the facilities of construction, the fertility of the numerous great valleys it was to open, and the rich and inexhaustible ores its deep cuttings in the mountains were to disinter, the Convention came quite unanimously to the conclusion, that the road was practicable and indispensable, would be remunerative, and should be made.

Nor was this determination changed when it was ascertained that the late General Lander had said, he would undertake to build an ordinary railway over hundreds of miles of the Eastern section for six thousand dollars per mile, nor when a member of the Convention openly asserted there were contractors, ready to build the whole line for the sum for which the Government had given its credit and was to issue bonds. After such demonstrations as these, there could be but one opinion among the Corporators as to the immediate feasibility of construction. Those who at first had talked despondingly of the financial wants of the Country and proposed to appeal to Congress for further aid, abandoned all such ideas, and came to very different conclusions before they adjourned.

An interesting development was made in relation to the Governmental surveys while Jefferson Davis was Secretary of War. It appears that under his positive instructions the routes to be explored were designedly such as to discourage if possible the idea of their practicability, and that those which would have been found practicable were purposely avoided. A shorter line it is believed, approaching somewhat to an air line, may yet be traced which will only require a short tunnel to overcome the most difficult grades in the mountains, not so difficult as that now being made at Mount Cenis in the Alps. Instead of a road eighteen hundred miles long, we may very probably have one not more than thirteen or fourteen hundred, and this is therefore a work which several of the States could build with their own resources. We are not all of us aware what California now is and what she is destined to be. We find in the elaborate speech of Mr. DeWitt Bloodgood, delivered before the Corporators, this interesting statement, which actually falls short of the truth.

"Sprung originally, like another Minerva, from the brain of the American Jove, California could, after a few years, build this road alone. According to the government survey she possesses four hundred thousand square miles of territory, which would give eight States as large as New York, fifty as large as New Jersey, and fifty seven as large as Massachusetts. With a population equal per square mile to that of New Jersey, California would support eighteen millions of inhabitants; if equal to New York, twenty millions; and if equal to Massachusetts, forty millions."

Perhaps the greatest apprehension is to arise from the method in which the final organization is to be effected. As the matter now stands, it seems quite evident, that the Government credit being large, but little outside subscription will be necessary. By the act of Congress, when two millions are subscribed and ten per cent. is paid in, the work may proceed, and when the first forty miles are finished, sixteen thousand dollars per mile will be advanced by the Government to the Company in its bonds. If, as is now supposed by many competent judges, the road can be made with these government advances, no more than the ten per cent will be called in, at least not for the present. Those parties then who advance this $200,000 will have the control, the manipulation of these bonds, the management of many millions, an enormous patronage, extensive contracts and the sale of the ceded lands. Thus an immense power will be in the hands of the representatives of a very small capital, and as our Wall street operators have a keen relish for such transactions, we should not be surprised, if a combination was made for the purpose of just such a speculation. It is to be hoped that the subscription will be so large as to render the attempt impossible.

The financial condition of the Country at this moment is favorable rather than otherwise to the construction of this road. One or two millions of dollars are expended every day by the Government; it is in the hands of the people, and largely accumulating there. It will find its way into innumerable forms of investment. Thousands will be willing to place some money in the stock of the Company, from patriotic and other motives, indifferent as to the immediate personal results. They know it will vastly benefit the trade and commerce of the Country, populate the fertile valleys of the Platte and other great rivers, that it will add to our agricultural products, give rise to new towns, cities and states, that it will change the route of traffic with the East, deprive Europe of its advantage of position in that intercourse, make New York the clearing house of the world, and bring forth the treasures of the Sierras in inexhaustible quantities. Convictions like these in the minds of the industrious and enterprising people of the North must lead them to give the project a great and united support. We therefore see nothing which can prevent the construction of the road. It is feasible, it will be remunerative,

it is National, it connects two great Oceans, it will change the face of human affairs. All the labor will be at hand, when our gallant soldiers return from their camps and field works, to plunge their spades into peaceful trenches, and pile up embankments, behind which they will only meet friends. In short the whole affair wears the most favorable aspect, and the energy shown in its preliminary organization amid the trials and struggles of civil war, are a proof of the indomitable and sublime spirit which inspires the American heart. We hope that our calumniators abroad will mark this trait in our characters, if they falsify all our other good ones.

Union Pacific Railroad Company.

The following is a correct list of the Corporators of the "*Union Pacific Railroad Company*," with their residences:

MAINE.

James Dunning,	Bangor.
John M. Wood,	Portland.
Edwin Noyes,	Waterville.
Joseph Eaton,	Winslow.

NEW HAMPSHIRE.

Joseph A. Gilmore,	Concord.
Chas. W. Woodman,	Dover.

VERMONT.

Henry H. Baxter,	Derby Line.
Geo. W. Collamer,	Montpelier.
Henry Keyes,	Newbury.
Thos. H. Canfield,	Burlington.

MASSACHUSETTS.

Wm. H. Swift,	Boston.
Samuel T. Dana,	Boston.
John Bertram,	Salem.
Franklin S. Stevens,	Boston.
Edward R. Tinker,	North Adams.

RHODE ISLAND.

Walter S. Burgess,	Providence.
William P. Blodget,	Providence.
Benj. H. Cheever,	Washington.
C. Fosdick Fletcher,	Washington.

CONNECTICUT.

Augustus Brewster,	Norwich.
Henry P. Haven,	New London.
Cornelius S. Bushnell,	New Haven.
Henry Hammond,	West Killingly.

NEW JERSEY.

Ephriam Marsh,	Jersey City.
Charles M. Harker,	Mount Holly.

MARYLAND.

Thos. Swan,	Baltimore.
Chauncey Brooks,	Baltimore.
Edward Wilkins,	Baltimore.

NEW YORK.

Isaac Sherman,	New York.
Dean Richmond,	Batavia.
Royal Phelps,	New York.
William H. Ferry,	Utica.
Henry A. Paddock,	
Lewis J. Stancliff,	Elmira.
Chas. A. Secor,	New York.
Samuel R. Campbell,	Castleton.
Alfred E. Tilton,	New York.
John Anderson,	New York.
Azariah Boody,	New York.
John S. Kennedy,	Chicago, Ill.
H. Carver,	New York and Washington.
Joseph Field,	Rochester.
Benj. F. Camp,	New York.
Orville W. Childs,	Syracuse.
Alexander J. Bergen,	Brooklyn.
Ben. Holliday,	New York.
D. N. Barney,	New York.
S. De Witt Bloodgood,	New York.
William H. Grant,	New York.
Thos. W. Olcott,	Albany.
Samuel B. Ruggles,	New York.
James B. Wilson,	New York.

PENNSYLVANIA.

Jno. Edgar Thomson,	Philadelphia.
Benj. Haywood,	Pottsville.
Joseph H. Scranton,	Scranton.
Joseph Harrison,	Philadelphia.
Geo. W. Cass,	Pittsburgh.
John H. Bryant,	Princeton, Ill.
Daniel J. Morell,	Johnstown.
Thomas M. Howe,	Pittsburgh.
William F. Johnson,	Pittsburgh.
Robert Finney,	Pittsburgh.
John A. Green,	Lewisburg.
E. R. Myre,	Philadelphia.
Charles F. Wells, Jr.,	Athens.

OHIO.

Noah L. Wilson,	Chillicothe.
Amasa Stone,	Cleveland.
William H. Clement,	Cincinnati.
S. S. L'Hommedieu,	Cincinnati.
John Brough,	Cleveland.
Wm. Dennison,	Columbus.
Jacob Blickinsderfer,	Trenton.

INDIANA.

Charles Paine,	Laporte.
Thomas A. Morris,	Indianapolis.
David C. Branham,	Madison.
Samuel Hanna,	Fort Wayne.
Jonas Votaw,	Jay Court House.
Jesse L. Williams,	Fort Wayne.
Isaac C. Elston,	Crawfordsville.

ILLINOIS.

Wm. B. Ogden,	Chicago.
Charles G. Hammond,	Chicago.
Henry Farnum,	Chicago.
Amos C. Babcock,	Chicago.
W. Selden Gale,	Canton.
Nehemiah Bushnell,	Galesburg.
Lorenzo Bull,	Quincy.

MICHIGAN.

John D. Campbell,	Adrian.
R. N. Rice,	Detroit.
Chas. A. Trowbridge,	Detroit.
Ransom Gardner,	Detroit.
Charles W. Penny,	Jackson.
Charles T. Gorham,	Marshall.
Willard M. McConnell,	Pontiac.

WISCONSIN.

William Bunn, Jr.,	Madison.
John Catlin,	Milwaukee.
Levi Sterling,	Mineral Point.
Geo. A. Thomson,	Racine.
Elihu L. Phillips,	Fond du Lac.
Walter D. McIndoe,	La Crosse.
T. B. Stoddard,	La Crosse.
E. H. Brodhead,	Milwaukee.
A. H. Virgin,	Plattville.

MINNESOTA.

Francis R. E. Cornell,	Minneopolis.
David Blakely,	Rochester.
A. D. Seward,	Mankeato.
Henry A. Swift,	St. Peter.
Dwight Woodbury,	Anoka.
John McKusick,	Stillwater.
John R. Jones,	Chatfield.

IOWA.

William F. Coolbaugh,	Chicago, Ill.
Lucius H. Langworthy,	Dubuque.
Hugh T. Reid,	Keokuk.
Hoyt Sherman,	Des Moines.
Lyman Cook,	Burlington.
Samuel R. Curtis,	Keokuk.
Lewis A. Thomas,	Dubuque.
Platt Smith,	Dubuque.

MISSOURI.

William M. McPherson.	St. Louis.
R. W. Wells,	Jefferson City.
Willard P. Hall,	St. Joseph.
Armstrong Beatty,	St. Joseph.
John Corby,	St. Joseph.

KENTUCKY.

Franklin Gorin,	Louisville.
Laban J. Bradford,	Augusta.
John T. Levis,	Covington.

KANSAS.

W. H. Grimes,	Atchison.
J. C. Stone,	Leavenworth.
Chester Thomas,	Topeka.
John Kerr,	Leavenworth.
Werter R. Davis,	Baldwin City.
Luther C. Challis,	Atchison.
Josiah Miller,	Corinth.

NEBRASKA.

Gilbert C. Monell,	Omaha.
Augustus Kountz,	Omaha.
T. M. Marquette,	Platsmouth.
Wm. H. Taylor,	Nebraska City.
Alvin Saunders,	Omaha.

COLORADO.

John Evans,	Denver.

NEVADA.

John Atchison,	Virginia City.
John D. Winters,	Virginia City.

CALIFORNIA.

S. J. Hensley,	San Francisco.
Peter Donahue,	San Francisco.
C. P. Huntington,	Sacramento.
T. D. Judah,	Sacramento.
James Bailey,	Sacramento.
James T. Ryan,	San Francisco.
Chas. Hosmer,	San Francisco.
Charles Marsh,	Nevada.
D. O. Mills,	Sacramento.
Samuel Bell,	Mariposa.
Louis McLane,	San Francisco and New York City.
George W. Mowe,	Sacramento.
Chas. McLaughlin,	San Francisco.
Timothy Dame,	Sacramento.
John R. Robinson,	San Francisco.

OREGON.

Wm. S. Ladd,	Portland.
A. M. Berry,	Jacksonville.
Benj. F. Harding,	Salem.

Appointed by the Secretary of the Interior.

Samuel J. Tilden, of New York,	New York.
H. V. Poor, of New York,	New York.
Wm. D. Griswold, of Indiana,	Terre Haute.
R. W. Latham, Dist. of Columbia,	Washington.
O. M. Wozencraff, of California,	San Francisco.

Pittsburg, Fort Wayne & Chicago Railway.

The earnings of this road for seven months ending July 31, 1862, were:

From freight	$1,309,581 33
" express	18,200 00
" passengers	495,269 29
" mail	54,775 00
" rent of railway	49,583 31
" miscellaneous	6,279 70
	$1,933,788 63

And the expenses were:

Conducting transp	$280,335 45	
Motive power	359,794 59	
Maintenance of way	299,593 08	
" cars	99,188 89	
General expenses	34,707 38	
		1,078,619 39
Net earnings for seven months		$860,169 24
Seven months int'r'st on funded debt		526,678 83
Net surplus		$333,490 41

The expenditures on account of construction and equipment for the seven months ending July 31, 1862, were: On the Eastern division, $309,773 40; and on the Western division, $443,391 31—total $743,964 79: an increase, as compared with the previous month's account, of $32,255 75.

The earnings by months have been as follow:

January	$293,420 30	May	$277,008 60
February	274,257 76	June	261,209 74
March	295,778 02	July	249,419 01
April	282,695 20		
Total for seven months	$1,933,788 63		

INCOME ACCOUNT, JULY 31, 1862.

Balance to credit January 1, 1862..		$239,919 17
Discount on $1,000 Bridge bonds of O. and P. R. R. Co., redeemed by trustees		1,200 00
Earnings for seven months		1,933,788 63
		$2,174,907 80
Two months' interest due January 1, 1862, on $100,000 Construction bonds given for depot property in Pittsburg		$1,166 66
Six months' interest due May 1, on Bridge bonds, O. and P. R. R. Co.		6,790 00
Six months' interest due May 1, on Chicago depot bonds		10,509 39
Six months' interest due July 1, on first Mortgage bonds, series A		30,625 00
Six months' interest due July 1, on $100,000 Construction bonds		3,500 00
Equalization of interest on the several classes of 1st and 2d Mortgage bonds		107,644 18
Expenses of trusteeship and re-organization		92,290 12
Balance of general interest account.		4,380 12
Discount on currency		519 43
Taxes of 1861, due this year and 1863		13,733 31
Overcharges on freight refunded		6,434 25
Expenditures on account of construction and equipment for 7 months.		743,964 79
Expenditures on account of operation and maintenance of the line for seven months		1,073,619 39
Balance to credit July 31, 1862		79,731 16
		$2,174,907 80

GENERAL STATEMENT.

Present cost of railway, equipment, structures, etc		$16,585,120 13
Cost of supplies for current operations		353,187 74
Due from other companies		63,282 75
Cash remitted by agents, and conductors, *in transitu*..	$39,426 81	
U. S. Post office	27,107 79	
Station agents, etc.	67,122 45	
U. S. War Department.	17,433 54	
J. F. D. Lanier, trustee.	157,359 90	
Wm. B. Ogden, rec'ver.	65,132 06	
Other assets	5,433 26	
		379,015 81
Cash in hands of treasurer		260,159 63
" " N. Y. Agency		149,123 77
" " paymaster		4,405,80
		$17,794,295 63
Capital stock		$4,487,495 87
Funded debt (See Bond List)		12,935,173 00
Due to other companies		63,007 97
Miscellaneous liabilities		15,663 61
Due for current expenditures in July and prior		213,264 02
Balance to credit of income account.		79,731 16
		$17,794,295 63

All the bonds bear interest at the rate of 7 per cent per annum, with the exception of Chicago Depot bonds, of which $39,410 are at 8, and the remainder at 6 per cent interest.

Champlain and St. Lawrence Railway.

At a meeting of the stock and bondholders of this company at Montreal, Canada, it was reported by a committee that they had obtained subscriptions to the preferred stock to the amount of £40,000 sterling, enabling the company to comply with the act passed by Parliament, and preventing a foreclosure by the bondholders. The new stock bears ten per cent. per annum, as dividend. Some expressions of dissent from the arrangement were made by persons present; but a resolution thanking the committee finally prevailed.

Commerce of Cincinnati.

The annual statement of the commerce of Cincinnati, for the year ending August 31st, has just been published. The introductory portion is devoted to a review of the political and financial events of the fiscal year. It is gratifying to find that, notwithstanding the many drawbacks and reverses experienced, the business done in breadstuffs, pork and cured meats has been larger than was ever before witnessed in the place, as have been the receipts and shipments of merchandize, including dry goods. The grocery business has been large, and on the whole profitable, in spite of the disappearance of Louisiana products from the market; but this has been accompanied by a decided reformation in the terms on which trade is now conducted. The system of giving long credits, with all its hazards and immoralities, has been broken up, and cash or short time is now the invariable rule.

In the manufactures of wood and iron a large falling off is reported. The exports of cabinet ware are now only a vestige of their former greatness. There is also a decline in the boot and shoe business, crockery, hardware, butter, molasses, castings, white lead, and a few other articles; on the other hand, domestic liquors, grains, beef, cattle, pork, flour, fish, hay, leather, &c., show large gains as compared with 1860–1. In spite of the vast transactions in breadstuffs, it is noticed that there was no speculative movement in them, the prices being steady or slowly advancing as the foreign demand improved. The total weight of the pork and lard exported during the year was equal to that of two millions of hogs. That there should arise such an immense demand for these abroad in such a commercial crisis is one of the many remarkable phenomena presented during the war.

Attention is directed to the tax imposed by Congress on whiskey, the effect of which was for a time to stimulate its production to an unusual extent. "All the distilleries were taxed to their utmost capacity and running all the time to meet the demand."

River navigation has been greatly favored during the year by the unusually high stage of water in the Ohio; but comparatively little business was done on the river, and rates of freight ruled low. As soon as the spring opened the railroads were crowded, and ever since they have been unable to accommodate the immense volume of freight offering. Consequently, the rates have been unusually high all summer. The number of steamboats running on the river from Cincinnati is 186, with a tonnage of 46,435 tons. Of barges there are 38 in all, with a capacity of 6,077 tons. During the year six new steamers, carrying 1,754 tons, were built at that place. These are independent of the steam gun boats constructed for the government, which were also six in number. It is worthy of notice that since 1855 there has been a regular decrease in the number of steamboats running between Cincinnati and other ports. In that year the aggregate was 365, last year it had gone down to 225. The number of steamboat arrivals was only 2,868, against 3,887, in 1853–4.

The annexed statement shows the value of the principal imports into Cincinnati during the years ending August 31, 1861 and 1862:

	1862.	1861.
Apples, green	$19,606	$152,576
Ale, Beer and Porter	21,444	22,207
Buffalo Robes	106,782	135,641
Beef	14,126	20,437
Bagging	19,455	2,924
Barley	178,136	300,317
Beans	78,520	25,304
Butter	233,569	538,475
Blooms	27,020	33,300
Boots and Shoes	1,048,649	1,453,005
Bran, Middlings, etc.	113,464	114,819
Crockery Ware, etc.	83,700	162,050
Candles	54,924	21,970
Corn	532,932	459,158
Cider	3,715	9,695
Cheese	250,666	431,003
Cotton	4,750,720	7,137,390
Coffee	3,744,904	3,373,343
Cooperage	142,762	121,169
Cattle	2,160,528	2,475,685
Cement and Plaster	26,100	30,800
Eggs	105,858	235,700
Flour	2,490,039	2,256,847
Feathers	194,880	167,220
Fish	163,535	289,547
Fruits, dried	159,605	114,605
Grease	246,312	121,712
Glass	78,932	93,866
Glassware	149,067	158,195
Hemp	550,600	148,900
Hides	640,900	763,135
Hardware	1,240,470	782,620
Hay	157,113	91,556
Hogs	3,643,212	6,396,672
Hops	77,740	70,680
Horses	5,174,520	1,234,700
Iron and Steel	815,492	937,706
Iron, Pig	663,656	590,800
Lead	234,156	297,229
Lard	1,976,028	1,169,189
Leather	472,396	296,820
Lemons	55,860	14,864
Lime	44,200	72,429
Liquors	148,010	221,400
Merchandise and Sundr's	37,415,000	34,230,000
Merchandise	6,555,880	3,174,400
Molasses	349,840	860,376
Malt	76,548	56,122
Nails	411,186	398,316
Oils	480,500	870,980
Oranges	53,948	51,636
Oakum	66,024	34,336
Oats	401,685	226,381
Onions	5,533	15,888
Pork and Bacon	2,453,740	2,616,783
Potatoes	137,187	127,292
Pimento Pepper, etc.	55,200	37,008
Rye	98,874	78,754
Raisins and Figs	35,137	67,607
Rope, Twine, etc.	76,968	79,056
Rice	408,870	148,995
Sugar	3,993,645	3,559,270
Seed	205,683	310,665
Salt	529,557	247,594
Shot	72,696	47,120
Starch	119,516	56,540
Sheep	54,906	49,592
Stearine	24,224	18,853
Tea	886,745	672,375
Tobacco	7,170,288	2,372,690
Tallow	175,230	145,640
Turpentine	51,090	89,320
Wines	247,350	204,562
Wheat	1,770,434	1,129,007
Wool	208,746	119,680
Whisky	3,437,088	2,233,313
Yarns, Cotton	8,040	13,546
Oil, Coal	127,812	.....
Do. Petroleum	39,463	.....
Lumber	687,500	800,000
Coal	480,000	882,000
Shingles	87,500	93,000
Coopers' Stuff, Wood and Stone estimated	521,000	525,000
Tar, Pitch and Rosin	17,707	32,279
Total	$108,292,823	$90,598,136

Below we give a statement of the value of exports from Cincinnati during the same periods:

	1862.	1861.
Apples, green	$52,245	$78,206
Alcohol	944,280	651,915
Ale, Beer, and Porter	79,480	80,640
Buffalo Robes	100,940	151,330
Beef	320,013	184,684
Bagging	2,605	2,540
Barley	31,539	41,255
Beans	76,776	28,377
Brooms	13,932	29,035
Butter	66,155	383.947
Bran, Shorts, &c.	36,481	51,994
Boots and Shoes	260,211	516,107
Crockery Ware, &c.	34,788	66,606
Chairs	86,144	130,416
Candles	1,598,980	829,404
Corn	135,504	139,993
Corn Meal	5,214	4,323
Cheese	154,919	333,390
Cotton	4,317,600	6,874,075
Coffee	3,528,256	2,294,502
Cooperage	227,874	121,370
Cattle	1,361,086	1,171,098
Cement and Plaster	7,274	7,100
Eggs	44,051	100,690
Flour	1,879,141	2,026,468
Feathers	294,960	218,348
Fish	80,516	97,691
Fruit, dried	94,262	50,052
Furniture	507,964	3,372,106
Grease	124,832	40,562
Glass	23,740	31,551
Glassware	25,080	18,515
Hemp	434,160	65,625
Hides	608,857	648,050
Hardware	102,760	312,900
Hay	105,834	28,604
Hogs	60,550	228,888
Hops	19,180	29,240
Horses	5,783,280	1,395,900
Iron and Steel	1,125,796	1,134,396
Do. Pig	148,456	128,575
Lard	3,035,528	2,450,938
Leather	548,298	411,468
Lime	3,597	5,191
Molasses	456,944	673,088
Malt	93,789	124,693
Nails	238,824	272,244
Oil	1,929,345	1,883,105
Oats	135,255	40,293
Oil Cake	16,150	44,975
Onions	3,393	10,745
Pork and Bacon	5,218,250	6,700,187
Potatoes	13,882	88,871
Rye	37,773	33,156
Rope, Twine, &c	56,712	90,975
Sugar	2,643,930	2,343,510
Seed, Flax	7,409	2,484
Seed	66,948	195,975
Soap	341,061	209,508
Salt	256,712	160,027
Starch	166,875	93,130
Sheep	14,866	13,200
Sundry Mdse	23,472,840	20,904,640
Do Liquors	744,380	296,370
Do Manufacturers	167,005	69,652
Spices	11,407	6,820
Tobacco	7,331,896	2,464,296
Tallow	257,920	148,680
Vinegar	43,228	30,240
Wines	361,836	48,204
Wheat	112,564	525,065
Wool	264,925	159,453
Whiskey	1,906,528	1,813,143
White Lead	97,231	102,942
Castings	397,442	548,482
Total	$76,449,862	67,023,126

Coming down to the several items of the trade of Cincinnati, we find that the stoppage of all demand from the South, coupled with an unusually large "crop" of hogs last year prevented the making of any contracts with foreign buyers until after the beginning of November. Though the English and Irish buyers purchased freely, the price was the lowest average for twenty years. The packing season did not end till February, and in some places not until the first week in April. The total number of hogs packed in the city was 474,467, with an average weight of 224⅔ lbs., against 433,799 the year before, and weighing on the average, 221 lbs. each. The statistics published, cover a period of 31 years, and show a steady increase since 1833, when the aggregate reached 85,000 hogs. Had there been no war, it is considered probable the whole number packed would have approached three quarters of a million. The report adds:—

But the number of hogs packed here in any season represents but a portion of the pork business done in this city; for, not only is the product of the hogs slaughtered and cured here disposed of in this market, but likewise the product of those packed at numerous places in this State, Indiana and Kentucky, and also many places in southern Illinois. By examining our statistics of imports, it will be seen that during the past year there were received here in round numbers 29 million pounds of lard, and 51 million pounds of pork and bacon, making in all 80 million pounds, which, at 200 pounds per hog, is equal to 400,000 hogs, which, being added to the number packed here last winter, makes the whole number 875,000, equal to 175 million pounds, and is nearly one-third of the entire number packed in the western States, not including those shipped to the Atlantic cities.

Cincinnati is becoming a place of some importance for her beef cattle. The greater portion of her supplies comes in by the railroads. The abundance of grass last year made prices rather low in spite of the Government demands. Compared with the average of the three previous years, the imports of beef cattle show a decrease, while the exports show an increase. The number of the former was 37,904, and of the latter 23,467. In the products of the dairy the imports and exports have been much smaller in amount and lower in price than in any year since 1855, owing to the absence of a Southern market. Of butter only 248 barrels and 9,262 kegs were exported, against 2,385 and 32,046, respectively, the year before. Cheese shows a smaller decrease, but one sufficiently large nevertheless.

For alcohol there has been an improved demand in Europe, with an increase in the manufacture. The quantity exported in 1861–2 was the largest sent off since it was produced in the city excepting 1858. We have already referred to the influences at work in stimulating the production of whiskey. From 13½ cents per gallon, in August, 1861, the price gradually rose to 28 cents in June last. The total receipts during the year are put at 492,000 barrels of 45 gallons each, and 25 per cent overproof. The exports were 238,000 barrels, averaging about 15 per cent overproof. The stock on hand is estimated at 138,533 barrels, less the city consumption. This may be increased at any time by larger stocks held in the vicinity of the city. The trade in barley and malt fell off largely; but inasmuch as the year's crop has been a short one, the market has closed quite buoyantly. Total imports for the year, 323,884 bushels; exports, 21,026 bags.

In the manufacture of articles of clothing numerous fluctuations are reported. That of boots and shoes fell off largely, but subsequently revived. The number of hands engaged in the trade has slightly increased. In clothing an immense business has been done, particularly for the United States army. In dry goods, notwithstanding the overthrow of the credit system, the trade has been found nearly up to any former year; in the exports it is greatly ahead. A larger district of country than usual became tributary to Cincinnati as a market, and this with the army demand fully made up for Southern losses.

The war has exercised a deleterious influence in the production of iron; still, the consumption of that material for cannon, shot, and shell has been considerable; and bar iron has been used quite largely in the manufacture of wagons. The trade has been reduced to a cash basis. With the high scale of duties now established, an excellent opportunity to carry on the iron business is afforded.

In sugar a better business has been done than was expected, with higher prices ruling as the year advanced. The same remark applies to coffee, the government being a large purchaser. In spite of the army consumption, however, the falling off in the consumption of both articles has been very great.

All the crops, oats and barley excepted, have been unusually abundant the present season, added to which was a large stock of old grain from 1861, giving a larger product for exportation than at any time previously, as well as supplying abundance of cheap food to our own population.

The Laws of Maryland as to the Killing of Cattle by Railroad Trains.

WHERE CATTLE ARE KILLED BY TRAINS, THE STATUTE LAW IMPUTES NEGLIGENCE TO THE COMPANY, AND THE ONUS IS UPON THEM TO DISPROVE IT. WHEREIN THE STATUTE HAS, AND HAS NOT CHANGED THE COMMON LAW.

This action was brought by one Keech, against the Baltimore and Washington R. R. Co., in the Circuit Court of Prince George's county in the State of Maryland, to recover the value of two horses and one mule killed on the Washington Branch of the Baltimore and Ohio Railroad.

At the trial of the cause, the plaintiff offered evidence showing that the defendants, as charged in the plaintiff's declaration, killed the mule and horses by collision of the cars on the defendant's track, and the value of the property, and also evidence tending to show that the horses and mule were upon the track without any fault on his part, but that they were killed through the negligence of the conductor and engineer having charge of the train which caused the loss. The defendants then offered evidence tending to show the use of the greatest care and diligence on the part of its agents.

Certain instructions were given by the court, to which both parties excepted. A verdict and a judgment were rendered in favor of the defendants, and the plaintiff then appealed to the Court of Appeals of Maryland. The Court held that by the common law in order to maintain an action against a railroad company for injury to stock, it was incumbent on the plaintiff to prove that the damage resulted from the fault or negligence of the defendant or its agents; this has been changed by the Acts of Assembly of the State of Maryland, which cast the *onus* of proof on the defendant. But the well settled principle of common law, that a plaintiff is not entitled to recover[illegible]

injuries to which his own fault or negligence has directly contributed, is not abrogated.

The following opinion was rendered at the decision of the case.

BARTOL J. In the case of the *Baltimore and Ohio R. R. Co., vs. Lamborn*, we adverted to the well settled principle of the common law, that a plaintiff is not entitled to recover for injuries to which his own fault or negligence has directly contributed, and we said that this rule applies as well to suits against railroad companies as private individuals, and is not abrogated by the acts of 1838, ch. 244, and 1846, ch. 346. To adopt the construction of these acts, contended for by the appellant, would entitle a party to recover damages for stock killed by a railroad train, although it should be shown that the accident resulted from the grossest carelessness on his part, or that he voluntarily turned them loose upon the railroad track when a train was passing. We cannot impute such intention to the Legislature, nor can it be found in any reasonable construction of the acts of Assembly. It is a cardinal rule of interpretation, that "Statutes are to be construed in reference to the principles of the common law, for it is not to be presumed that the Legislature intended to make any innovation upon the common law further than the case absolutely required. The law rather infers that the act did not intend to make any alteration, other than what is specified, and besides what has been plainly pronounced.

Guided by this rule of interpretation, we can give no other construction to these Acts of Assembly than that which we have heretofore declared. They leave the question of negligence, on the part of the plaintiff, where it was at the common law, and do not confer upon a party, who is himself a wrong doer, the right to obtain redress for the consequences of his own negligence or misconduct. By the common law in order to maintain an action like the present, it was incumbent on the plaintiff to prove that the damage complained of, resulted from the fault or negligence of the defendant or its agent. This has been changed by the Acts of Assembly. They cast the *onus* of proof on the defendant. When stock is killed by a railroad train, the law imputes negligence to the agents of the company, and in order to exempt itself from liability, it must be shown that the damage complained of was "the result of unavoidable accident." In construing these words of the act, we will remark, that we do not understand the Legislature as intending to interfere with the time-tables of the company, or to limit the rate of speed for the trains. While the act leaves to the company the full exercise of its rights in this respect, it imposes upon them the duty of exercising the highest decree of care and caution. These principles were announced in *Lamborn's case*, in which this court said, the question of the fault or negligence of the plaintiff, was a subject proper to be passed upon by the jury.

As some erroneous impressions appear to have grown out of the decision of that case, it may not be amiss to advert to some of its facts, which distinguish it from the case now under consideration. The record disclosed that Lamborn was the owner of land adjoining the railroad, that the horse was standing on the line of the road, near the track, and as the cars approached, he ran upon the track, and was overtaken and killed by the locomotive. No explanation was given of the circumstance, or any evidence to show that the horse was in charge of any one, or to relieve the plaintiff from the imputation of negligence, which might be presumed from the facts of the case. * * * *

Upon the evidence in this case (already stated,) we think the prayer asked by the plaintiff, correctly stated the law, and ought to have been granted; but the judgment would not be reversed on account of its rejection, because the same proposition was embraced in the fourth instruction given to the jury. We find no error in the first instruction given by the Circuit Court. These instructions (the 1st and 4th,) submitted to the jury the question of negligence on the part of the plaintiff, as well as on the part of the defendant, which was a proper subject for them to pass upon.

We think there was error in the second instruction, there being no evidence in the cause on which it was based. A similar prayer in Lamborn's case was ruled good, because there was evidence to support it.

The third instruction was also erroneous, because as interpreted by the appellant, it directed the jury that the defendant was not responsible, if the horses and mule were on the track of the railroad without any fault or negligence of the defendant or its agents; in the absence of fault or negligence on the part of the plaintiff, the exemption of the company depends upon its being proved that the collision took place without any fault or negligence on the part of its agents. This third instruction appears to have been copied from the fourth prayer in Lamborn's case. But when that case was under consideration, the 4th prayer did not receive either from the counsel who argued the case, or from the court, the construction which has been given to it by the appellant, in his argument here. It was construed as if the words "without the fault or negligence of the defendant," were meant to apply to the killing, and not to the horses being on the track; by transposing those words, or by a change in the punctuation, they might be so construed, and then the prayer would be free from objection.

It is plain, however, that the phraseology of the third instruction in the record before us, is susceptible of the interpretation put on it by the appellant, and calculated to mislead the jury. * * Judgment reversed and a new trial ordered.

Manufactures in the United States.

The annexed table, from the "Preliminary Report on the Eighth Census" gives the Statistics of Progress of Industry in the United State during the year ending June 1, 1860:

States and Territories	No. of Establishments.	Capital invested, in real and personal estate, in the business.	Raw Material used, including fuel. Value.	Average number of Hands employed. Males.	Females.	Annual Products. Value.
Maine	3,582	$22,000,000	$20,861,452	25,000	14,710	$36,076,000
New Hampshire	2,582	25,900,000	24,400,000	19,200	16,900	45,500,000
Vermont	1,501	9,500,000	8,110,000	8,940	1,860	16,000,000
Massachusetts	7,766	133,000,000	141,000,000	148,800	68,300	266,000,000
Rhode Island	1,160	23,300,000	23,400,666	21,200	12,000	47,500,000
Connecticut	2,923	45,720,000	40,140,000	44,160	21,620	83,000,000
In New England	19,514	$259,420,000	$257,911,452	267,300	135,390	$494,076,000
New York	23,236	$175,449,206	$209,899,890	174,059	47,422	$379,623,000
Pennsylvania	21,100	189,000,000	145,300,000	185,141	38,000	285,500,000
New Jersey	4,060	40,000,000	42,660,000	114,660	13,044	81,000,000
Delaware	564	5,360,000	5,375,000	5,332	860	9,920,000
Maryland	2,980	51,800,000	21,900,000	20,800	20,100	42,576,000
District Columbia	424	2,660,000	2,801,000	2,556	403	5,512,000
In Middle States	52,364	$464,259,206	$427,875,890	502,548	119,829	$804,131,000
Ohio	10,710	$58,000,000	$70,000,000	69,800	11,400	$125,000,000
Indiana	5,120	18,875,000	27,360,000	20,600	710	42,250,000
Michigan	2,530	24,000,000	19,000,000	22,860	1,260	35,200,000
Illinois	4,100	27,700,000	33,800,000	23,500	870	56,750,000
Wisconsin	3,120	16,580,000	17,250,000	16,320	770	28,500,000
Minnesota	565	2,400,000	2,060,000	2,215	15	3,600,000
Iowa	1,790	7,500,000	8,500,000	6,475	102	14,900,000
Missouri	2,800	20,500,000	24,000,000	20,130	1,200	43,500,000
Kentucky	3,160	20,000,000	21,380,000	20,580	1,460	36,330,000
Kansas	299	1,063,000	669,269	1,719	....	2,800,000
Nebraska	107	271,475	238,225	331	8	582,000
In Western States	34,301	$196,889,475	$224,257,494	204,530	17,795	$390,412,000
Utah	152	$412,126	$398,528	348	9	$23,000
California	3,505	23,682,593	16,558,636	23,803	463	59,500,000
Oregon	300	1,293,000	1,452,000	996	10	3,138,000
Washington	52	1,296,700	505,000	886	4	1,405,000
New Mexico	86	2,081,900	432,000	949	30	1,165,000
In Pacific States	4,095	$28,766,319	$19,346,164	26,982	516	$66,031,000
Virginia	4,890	$26,640,000	$30,880,000	33,050	3,540	$51,300,000
North Carolina	2,790	9,310,000	9,860,000	11,760	2,130	14,450,000
South Carolina	1,050	5,610,000	3,620,000	6,000	600	6,800,000
Georgia	1,724	11,160,000	10,000,000	9,910	2,180	13,700,000
Florida	180	6,675,000	965,000	2,310	170	2,700,000
Alabama	1,117	8,260,000	4,400,000	6,620	1,140	9,400,000
Louisiana	1,710	7,110,000	7,380,000	7,610	80	15,500,000
Texas	910	3,850,000	2,770,000	3,360	110	6,250,000
Mississippi	860	3,740,000	2,460,000	4,540	150	6,000,000
Arkansas	375	1,040,000	909,000	1,520	35	2,150,000
Tennessee	2,420	17,270,000	9,365,000	11,960	1,135	17,100,000
In Southern States	18,026	$100,665,000	$82,609,000	98,640	11,470	$145,350,000
Total	128,000	$1,050,000,000	$1,012,000,000	1,100,000	285,000	$1,900,000,000

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds } Under Act 15th April, 1842	$2,833,364	6	1862	103¼
Coupon Bonds... }		6	1862	103½
Registered Bonds } Under Act 28th June, 1847	9,415,250	6	1867	99½
Coupon Bonds... }		6	1867	100
Registered Bonds } Under Act 31st December, 1848	8,908,842	6	1868	99
Coupon Bonds... }		6	1868	100
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	95
Registered Bonds } Under Act 14th June, 1858	20,000,000	5	1874	91
Coupon Bonds... }		5	1874	91
Registered Bonds } Under Act 22d June, 1860	7,022,000	5	1871	90½
Coupon Bonds... }		5	1871	91
Coupon Bonds (Oregon War Debt), Under Act June, 1861	307,900	6	1881	99¼
Registered Bonds } Under Acts 8th Feb. and 17th July, 1861	50,000,000	6	1881	102½
Coupon Bonds... }		6	1881	103½
Treasury Bonds (coupon) } Under Acts 17 J'y & 5 Aug '61	55,000,000	7 3	1864	104½
Treasury Bonds (coupon) }	53,600,000	7 3	1864	104½
Registered Bonds } Under Act 25th February, 1862; re-	20,000,000	6	1882	----
Coupon Bonds... } deemable at pleasure after 5 years		6	1882	----
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	7,757,600	6	2 y'rs	120¼
Under Acts 2 Mar. '61, & 17 Mar. '62 } convert. into 20	10,000,000	---	Dem.	----
Under A's 17 Ju. & 5 Au.'61 & 17 Ma.'62 } y'r b'ds due '81	50,000,000	---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	----------	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	50,000,000	5	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	100,000,000	6	1 year	99⅛
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	109
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	107
Georgia—Coupon Bonds	525,000	7	'62-'74	----
" — " "	2,073,750	6	'63-'80	78
Illinois—Liquidation Bonds of 1849	250,890	6	1865	98
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	98⅜
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	97½
" —Interest Stock of 1857	786,223	6	------	98
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	97
" —University Fund Interest Bonds of 1861	650,000	6	1879	101
" —War Fund Bonds of 1861	1,020,400	6	1879	100
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	99
" — " " " " not registered	1,525,655	6	1860	94
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" — " " "	2,054,298	2½	18--	58½
" —Canal Preferred Certificates	4,079,500	5	18--	----
" — " " (special) Certificates	1,216,787	5	18--	----
" —Deferred Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	98
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	95
" — " " (banks)	600,000	5	18--	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	66
" — " " (bank)	5,398,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	699,000	6	Var.	107
" —War Loan of 1861	----------	---	------	----
Maryland—Inscribed Certificates	5,964,251	6	Var.	103¾
" — " " (sterling)	8,857,222	5	Var.	----
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	103⅝
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,500	5	'61-'72	----
" — " " of 1861 "	247,000	5	'68-'72	----
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	----
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,006,177	6	1863	95
" — " "	216,000	6	1878	95
" —War Loan: Coupon Bonds 1861	449,100	7	1881	100½
Minnesota—Coupon Bonds (State)	250,000	8	1867	98
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	----------	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	----
Missouri—Coupon Bonds	439,000	6	'63-'85	----
" — " "	100,000	6	1862	----
" — " " (loans to Railroads)	23,101,000	6	'72-'86	50
" —War Loan 1861	----------	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	----
" — "	----------	6	'64-'65	103
" — " State Loan $6,756,654	----------	6	65-'66	103
" — " Railroad Loan 339,000	----------	6	'72-'75	115
" — " Canal Debt—(old) 9,739,025	----------	6	1874	115
" — " " " —(new) 13,200,000	----------	5½	1865	----
" — " " " —(misc.) 642,585	----------	5	'66-'74	102
" — " " " —(floating) 2,500,000	----------	5	1863	102½
" — "	----------	4½	1864	----
" — "	----------	7	1864	105
" —War Loan of 1861	----------	7	1870	116½
North Carolina—Coupon Bonds	9,129,555	6	18--	65
Ohio—Inscribed Certificates	6,413,325	6	1860	102
" — "	1,025,000	5	1865	100
" — " "	2,183,531	6	1870	105
" — " "	1,600,000	6	1875	105
" — " "	2,400,000	6	1886	107
" —War Loan (1861)	1,500,000	6	1868	----
Pennsylvania—Coupon Bonds } (1st January, 1862	37,687,760	5	'61-'82	92½
" —Inscribed Certificates }		5	'61-'82	89½
" — " "	400,650	6	1879	----
" — " "	388,200	4½	'63-'82	----
" —War Loan (15 May, 1861)	100,000	4	1877	----
South Carolina—Inscribed Certificates	2,612,150	6	1871	----
" —Coupon Bonds (sterling)	1,708,017	6	'68-'90	----
" — " " (R. R.)	484,444	5	1868	----
Rhode Island—War Loan (1861)	1,310,000	6	1877	----
Tennessee—Coupon Bonds (banks)	100,000	5½	1863	----
" — " " (internal improvement)	1,125,000	5	Var.	----
" — " " (R. R.)	2,062,666	5	Var.	----
" —War Loan (1861)	12,193,000	6	Var.	51⅛
Vermont—Inscribed Certificates	175,000	6	1881	----
" —War Loan (1861)	----------	6	18--	----
Virginia—Inscribed Certificates	404,000	---	18--	----
" — " " (Sinking Fund)	18,264,642	5	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	Var.	----
" — " " (sterling)	1,865,000	6	'85-'93	58½
" —War Loan (1861)	100,000	5	1892	----
Wisconsin—Inscribed Certificates	1,000,000	6	Var.	----
" —War Loan (1861)	----------	5	'77-'86	----
City Loans.		---	------	----
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " " "	265,000	6	'62-'76	----
" — " " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'68-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	----
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	103
" — " " (Balt. & Ohio R. R.)	5,000,000	6	------	----
" — " " (Water Works)	3,400,000	6	------	----
" — " " (Bank Stock)	553,966	6	------	----
" — " " (Improvement Stock)	4,963,215	6	------	----
Boston—Coupon (S. F.) Bonds (Municipal)	2,412,576	5	Var.	----
" —Coupon Bonds (Water)	6,243,680	5	Var.	----
Chicago—Coupon Bonds (Municipal)	860,000	6	18--	----
" — " " "	609,000	7	18--	----
" — " " (Sewerage)	822,000	7	18--	----
" — " " (Water Works)	1,133,000	7	18--	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Pompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	----
" — " " " " "	2,140,000	5	1887	----
" —Public Education Stock	150,000	5	1873	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1863	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'60-'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	----
" — " " (Municipal)	1,136,200	6	'61-'80	----
" — " " (Buildings, etc.)	532,000	6	'66-'95	----
" — " " (Sewers)	425,000	6	'70-'88	----
" — " " (Improvement Old Limits)	260,000	6	'71-'87	----
" — " " (Water Works)	497,000	6	'71-'83	----
" — " " (Harbor Improvement)	239,000	6	'63-'86	----
" — " " (Wharf Improvement)	166,000	6	'67-'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " " (Fire)	178,500	10	1900	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	----
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	----
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	100
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	----
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	----
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	----
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	----
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	89
" " 2d " " "	3,980,670	3	1882	68
" " Improvement " "	586,500	6	1870	----
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	----
" " Preferred Interest Bonds	227,569	6	1864	----
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	----
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	----
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,000,000	---	------	83
Housatonic Preferred	1,180,000	8	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	74⅜
Milwaukee & Prairie du Chien, 1st preferred	1,095,000	---	------	95
" " " 2d "	1,086,000	---	------	79
New York & Harlem, Preferred	1,500,000	---	------	46½
Philadelphia & Reading, Preferred	1,551,800	7	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec :				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western :				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence :				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	93
" "	700,000	6	1880	92½
" "	1,128,500	6	1875	94
" "	1,000,000	6	1867	99½
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie :				
1st Mortgage coupon	2,000,000	7	1877	96
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	106
Income ½ in '59, ½ in '62)	200.000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	99½
Mort. (chgd from Sterl'g)	888,000	5	1864	99½
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
*Catawissa :				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Central of Georgia :				
Mortgage	86,067	7	1863	----
Central of New Jersey :				
1st Mortgage	1,400,000	7	'65-'70	110
2d Mortgage	600,000	7	1875	105
Central Ohio :				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	80
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	15
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	115
Consolidated 2d Mort. (S. F.)	813,000	8	1890	108
Chic. and Aur. 1st Mort.	399,000	7	1867	----
Ch. and Aur. 2d M. (S. F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	109

Description.	Amount.	Interest.	Due.	Price.
Chicago and Northwestern :				
1st Mortgage (preferred)	1,250,000	7	------	101
1st Mortgage (general)	3,600,000	7	------	75½
Bonds issued for coupons of do.	756,000	7	------	88½
2d Mortgage	2,000,000	6	------	35
Appleton Extension Bonds	184,000	7	------	87
Flagg Trust Bonds	245,000	8	------	----
Cincinn., Hamilton and Dayton :				
1st Mort age	394,000	7	1867	100
2d Mortgage	950,000	7	1880	96
*Cincinn., Wilm. and Zanesville :				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning :				
1st Mortgage	850,000	7	------	90
2d Mortgage	469.000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	99
2d Mortgage	393,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	309,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	99½
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	95½
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	85
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	70
Clev., Columbus and Cin. :				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	299,000	7	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	1872	65
Junction 2d Mortgage	221,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	292,200	7	1863	75
Junction Income	27,500	7	1862	----
C. and T. Income Mortgage	104,400	7	1863	75
C. and T. Income (convertible)	174,000	7	1864	----
C. and T. Income (convertible)	256,000	7	1864	----
C. and T. Dividend (convert.)	151,495	7	1865	75
C. and T. Income (convertible)	39,000	7	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	1885	102½
Columbus and Xenia :				
Dividend (due 1860, '61, '62, '66)	115,900	---	var.	93½
Connecticut River :				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	6	1876	95
Cumberland Valley :				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60) :				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware :				
1st Mortgage	500,000	---	------	91
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	106
1st Mortgage (E. Extension)	1,499,000	---	1875	107
2d Mortgage	2,516,500	---	1881	108
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	60
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000	---	------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	275,000	6	var.	100
2d Mortgage (convertible)	710,000	5	62-'72	98
3d Mortgage (convertible)	450,000	6	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida :—				
Internal Improvement (State)	1,655.000	7	1891	----
Free Land, 2d Mortgage	1,600,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----

Description.	Amount.	Interest.	Due.	Price.
Galena and Chicago Union :				
1st Mortgage Coupon	1,971,000	7	'62-'63	105
1st Mortgage (Extended)	22,000	7	1882	105
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	104
*Great Western, Ill. :				
1st Mortgage Eastern Division	1,000,000	10	------	----
" Western "	1,350,000	7	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	38
Land Security	5,000,000	7	1881	50
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster :				
New Dollar Bonds	661,000	6	1883	103
Hartford and New Haven :				
1st Mortgage	927,000	6	1873	99
Housatonic :				
1st Mortgage	200,000	7	1877	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69-'70	114
2d Mortgage (S. F.)	2,000,000	7	1885	110
3d Mortgage	1,840,000	7	1875	103
Convertible	1,002,000	7	1867	99
Illinois Central :				
Optional Right bonds	38,000	7	1868	----
Construction	10,798,500	7	1875	107
Construction	4,115,000	6	1875	107
Eight per cent. bonds	326,000	8	1865	----
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650.500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville :				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
*Kennebec and Portland :				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6	1861	----
3d Mortgage	250,000	6	1862	----
*Kentucky Centr. (Cov. and Lex.)				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8	------	----
City of Keokuk, (special tax)	150,000	10	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	1870	103
La Crosse and Milwaukee :				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	26
2d Land Grant (Western Div.)	353,600	†	------	26
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort :				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami :				
Mortgage (Coupon)	1,300,000	6	1883	91
Long Island :				
1st Mortgage	500,000	6	1870	92
Extension Bonds	175,000	7	1890	100
Long Dock Co. :				
Mortgage Bonds	500,000	7	1882	----
Mortgages on Land	473,809	7	------	----
Louisville and Frankfort :				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville :				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester :				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis :				
Mortgage	600,000	7	1861	83
Marietta and Cincinnati :				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston :				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv. :				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98⅝
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	1869	108
1st Mortgage (S. F.), convertible	4,434,000	8	1882	112
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	904,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	85⅝
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	100
Detroit and Toledo	684,000	7	1876	88½
1st General Mortgage (S. F.)	3,030,000	7	1885	107
2d General Mortgage	2,572,000	7	1877	97
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	100
1st Preferred stock	1,060,000	---	------	95
2d Preferred stock	1,020,000	---	------	79
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	99
Preferred Stock	1,175,000	10	------	116
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102⅛
New London Northern:				
1st Mortgage	85,000	7	------	100
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63'4'8	----
1st Mortgage Coupon	2,865,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	108
Funding (S. F.) Bonds	1,553,000	7	1876	112½
Stock Exchange (S. F.) Bonds	680,000	6	1883	108
Real Estate (S. F.) Bonds	166,000	6	1883	108
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	105
Convertible Bonds	970,000	7	1876	112½
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	108
New York and Erie:				
1st Mortgage	3,000,000	7	1867	115
2d Mortgage	4,000,000	7	1864	107
3d Mortgage	6,000,000	7	1883	106
4th Mortgage	4,900,000	7	1880	100
5th Mortgage	1,792,500	7	1888	99½
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	109
2d Mortgage	1,000,000	7	1864	105
3d Mortgage	862,300	7	1867	90
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	3,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	93
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	75
2d Mortgage	3,077,000	7†	1861	3
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	82
Chattel Mortgage	360,000	10	1883	105
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,050,000	†	1858	----
2d Mortgage	258,000	†	------	----
Construction	4,242,000	†	1858	17
Income	3,320,000	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage	4,990,000	6	1880	109
2d Mortgage	2,421,000	6	1875	103½
2d Mortgage Sterling	2,126,400	6	1875	----
State Works Bonds	7,100,000	5	------	89
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	76
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1850–'70–'75)	365,000	6	var.	----
3d Mortgage (1862–'70–'72)	378,000	6	var.	----
Special Mortgage (1865–'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	5	------	105
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	403,000	5	1867	----
" 1836, "	192,000	5	1880	103
" 1849, "	3,103,600	6	1870	104
" 1861, "	436,000	6	1871	----
" 1843, "	1,548,300	6	1880	106
" 1844, (convertible)	863,000	6	1880	106
" 1848, "	124,000	6	1880	99
" 1849, "	83,000	6	1880	102
" 1857, "	3,586,500	6	1886	96½
" 1856, "	1,475,000	7	1886	89½
Bonds and Mortg's—real estate	592,200	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99⅞
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	103
2d Mortgage	5,160,000	7	1911	90¼
3d Mortgage	2,000,000	7	1911	71
Bridge Bonds, O. & P. R. R. Co.	188,000	7	1876	----
Chicago Depot Bonds	237,173	6	1865	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	30
2d Mortgage	937,500	7	1863	2
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,220,000	7	1866	80
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	49
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	100
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
St. Louis, Alton & Terre Haute:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	98
2d Mortgage (convertible)	2,000,000	7†	'68–'70	103
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	---
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	98
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	98
2d M. (Toledo and Wabash)	1,000,000	7	1869	84
2d M. (Wabash and Western)	1,500,000	7	1899	84
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Dollar Bonds	802,000	6	1875	----
Albany City Bonds	1,000,000	6	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	85
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,953	503 500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461.505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	67.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	—
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	....
31 Jun. '61	122.4	—	15.9	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,147	149,477	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350.000	927.000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	142
31 Dec. '61	74.0	—	....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000.000	189,000	43,747	2,567,530	120.0	189,358	225,292	25,565	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	9	12	29	N.Haven, N. London and Ston.	1,454,040	*	—	738,558	750,000	156,429	1,644,967	62.0	127,390	135,072	—	—	—
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686.074	*	—	602.158	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	....
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,850	808 060	301,979	—	59¾
30 Nov. '61	59.4	7.0	8.5	—	24	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	59¾
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406.132	870,000	271,877	1,607,684	84.3	136,631	138,970	41 466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6¼	....
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195.000	75,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	—	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	55	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,346	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,991	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	108.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,915	3,822,913	228.8	.....	.....	388,858	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	—	10.000,000	220.0	.....	1,098,465	452,693	4	....
30 Apr. '61	138.0	—	26.0	—	62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516	—	10,195,257	168.0	.....	1,514,478	242,564	—	96¼
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,935,000	264,676	11,817,527	213.0	.....	849,719	414,829	—	....
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	79¾
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.3	1,123,454	1,720,396	811,185	5	82¼
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	768.3	2,458,023	2,965,758	1,150,903	—	79
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — —	148.0	—	....	—	—	—	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	—	—	.....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569.889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy	—	....
— — —	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26.641	610,050	1,178,000	40,550	2,108,011	109.0	363,122	400,397	133,009	—	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362.284	140,689	3,458,108	110.0	.....	448,858	230,834	9	20
31 Dec. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37,219	2,031,942	84.0	.....	277,952	119,745	—	....
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,234	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
— — '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	....
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	....
— — '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '61	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,975,801	73 0	325,707	377,692	216,184	10	125
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
— — '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
— — '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	—	13	10	230	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	....	—				Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,491	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,122	—	....
— — '59	18.8	—	....	70.2	—	—	.....	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
— — —	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,370,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,282,624	566 434	—	....
31 Aug. '60	83.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	243,969	108,434	1,710,819	83.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	86.5	——	.....	——	4	4	21	Androscoggin	757,381	*	——	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	——	——
31 May,'61	55.0	——	.....	——	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	——	6
31 Dec. '60	149.0	——	25.0	——	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	——	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	30,830	Loss.	——	——
30 Jun. '59	12.5	——	2.0	——	4	3	45	Bangor, Oldtown and Milford	244,726	*	——	135,000	——	40,576	244,726	12.5	.....	172,113	91,487	——	——
30 Sep. '61	63.0	9.5	8.0	——	12	11	120	Kennebec and Portland	2,871,264	*	——	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	——	——	——	——
31 Dec. '59	——	——	——	14.0	...	...	...	Penobscot	328,412	——	——	180,497	300,000	75,000	——	.....	.....	——	——	——	——
31 May,'61	54.7	——	.....	——	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.& K.	70,566	——	——
31 May,'61	51.3	——	.....	——	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	——	——	1,500,000	51.3	169,475	245,348	115,732	6	108
31 May,'59	37.0	——	.....	——	...	...	.....	Somerset and Kennebec	783,763	*	——	169,200	556,600	——	——	37.0	.....	55,403	28,404	——	——
31 May,'61	18.5	——	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	——	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	——	——
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	——	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	65
30 Sep. '60	30.0	——	.....	——	7	33	167	Washington Branch	1,650,000	*	——	1,650,000	——	——	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	——	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	——	30½
								MASSACHUSETTS.													
30 Nov. '61	21.2	——	2.0	——	6	4	80	Berkshire	500,560	100,000	——	600,000	——	——	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.8	43.4	——	21	26	566	Boston and Lowell	2,428,592	*	——	1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	100½
31 May,'62	74.3	8.8	49.7	——	36	53	604	Boston and Maine	3,880,369	412,569	465,758	4,076,974	——	75,150	4,905,723	119.3	599,048	732,427	290,406	6	116
30 Nov. '61	47.0	7.0	32.5	——	22	27	210	Boston and Providence	3,057,900	102,100	——	3,160,000	132,720	.....	.....	61.8	.....	588,871	272,429	8	120½
30 Nov. '61	44.6	24.0	60.1	——	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	——	126,104	.....	83.6	.....	928,932	408,594	8	125½
30 Nov. '61	46.0	1.1	2.7	——	7	10	109	Cape Cod Branch	907,761	123,864	——	681,689	163,400	——	.....	47.2	.....	95,871	34,072	——	26
30 Nov. '61	50.0	2.3	8.8	——	12	13	331	Connecticut River	1,614,385	187,558	——	1,591,100	300,000	——	.....	52.3	.....	250,836	122,956	6	100
30 Nov. '61	44.2	36.4	25.3	——	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	84½
30 Nov. '61	19.9	1.3	3.8	——	——	——	——	Essex	742,592	4,416	——	299,107	280,261	197,428	776,796	——	.....	56,060	10,188	——	67
30 Nov. '61	50.9	30.9	73.5	——	29	28	655	Fitchburg	3,189,851	350,149	——	3,540,000	——	——	.....	71.6	.....	543,158	217,054	6	108
30 Nov. '61	14.0	——	2.4	——	3	3	37	Fitchburg and Worcester	293,658	40,226	——	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	——	3.0	——	——	——	——	Hampshire and Hampden	596,651	——	——	292,950	303,014	97,706	.....	ope	r. by N.	H.&N'h	.....	——	.....
30 Nov. '61	12.3	——	2.3	——	2	3	27	Lowell and Lawrence	332,883	30,275	——	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	——	17.2	——	12	12	324	Nashua and Lowell	558,920	95,683	——	600,000	——	——	698,563	27.7	.....	204,374	48,542	8	116½
30 Nov. '61	20.1	1.5	1.0	——	7	16	146	New Bedford and Taunton	553,014	*	——	500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	53
30 Nov. '59	27.0	——	2.4	——	——	——	——	Newburyport	597,386	——	——	220,340	234,900	140,902	.....	.....	.....	——	.....	——	.....
30 Nov. '61	21.5	——	0.3	11.5	——	——	——	N. York and Boston Air Line	744,130	——	——	283,037	459,693	133,585	.....	.....	.....	18,291	.....	——	6
30 Nov. '61	79.5	7.7	26.5	——	27	46	358	Old Colony and Fall River	3,434,164	*	——	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	112
30 Nov. '61	18.6	——	0.7	——	1	2	1	Pittsfield and North Adams	432,430	11,247	——	450,000	——	——	.....	.....	.....	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	——	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	——	.....	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	——	1.7	——	3	3	1	Salem and Lowell	381,470	82,543	——	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	——	.....
30 Nov. '61	11.5	——	0.4	——	2	7	17	South Shore	462,167	39,426	——	259,685	150,000	2,768	.....	11.5	.....	50,156	11,578	——	97
30 Nov. '61	21.9	——	1.1	——	——	——	——	Stockbridge and Pittsfield	448,700	——	——	448,700	——	——	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	——	7	18	144	Taunton Branch	250,000	——	——	250,000	——	——	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	——	.....	36.5	——	——	——	Troy and Greenfield	——	——	——	——	——	——	.....	ope	r. by T.	and B.	.....	——	40½
30 Nov. '61	69.0	8.0	5.5	——	11	8	192	Vermont and Massachusetts	3,268,415	*	——	2,214,225	991,125	——	.....	77.0	.....	200,648	95,739	——	17½
30 Nov. '61	156.0	17.3	118.1	——	72	59	1,183	Western (incl. Alb.&W.S. etc.)	11,135,152	*	——	5,150,000	6,271,520	75,954	14,242,462	217.9	.....	1,894,568	812,997	8	135
30 Nov. '61	45.7	——	9.2	——	10	8	149	Worcester and Nashua	1,278,898	*	——	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	55
								MICHIGAN.													
1 Jun. '59	17.3	——	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	57.0	——	.....	——	——	——	——	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Trk R.	R. Co. of	Canada	——	.....	.....	.....	.....	.....	.....	.....
30 Sep. '60	188.0	——	.....	——	——	——	——	*Detroit and Milwaukee*	8,270,623	647,596	——	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	——	.....
-- -- --	——	——	——	——	——	——	——	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	——	——	——	183.0	——	——	——	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May,'62	284.8	——	28.4	——	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	——	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	84
31 Mar. '62	246.0	281.0	.....	——	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	——	38½
-- -- --	——	——	——	89.8	——	——	——	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '59	——	——	——	620.0	——	——	——	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	——	——	——	175.0	——	——	——	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	——	——	——	112.5	——	——	——	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,120	.....	.....	.....	.....	.....	.....	.....
-- -- '59	——	——	——	200.0	——	——	——	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	——	——	——	60.0	——	——	——	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	——	.....	——	25	22	336	*Mississippi Central*	4,966,022	756,292	——	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	——	.....
31 Oct. '59	71.4	——	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	——	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	——	.....
31 Dec. '58	83.2	——	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	——	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	——	.....
								MISSOURI.													
30 Nov. '61	37.0	——	.....	51.0	...	...	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	.....	.....
31 Aug. '60	206.8	——	.....	——	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	——	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	——	48
31 Mar. '62	168.8	——	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	——	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	——	.....
-- -- --	——	——	——	——	——	——	——	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '61	189.0	——	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	——	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	——	.....
28 Feb. '61	77.0	——	.....	206.0	——	——	——	*South-Western Branch*	4,201,216	——	——	68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	——	.....
30 Sep. '61	86.5	3.6	.....	——	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,948	67,024	——	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	——	3.2	——	——	——	——	Ashuelot	506,000	——	——	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	——	.....
31 Mar. '59	93.5	——	5.6	——	14	10	232	Boston, Concord and Montreal	2,580,134	283,456	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	——	8
30 Nov. '59	53.6	——	8.0	——	18	11	289	Cheshire (preferred)	2,753,697	322,267	——	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	——	12½
30 Nov. '59	28.1	——	2.5	——	4	4	26	Cocheco	825,200	*	——	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	——	.....
31 Mar. '59	34.5	——	44.0	——	21	22	494	Concord (par $50)	1,500,000	*	——	1,500,000	——	——	1,564,506	61.3	334,532	459,659	128,366	8	61
30 Sep. '59	46.8	——	.....	——	——	——	——	Concord and Portsmouth	250,000	*	——	250,000	——	——	250,000	ope	r. by Con	cord.	15,000	——	104½
31 Mar. '59	14.6	——	.....	——	——	——	——	Contoocook River	200,000	——	——	200,000	——	——	200,000	14.6	4,182	16,603	1,528	——	.....
30 Nov. '59	16.5	——	.....	——	——	——	——	Eastern	525,205	——	——	492,500	——	42,795	525,205	ope	r. by Eas	tern Ma	ss.	——	80
31 Mar. '59	20.5	——	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	——	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	——	.....
31 Mar. '59	26.8	——	.....	——	——	——	——	Manchester and Lawrence	1,000,000	——	——	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	113
31 Mar. '59	52.7	——	4.0	——	2	4	80	Merrimac and Conn. Rivers	1,109,866	138,715	——	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	——	.....
31 Mar. '59	69.2	12.8	10.4	——	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	363,101	187,136	4	63
30 Apr. '59	24.7	——	2.2	——	5	2	50	Sullivan	847,032	78,832	——	600,000	150,000	262,516	1,512,416	24.7	49,000	63,874	19,897	——	.....
								NEW JERSEY.													
31 Dec. '60	64.2	——	.....	——	...	...	.....	Belvidere Delaware	3,128,257	*	——	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	——	.....
31 Dec. '61	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	138½
31 Dec. '60	60.2	——	.....	——	——	——	——	Camden and Atlantic	1,829,473	*	——	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	——	1½
31 Dec. '61	64.0	——	48.0	——	39	21	284	Central of New Jersey	5,254,576	504,500	——	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	132
1 Jan. '61	2.9	——	2.9	——	——	——	——	Long Dock	2,553,554	——	——	600,000	973,810	779,744	2,553,584	——	Leased	to Erie	Co.	——	.....
31 Dec. '59	53.0	——	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	283,496	109,111	8	.....
31 Dec. '61	33.8	——	.....	——	...	...	.....	New Jersey	3,609,089	400,378	1,249,621	4,397 820	688,000	——	5,628,931	33.8	.....	992,767	579,981	10	135
31 Dec. '60	21.3	——	.....	——	2	6	17	Northern New Jersey	365,344	*	——	154,157	——	——	.....	.....	.....	——	——	——	.....
31 Dec. '60	13.5	——	.....	——	——	——	——	Paterson and Hudson	630,000	*	——	630,000	——	——	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	——	.....	——	——	——	——	Paterson and Ramapo	350,000	*	——	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	——	25
31 Dec. '61	24.0	——	.....	——	——	——	——	Warren	1,876,713	*	——	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	90
1 Dec. '60	13 0	——	.....	47.0	——	——	——	West Jersey	280,278	——	——	216,794	.....	56,582	.....	.....	.....	15,344	1,368	——	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

A 1 *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending..	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	oper. by Rens. & Sarat.				—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	oper. by Western.		—	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	25,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	1,664,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Brooklyn City	3,165,147	*	208,817	850,000	2,412,583	212,072	3,633,579	176.0	483,412	693 845	187,704	—	—
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	55
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,752	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by Erie.	24,000	—	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by Erie.	30,000	—	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by West'rn	—	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,758	1,969,013	566,461	—	63¼
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	20
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	20,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	454.9	.....	7,309,042	2,601,063	6	104
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	801.0	3,817,175	5,911,616	1,979,106	—	50
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	165.0	1,200,243	1,144,980	391,253	—	21¼
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.		—	60,000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	90 061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	oper. by B., N. Y. & E.		4,996	—	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,731	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	oper. by Rens. & Sar.		—	—	5	—
30 Sep. '61	40.8	6.6	3.9	—	5	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	.....	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	oper. by Rens. & Hud. River.		—	—	6	—
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	oper. by other Co's.		—	—	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.81	23,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	.....	oper. by Erie R.	W. Co.		—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,433	353,441	164,672	6	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	97.0	.....	206,917	108,541	—	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	.....	314,091	102,765	—	15
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	166,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	—
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	.....	646,205	329,714	7½	98
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	—	—	—	26
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	127
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	470	Clev., Painesville & Ashtabula	3,986,537	*	541,503	3,000,000	1,353,000	—	—	96.6	.....	1,120,370	662,948	14	114
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646.413	772,093	332,093	4	36
31 May '62	109.2	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543.488	3	69½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75.120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit. Miami.	177,371	8	87½	—
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	.....	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,175	104,912	—	307,246	716,000	80,845	—	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	.....	102,180	52,408	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	.....	69,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,365	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500,524	4 2,002	2,981,267	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	8	106
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,690	235,789	106,895	9,792,293	226.6	.....	434,290	99,554	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1¼
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	.....	—	—	—	—
30 Jun. '61	163.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & Newk	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	.....	185,934	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.6	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C. C. & C.	—	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	865,502	1,012,236	400,559	—	35½
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Allegheny Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	.....	311,201	164,554	10	60
31 Dec. '61	63.5	—	3.5	—	22	14	360	Catawissa	3,403,560	*	—	3,350,000	53,500	—	—	146.0	.....	219,548	22,490	—	3½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	161,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,178,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	.....	2,169,946	1,339,680	—	109½
30 Nov. '59	36.3	—	2.8	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	265,500	188,515	940,136	36.3	.....	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf. & S. L	—	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	.....	436,237	153,334	6	57
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.5	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	88.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	.....	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	64
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C., W. & R.	—	—	—	17
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	.....	753,318	670,227	6	50½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	.....	556,192	379,976	10	48½
30 Nov. '61	55.6	10.1	9.7	—	13	21	604	North Pennsylvania	5,462,399	406,187	—	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364,225	202,124	—	10
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,051	Pennsylvania	26,541,156	3,447,522	1,421,980	13,264,100	16,637,400	1,322,915	34,234,559	423.0	4,413,036	7,300,001	3,646,938	6	53
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	.....	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,657	157.194	—	49
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	—	25,225,48	151.4	1,795,927	2,905,838	1,412,905	—	35½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by Cam. & Amboy	—	—	—	125½
1 Oct. '61	98.0	6.0	—	—	32	109	565	Phila., Wilmington and Balt.	7,021,713	744,425	142,840	5,600,000	2,475,500	140,993	8,742,000	200.5	439,780	1,516,965	675,484	6½	60½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifie "nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, Incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	----
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 328	18,999 581	467.5	2,434,641	3,031,787	1,299,721	—	51
30 Sep. '59	31.0	—	----	11.0	---	---	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----------	----------	----------	----------	----------	----------	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----------	1,355,700	54.0	----------	----------	----------	—	----
30 Sep. '59	9.2	15.3	14.9	—	---	---	----	Schuylkill Valley	573,616	*	—	568,150	----------	----------	573,616	24.5	----------	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	----------	----------	96,227	54,582	—	----
31 Dec. '59	148.0	—	20.0	140.0	---	---	----	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	----------	114,126	61,848	—	16
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	----------	----------	29.6	----------	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	----------	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	----------	78.0	109,878	238,420	860,339	—	15½
								RHODE ISLAND.													
31 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	—	----------	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	4 7,917	8,500	----------	----------	13.6	----------	26,454	6,914	—	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
— — '58	40.3	—	----	—	---	---	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	---	---	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,548	2,919,554	164.5	----------	341,190	125,871	----	----
31 Aug. '58	22.5	—	----	—	---	---	----	Kings Mountain	196,230	*	—	200,000	----------	----------	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	---	---	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	---	---	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----------	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.0	---	---	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	---	---	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859.	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	3 149,167	—	----
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	----
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----------	----------	----------	----------	—	----
1859.	100.0	—	30.6	55.8	---	---	----	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	----
1859.	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	553,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859.	----	—	----	—	---	---	----	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,983	87,243	—	----
1859.	30.0	—	0.6	8.0	---	---	----	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	---	---	----	Buffalo Bayou, Braz. & Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56 0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275-000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	---	---	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	----	756.0	---	---	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	----------	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----------	----------	----------	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	---	---	----	Vermont and Canada	1,350,695	----------	----------	1,350,000	----------	----------	1,380,695	ope	r. by Vt.	Central	----------	—	126
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----------	----------	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	---	---	----	Western Vermont	1,083,500	*	—	332,000	700,000	----------	1,083,500	ope	r.b.Troy	& Bost.	55,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	----	122.1	—	—	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	763,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	----	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	580,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96.828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,248	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	428	Virginia Central	4,952,753	541.197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	---	---	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,850,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	---	---	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,004	234.4	----------	1,108,354	436,039	—	37
— — '57	50.0	—	----	85.0	---	---	----	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '61	104.0	—	----	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	----------	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 July '61	161.0	—	----	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	----------	7,150,000	16.10	400,075	1,771,780	363,670	—	----
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----------	----------	----------	----------	----------	----------	----------	81.0	166,245	----------	----------	—	1½
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	12
30 Sep. '68	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	----------	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	----------	----------	357.0	1,360,900	----------	----------	3	----
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	37,081	----------	----------	—	----
— — '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	254,530	----------	----------	—	----
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	89,222	----------	----------	—	----
— — '59	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	—	14	18	235	European & North American	4,548,564	*	—	4,637,852	----------	----------	4,637,852	108 0	----------	130,678	36,432	—	—
1 July,'61	60.0	—	----	----	---	---	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,232	60 0	----------	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	----	60.1	---	---	----	Nova Scotia	4,268,717	*	—	----------	----------	----------	----------	61.5	----------	120,918	26,803	—	—
								NEW GRANADA.													
31 Dec. '60	48.7	—	----	—	---	---	----	Panama	3,000,000	*	620,804	5,000,000	2,400,000	—	9,603,530	48.7	----------	1,539,859	1,110,652	12	145½

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 1.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.1
STATE STOCKS:—						
California 7s	106⅜	106⅜	106⅛	108¾	109	----
Georgia 6s	----	----	----	----	----	----
Illinois Coup. bonds	----	----	----	----	----	----
Illinois War Loan	99	----	99½	100	----	----
Indiana War Loan	97½	99¾	----	98	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	50½	50	48¾	49¾	49⅛	50
Do. iss. to H. & St. J. R.	----	64	65	----	----	----
New York 6s, 1874	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	----	----	----	----	----
Tennessee 6s, 1890	50⅛	51	----	51	51	51½
Virginia 6s	56	56	56	----	59	58⅝
RAILROAD SHARES:—						
Buffalo & State Line	152⅛	152½	----	155	----	----
Chicago, Burl. & Q.	94	94	93¼	95¼	96⅜	----
Chicago & Rock Isl.	75	74⅛	75	79	77⅛	79¾
Clev., Col. and Cin.	----	125	----	127	----	----
Clev. and Pittsburg	35⅛	34⅛	34⅛	36⅜	36⅜	36
Clev. and Toledo	67⅛	66	65⅜	69	70	69¾
Del., Lack. & West.	102⅛	----	----	----	110	109¾
Galena and Chicago	79	78⅛	78	80⅛	81½	82½
Hudson River	59⅜	58⅜	58¾	60	62⅛	63¼
Illinois Centr. (scrip)	73½	72	73	76½	77	79
Michigan Central	78½	78½	78	80⅛	81⅛	84
M. S. & N. I. guar'd.	73⅜	71⅜	71	74	72	74⅛
M. S. and N. I.	38¼	36⅛	36⅛	39¼	37⅛	38¾
Mil. and P. du Chien	38⅛	38	37	38	38	37
M. & P. du C. 1st pref.	----	----	----	----	95	----
M. & P. du C. 2d pref.	79	79	----	----	----	----
New Jersey	----	135	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	99	99⅛	99	102	104½	104
Erie	46⅜	46⅜	46¼	50	49¾	50
Erie pref.	81	80⅜	80	83	83¼	83
" Ass. scrip	----	----	----	----	----	----
N. York & Harlem	21	21	20	22	21⅞	21¾
N. Y. & H. "pref."	48	47	46	48	48	46⅛
Panama	150	147½	----	----	146x	145½
Phila. and Reading	68	67	67¼	70	70	71
Pitts. Ft. W. & Chicago	40	41¼	41¼	45	50	51
Toledo & Wabash	33	34⅛	33⅛	34	35¼	35¾
" " Pref.	----	----	----	60	62	65¾
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	94½	95	95	----	96	96
Chic. & N. W. 1st M.	----	----	----	----	----	76½
" " 2d M.	35½	34	----	35	35	35
" " S. F.	100	100½	----	101	101	----
" " A. B.	59½	59	58	59	60	60½
" " I. B.	89	89	88½	----	----	----
" "Ap. Ext'n.	----	----	87	----	----	----
" " G. B. Ext.	----	----	82½	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	----	----	----
" 4 M.	69	98	67½	68	69	70
Cl. & Tol. S. F. 7 p.c.	98	99	99¾	----	104	102¼
Chi., Bur. & Q. 8 p. c.	112	112	----	----	115	----
Chi. & R. I. 1st M. '70	----	----	----	----	108	109
D. L. & W. 1 M. 8p. '71-5	----	----	----	----	----	----
" 2M. 8p.c. '81	----	----	----	----	----	108
Gal. & Ch. 1M. 7p.c. '63	105	----	----	----	----	----
" 2M. 7p.c. '75	----	----	----	----	----	----
" 1 M. Ex. '82	103	----	----	----	----	----
Hann. & St. J. bonds	----	----	----	----	----	----
Huds. R. 1M. 7p.c. '69	114	----	----	----	----	----
" 2M. S. F.	110	----	----	----	----	----
" 3M. 7p.c. '75	100	101	----	101½	----	103
" conv. bonds	----	96	----	----	----	99
Illinois Central bonds	103½	104	104	107	----	----
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. & P. du C. 1st M.	----	----	99½	100	----	----
Mich. Cen. SF. 8pc. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	108
M. S. & N. I. 1 M. S. F.	106	----	107	----	----	107
" " 2 M.	96	95½	95½	96	96½	97
N. J. Central 1st M.	110	----	----	----	----	----
" " " 2d M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif. '83	----	----	----	----	----	108
" 1 M. 7 p.c. '64	----	----	----	----	----	----
" bonds 1876	----	----	112¼	----	----	----
N. Y. & E. 1M. 7 p.c. '67	----	----	----	----	----	----
" 2M. 7 p.c. '79	----	----	----	113	120	----
" 3M. 7p.c. '83	105	105	----	108	----	106
" 4M. 7p.c. '80	101½	102	103	103½	----	x100
" 5M. 7 p.c. '88	97½	----	----	99	99¼	----
N. Y. & H. 1 M. 7 p.c. '73	----	----	----	----	----	----
" 2 M. 7 p.c. '64	----	----	----	----	----	105
" 3 M. 7 p.c. '67	----	----	----	----	----	----
Pitts., Ft. W. & Ch. 1M.	99½	100	100¼	----	103	----
" " " 2d M.	87	88	88¼	91	92	90¼
" " " 3d M.	63	64	65	72	72	71
St. L., Alt. & Chi., 1 M.	----	----	----	----	----	----
St. L., A. & T. H. 1 M.	95	----	----	----	----	98
" " 2 M.	----	----	----	----	----	----
Toledo & Wab. 1M.	97½	----	97¼	98	----	----
" " 2 M.	81¾	81	81½	83	84¾	84
MISCELLANEOUS:—						
American Gold	120⅛	120¼	121¼	122⅞	124	122⅝
Del. & Hud. Canal	105	106	108	108	110	110
Penn'a Coal Co.	101½	102	----	104	108	----
Pacific Mail S.S. Co.	117	119½	117⅛	121	121½	121

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 1.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.1.
FEDERAL STOCKS:—						
U. S. 5s, 1871	----	----	----	----	----	----
U. S. 5s, 1874	90⅛	90½	90	----	91	91
U. S. 5s, 1865	95	----	----	----	----	----
U. S. 6s, 1881, reg.	----	----	101½	101⅞	102⅛	102⅜
U. S. 6s, 1881, cou.	101⅜	101⅛	101⅞	101½	102⅛	103⅜
U. S. 6s, '81, O. W. L. y.	----	----	----	----	----	----
U. S. 6s, 1881, " ⅓ y.	99½	----	99⅛	99⅛	----	----
U. S. 6s, 1862	102½	----	----	----	103½	103½
U. S. 6s, 1867, reg.	99¾	----	----	----	----	----
U. S. 6s, 1868, "	----	----	----	----	100	----
U. S. 6s, 1868, coup.	----	----	100	----	----	----
U. S. Demand Notes	116⅛	116⅝	117⅛	119	120⅛	----
U. S. 6s, 1 year certif.	99⅜	99⅛	99⅜	99⅛	99⅜	99⅛
Treasury 7 3-10 Notes	104⅛	104⅜	104⅛	104⅛	104⅞	104⅜

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 1.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.1.
Boston and Lowell	98	98	99	100	100½	----
Boston and Maine	113	114	115	----	115½	116
Boston and Providence	119⅛	119⅜	120	120½	----	----
Boston and Worcest.	----	----	----	124½	125	125⅛
Connecticut River	97	98	98½	----	99½	100
Eastern, Mass.	78	79⅛	80¼	84	84⅛	84½
Eastern, N. H.	77½	----	80	----	----	----
Fitchburg	106⅛	----	107⅞	----	108	108
Manchester & Lawr'ce	----	----	----	----	112	113
Michigan Central	76	----	----	77½	----	82
Northern, N. H.	60	----	61	61	----	63
Old Colony and Fall R.	111	111	112	----	----	----
Ph., Wil. & Baltimore	59	59⅞	60	62	60½x	60½
Portl'd, Saco & Ports.	107½	----	----	----	----	108
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	144	15½	15½	15½	17	17½
Western	134	134	----	----	135½	----
Cambridge (Horse)	----	----	106x	106½	106½	107
Metropolitan "	60	60	----	----	34½	----
Middlesex "	----	----	82½	----	89½	87
Bohemian Copper Co.	----	----	----	----	----	----
Central "	22	22½	22	22	21½	22
Copper Falls Co.	----	7½	7	7	7½	7⅝
Franklin Copper Co.	34⅛	34⅝	35½	36½	38	38
Isle Royale "	14½	15	14⅞	14⅝	15	15½
Hancock "	6⅜	6½	6¼	6⅞	6⅜	7⅛
Meanard "	4⅜	4⅜	----	4½	4⅜	4⅜
National "	27	27⅜	28½	29	29¼	29⅜
Minnesota "	57	58	59	----	59½	61
Pewabic "	32⅞	34	36½	37	38½	38½
Pittsburg "	55⅞	56	----	----	60	----
Quincy "	----	45½	----	----	----	49½
Rockland "	14⅜	15½	15¼	----	----	----
Superior "	----	3	3½	3⅜	3⅜	3½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 30.

	W. 24.	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.
Alleghany Co., 6s	----	----	----	40	----	----
Beaver Meadow	----	----	----	60	60	60
Cattawissa	----	4⅜	3⅜	----	----	----
" preferred	12	12½	12⅞	----	12½	12⅜
Camden & Amb.	136	----	----	138	138½	----
" " 6s, '83	----	----	----	98	99	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	26½	----	----	----	----
" " 10s	----	----	41	----	41	----
Harrisburg	----	----	57	----	----	----
Lehigh Navigation	----	----	52	----	54	54
" " 6s	----	----	----	----	----	----
" " scrip	30	31	32	31	----	32
Long Island	----	20	----	19⅝	20	20
Minehill	48	----	49½	48	48⅞	48¾
North Pennsylvania	----	10	10½	----	10	----
" " 6s	79	80	80⅜	80½	81½	82
" " 10s	----	----	----	104	104½	105
Pennsylvania R. R.	51	51	52	51¾	52	53
" 1st m.	----	----	108	----	----	109
" 2d m.	----	103¾	----	----	----	----
Penn. State, 5s	90	91½	91½	----	91½	92
" " 5s, coupon	----	----	----	----	----	95
Philadelphia & Erie, 6s	100	----	----	100½	100⅝	100¾
Philadelphia City, 6s	98	98½	98½	98½	98⅝	99
" " new	101½	102	103	103	103	103
Phila. & Reading	32	33⅝	34¼	33⅝	35	35¼
" " 6s, '86	94	96	----	96⅛	96⅛	96⅜
" " 6s, '70	----	----	103¾	103½	104	----
Arch street, (Horse)	----	25	25¼	----	25¾	26
Chestnut & Wal. "	----	----	----	----	25¾	----
Green & Coates, "	----	34	----	----	----	34½
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	14½	14¾	15½	15	15½	15⅜
13th & 15th sts., "	----	23½	----	----	----	22¼
West Philad., "	53	----	----	----	----	----
10th & 11th sts., "	31	----	31	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 30.

	W. 24.	Th.25.	F.26.	Sat.27.	M.29.	Tu.30
Baltimore City 6s, 1875	----	----	----	----	----	----
" " 1890	----	----	----	101½	----	----
Balt. and Ohio	67	----	63	63	----	----
" " b'ds, '62	61	----	----	----	----	----
" " " '80	----	----	----	----	----	92½
" " " '85	95½	95	93	----	----	----
North. Central	30½	----	----	----	----	----
" " b'ds, '85	87	88½	89	89	----	----
" " " '95	----	----	----	----	----	----

London Stock Exchange.

The following are the closing prices in the London Market on the 17th September:

United States 5s, 1874	66	to	68
Maryland 6s	69	"	71
Virginia 6s	44	"	46
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent. x. c.	66¾	"	67⅛
Erie shares, ex assessment scrip	29	"	30
Erie shares, 7 per cent. preference	53	"	55
Erie shares, assessment scrip	1⅜	"	2⅛
Illinois Central 6s, 1875	72	"	74
Illinois Central 7s, 1875 x. c.	73	"	75
Illinois Central $100 shares, $90 paid, dis.	52	"	51
Illinois Central, all paid	47	"	48
Michigan Central 8s, Convertible, 1869	82	"	84
Michigan Central Sinking Fund 8s, 1882 x. c.	83	"	85
Michigan South. and North. Indiana 7s, 1885.	77	"	80
Do. do. do. $100 shares.	18	"	20
New York Central 6s, 1883	80	"	82
New York Central 7s, 1864 x. c.	80	"	82
New York Central 7s, 1876	85	"	85
New York Central 7s, 1876	85	"	85
New York Central $100 shares	71	"	73
New York and Erie 7s, 1867	85	"	90
New York and Erie, 2d mort., 1859	80	"	85
New York and Erie, 3d mort., '83, assented	77	"	79
New York and Erie, 4th mort. x. c.	69	"	71
New York and Erie, 5th mort.	69	"	71
New York and Erie Bonds, 1862, '71, '75	--	"	--
New York and Erie shares, assented	--	"	--
Panama, 1st mortgage 7s, 1885	102	"	104
Panama, 2d mortgage 7s, 1872	100	"	102
Pennsylvania Central 6s x. c.	80	"	82
Pennsylvania Central 2d mortgage	85	"	87
Pennsylvania Central $50 shares	37	"	39
Philadelphia and Reading $50 shares	18	"	22

American Railroad Journal.

Saturday, October 4, 1862.

Stock and Money Market.

An unusual excitement has prevailed in the Stock Market during most of the week, and prices of nearly all kinds of securities have advanced. Gold is now 122½ having been as high as 124. The Custom House demand notes, as they become reduced in amount, keep pace with the price of gold. Our full quotations will show the advances in the stock and bond lists. For the first time in many years New York Central has risen above par.

We regard the movements of the past week as mainly the result of speculation. The exportation of specie, which continues to average about one million per week, does not warrant the great advance in gold. Neither do political events, which have recently taken a much more favorable turn than in the early part of September. The Government is ready to pay its interest accruing in gold, according to its promise, having readily obtained the amount required from deposits at four per cent., payable in the same.

Money is in good demand at from four to five per cent., the latter being the more current rate.

The following quotations of sales of State, City Railroad and other Securities are in addition to those given in the adjoining columns, and comprise most of the sales effected throughout the country during the past week:

New York—Illinois Coupon bonds, 1862, 99 and 99⅝; do., 1870, 99½ and 100; do., 1877, 100½; do., 1879, 100¼; Toledo and Wabash interest bonds, 87 and 90; Long Dock Co., 140; Ohio 6s, 1881, 108½; Illinois Canal bonds, 1860, 96¼; New York 6s, 1873, 117⅛; Detroit, Monroe and Toledo 1st mortgage, 94½ and 95½; Illinois Central Cancelled bond scrip, 40 and 41; New York City 6s, 1875, 104½; do., 1876, 105; U. S. 6s, 5-20 coupon, 102; Cumberland Coal, preferred, 8½, 9¼, 10½, 12¾, 13, and 15¾; New Jersey Zinc Co., 69 and 70; Canton Co., 17; Norwich and Worcester, 59, 59½, 61¼, and 62½; Indianapolis and Cincinnati, 35 and 36; Rome and Watertown, 80. The final quotations on Wednes-

day, where sales were not effected during the week were: N. Y. Central, 7s, 1863, 104½; Erie 1st mortgage, 115; Harlem 1st mortgage, 109; do., 3d mortgage, 90; Mich. Cent. S. F., 8 per cent 1882, 112; Goshen Air Line bonds 1868, 100; Terre Haute and Alton 2d mortgage 108; Lacross and Mil. L. G. Bonds, 26; Hannibal and St. Joseph 1st mortgage 45; Lackawanna and Western bonds, 106; Del. Lack. and Western 1st mort., ex div., 107; Galena and Chicago 2d mortgage, 104; Clev. and Pitts. 1st mort., 99¼; do., 2d mort., 95¼; do., 3d mort., 85.

Boston—Concord and Portsmouth, guaranteed, 112; Michigan Central 8s, 1869, 109; Vermont Central 1st mort., 20; Ogdensburg 1st mort., 84; do., 2d mort., 4; Worcester and Nashua 65; Concord, 62; Cheshire 17¼; Connecticut State 6s, 106¾; Massachusetts 6s, 1872, 114½; do., 1875, 114⅞; do., 1876, 115; do., 1888, 114½; Brookline City 7s, 1865, 105½; Boston City 5s, 1882, 103½; do., 1877, 103; Vermont and Mass. 6s, 101; Bath City 6s, 104; Malden and Melrose 6s, 75; Dorchester and Roxbury, 47½; South Side Mining Co., 62½; Huron, 9; Petherick, 3; Pontiac, 1½; Toltec, 2⅜; Boston Water Power Co., 36¾.

Philadelphia—Sunbury and Erie 7s 103½; Elmira 7s, 94; Camden and Amboy 6s, 1870, 100; Harrisburg 6s, 104; Pennsylvania Coupon 6s, 106; Susq. Canal 6s, 35; Long Island R. R. 6s, 100; Chesapeake and Del. Canal 25; do., 6s, 81; Philadelphia City 5s, 89; Schuylkill Nav. 5½; do., pref., 15½; do., 6s, 1872, 78½ and 90; do., 1882, 69 and 72; Susq. Canal 5¼; Little Schuylkill R. R., 20; West Philadelphia R. R., 54; Lehigh Valley, 60½, Girard College R. R., 25; Race and Vine, 10¼; Norristown, 49; Del. Div. Bonds, 97½; West Branch bonds, 93 and 95.

Baltimore—N. W. Va., 3d mortgage bonds 15; Balt. and Ohio Bonds scrip, 60; City Park Stock, 101; Canton Co., 15; Balt. and Ohio bonds, 1880, 92½.

Pennsylvania State Debt.

Governor Curtin has issued a proclamation announcing that during the year ending September 1, 1862, $262,801 67 of the public debt of Pennsylvania has been redeemed by the Commissioners of the Sinking Fund, as follows:

Four and one-half per cent. loan of the Commonwealth	$50,000.00
Five per cent loan of the Commonwealth	211,178.74
Interest certificates redeemed	370.41
Domestic creditors certificates	64.52
Relief notes canceled	1,183.00
Total	$262,801.67

Cleveland and Toledo Railroad Company.

The Cleveland and Toledo Co. has negotiated $800,000 of its sinking fund bonds at a commission of less than two and one-half per cent., and now gives notice of its readiness to buy the following bonds, with accured interest, viz.:

Junction Railroad second mortgage bonds, due Nov. 1, 1862.

Toledo, Norwalk and Cleveland first mortgage bonds, due Aug. 1, 1863.

Toledo, Norwalk and Cleveland second mortgage bonds due Aug. 1, 1862.

Cleveland and Toledo income bonds, due Sept. 1, 1863.

The privilege of exchanging these bonds has been stopped.

Interest and Dividends.

The interest on the bonds of the Brooklyn Central and Jamaica Railroad, due October 1, will be paid at the City Bank, Brooklyn.

The coupons due upon the bonds of the New York and New Haven Railroad will be paid upon presentation at the company offices, or at the Bank of the Republic.

The Panama Railroad Company has declared a dividend (the 22d) of 3 per cent out of the earnings of the road for the three months ending the 30th ult., and 1 per cent from steamers, sailing vessels, &c., payable 6th inst.

The Rutland (Vt.) Railroad Company is now paying coupons due years ago, and deducting the tax of three per cent.

The interest due October 1st on the Mortgage Bonds of the Syracuse, Binghamton and New York Railroad, will be paid at Continental Bank.

The coupons of the 1st Mortgage Bonds of the St. Louis, Alton, and Terre Haute Railroad due Oct. 1, will be paid at the Bank of North America, less the Government tax of 3 per cent.

The Philadelphia, Germantown and Norristown Railroad Company, have declared a dividend of 3 per cent payable Oct. 1.

China Trade and the Pacific Railroad.

The increase of foreign trade in China is one of the most remarkable developments of modern times. In spite of hostilities waged by France and England against that Empire, accompanied by repeated invasions of its territory in both South and North; in spite of a period of ten years' domestic strife, followed by the desolation of whole provinces and the sacking of populous cities; in spite of traditions and customs which are as old as the nation itself, the commerce between the "outside barbarians" and the Chinese increases at a truly wonderful rate. Earl Russell, in a recent Parlimentary speech justifying the Allied attack on the insurgents of the Southern provinces, gave the aggregate value of the annual commerce between Great Britain and China at more than thirty millions of pounds sterling. Nearly all this vast trade has been the creation of the last twenty years; and a large proportion of it the creation of the last three or four years. There is no reason to suppose that it has yet reached its natural limits.

A late number of the London Shipping and Mercantile Gazette gives the importations into the single port of Shanghae for 1861, at the annexed amounts:—

General imports	£10,403,972
Opium	3,742,621
Treasure	1,856,468
	£16,003,061

In the previous year the importations were valued at 18,326,430*l.*; but the falling off in them in 1861 was wholly in specie and opium—the general imports showing an improvement of 1,864,480*l.* chiefly in Manchester goods. The sixteen millions of imports realised a sum equal to 855,435*l.* for duties. The export Trade in 1861 stands thus:—

General exports	£8,706,942
Treasure	1,252,014
	$9,958,956

It follows, therefore, that the aggregate Trade of Shanghae in 1861 amounted to 25,962,017*l.*, and that the balance against the Port was 6,044,-105*l.* Exclusive of the vessels trading under British colors, no less than 447 ships were entered inwards from English Ports out of a total number employed of 1,630.

The value of imports into Foochoo, for the same period, was £1,061,855, and of exports, £1,169,076. Those of Swatow were respectively £1,061,164 and £506,482. The journal from which we quote estimates the whole volume of British trade with China at thirty four millions sterling.

A portion of the imports, of course, consists of *opium*, the naming of which stirs up odors of a not very pleasant character. Part also consists of munitions of war sold to both the belligerent parties, many of the "rebel" prisoners taken by the Allies having been found armed with English guns and supplied with English cartridges. But after all, the great body of the commerce carried on is legitimate in the proper sense of the term. On the Yang-tsi river, which is the Mississippi of Asia, the slow sailing native junk is fast being replaced by the swift and sure foreign steamboat, which brings down vast quantities of merchandize that must otherwise have perished. All accounts speak of this change as being a complete revolution. A Shanghae paper now before us states that there were at the date of its publication, (July 18), 171 square rigged sailing vessels and steamers in the upper and lower anchorages of that place, against only 77 merchant vessels at the same date in 1861. Last year there were only six steamers, now there are twenty six. Scarcely a week passes without some addition to the steam coasting and river fleets.

Another journal, noting the wonderful expansion of the China trade, refers with lively satisfaction to the establishment of a line of steamboats between Shanghae and San Francisco, and predicts from it the most auspicious results. Hitherto, it observes, the ports of Southern China have claimed and received a monopoly of the world's attention; but that day has gone by forever. The opening of the great rivers which penetrate the Central and Northern provinces of the Empire, must divert trade from Hong Kong and Canton to Shanghae and other ports higher up the coast.

We point to this truly remarkable development of commercial intercourse between China and the Old World, as another argument for building the "Union Pacific Railroad" with all the speed that is possible. The elements of success for that grand enterprise are fully commensurate with the magnitude of the work. They present themselves every day with increasing power and importunity. While our own mountains are ready to pour out their stores of the precious metals, from gold to "black diamonds," while the so-called desert gives promise of yet teeming with abundance, other countries stand ready to offer a volume of through business that will be perfectly amazing. New York, St. Louis, San Francisco, Honolulu, Shanghae are yet to be the great stepping stones over which half of the world's trade shall pass and repass. No doubt of it whatever. All the sanguine anticipations that have been entertained in by gone times are already surpassed by the results; figures at this moment have outstripped the popular imagination; fiction is beaten in the race by solid facts.

Bridging the Susquehanna.

The Philadelphia, Wilmington and Baltimore Railroad Company are now constructing a pier in the Susquehanna river, preparatory to the construction of a railroad bridge over that stream. Piles have been driven where the water has a depth of forty feet; and by the use of machinery they have been cut off even with the bottom of the river. In constructing the pier an iron caisson, made of boiler iron, the size of the pier, has been constructed and each section will be sunk by filling it with blocks of granite until the stone work is above the water. A frame work at the bottom of the river, around the edge of the piles, will keep the caisson in its place. It is expected that this pier will be completed before the cold weather sets in.

Railway Affairs in the Provinces.

In a late number of the JOURNAL we gave a statement of the Intercolonial Railway project up to the convention held at Quebec on the 10th ult. It is hardly necessary to explain that all the proceedings of that meeting must pass before the several Provincial Legislatures and the Imperial Parliament before they can become law. All that has been accomplished is to lay down an equitable basis for discussion by the parties concerned in the meantime, and legal action afterward.

According to a statement in the Quebec *Mercury* these preliminary arrangements are in substance as follows:—A joint commission is to be appointed by the three Provinces, consisting of two members from Canada, one from New Brunswick, one from Nova Scotia, and a fifth to be appointed by the other four members. This delegation will proceed to England to arrange with the Imperial government the terms of the loans and secure the most favorable concessions for services to be rendered. The survey will be deferred until the necessary legislation has been obtained. Any profits or losses, arising from working the line are to be distributed *pro rata* among them, according to their contributions to the work. Portions of the roads now owned by the governments of Nova Scotia and New Brunswick, entering into the new line, will be worked by the joint authority of the three provinces. Rates are to be uniform on all parts of it. Crown lands required for the line or for stations will be provided by each Province.

Most of the Canadian journals that have come under our notice speak in favor of the project. The Toronto *Globe* observes:

"If any of the Provinces is more interested than another in the work, unquestionably it is Canada. It is Canada which, in the winter season, occupies the position of a back country, borrowing access to the sea over foreign territory. Neither New Brunswick nor Nova Scotia is in this position. The former has the fine port of St. John, open at all times; the latter has the still finer port of Halifax, existing under equally favorable conditions. But Canada, Upper and Lower, has no single winter port. All its ports, including that of Gaspe, are closed by ice. We believe the want of suitable means of access to a British American port during winter is fully appreciated by the people of this country; and that they are prepared to do their share to supply it; a fact which, unless we be greatly mistaken, will be fully apparent next session of Parliament."

On the other hand, it is announced that Mr. Dorion, a member of the Canadian Administration, has resigned his seat, in consequence of the policy adopted by the government of that Province in reference to the Intercolonial Railway. His objection is the inability of Canada at this time to bear the expense. Desirable as such a work would be, he regards it as likely to prove unproductive, only sinking the Provincials still deeper in the mire. Some parties object to the scheme on the ground that the Home Government do nothing but *endorse* the bonds, thinking that, though it might enable them to be negotiated to better advantage, the service is not proportionate to the benefits which Great Britain must derive from the contemplated enterprise.

Exports of Breadstuffs.

We are indebted to Mr. Edward Bill for the annexed statistics of the annual export of breadstuffs for a series of years. The extent and progress of our foreign exports of breadstuffs is correctly shown in these tables, prepared with great care and from the most reliable sources. The shipments of the cereal year just closed are heavy, and in excess of any other season. To these may be added the exports to South America, West Indies, British Provinces, etc., which for the last year amounted to 1,135,014 bbls. flour, 158,192 bbls. corn meal, 12,087 bushels wheat, 502,756 bushels corn. The importance of so good a foreign demand, at fair remunerative prices, with the abundant crop of the last season, can hardly be estimated, particularly in the present unsettled state of the country. We are again blessed with a good crop and have much to spare.

Export of Breadstuffs to Great Britain and Ireland from Sept. 1, 1861, to Sept. 1, 1862.

From	Flour, Barrels.	Wheat, Bushels.	Corn, Bushels.
New York	1,883,134	21,268,961	12,635,762
New Orleans	.....	.....	.....
Philadelphia	361,619	2,386,599	735,566
Baltimore	75,732	468,772	656,724
Boston	285,705	38,850	49,516
Other ports	66,325	1,591,527	6,600
Tot. for y'r 1862	2,672,515	25,754,709	14,084,168
" " 1861	2,561,661	25,553,370	11,705,034
" " 1860	717,156	5,938,714	2,221,857
" " 1859	106,457	439,010	342,013
" " 1858	1,295,430	6,555,643	3,317,802
" " 1857	849,600	7,479,401	4,746,278
" " 1856	1,641,265	7,956,406	6,731,161
" " 1855	175,209	324,427	6,679,138
" " 1854	1,846,920	6,038,003	6,049,371
" " 1853	1,600,449	4,823,519	1,425,278
" " 1852	1,427,442	2,728,442	1,487,398
" " 1851	1,559,584	1,496,355	2,205,601
" " 1850	574,757	461,276	4,753,358
" " 1849	1,137,556	1,140,194	12,685,260
" " 1848	182,583	241,300	4,390,226
" " 1847	3,155,045	4,000,359	17,157,659
Total for 16 y's	21,504,429	99,931,137	99,981,602

To the Continent, from New York and other ports.

	Flour, barrels.	Wheat, bush.	Corn, bush.	Rye, bush.
1862	626,672	7,617,472	322,074	1,612,926
1861	142,129	3,452,496	101,145	347,258
1860	49,243	178,031	19,358	.....
1859	51,388	57,845	25,519	.....
1858	303,100	390,428	16,848	13,100
1857	483,344	2,675,853	543,590	216,162
1856	748,408	2,610,079	282,083	1,975,178
1855	7,763	4,972	308,428	35,569
Total	2,412,047	17,186,976	1,619,045	4,200,193

From Canada to Great Britain and Ireland, via St. Lawrence from Sept. 1, 1861, to Sept. 1, 1862.

Flour, bbls.	617,308	Peas, bush.	822,060
Wheat, bush.	6,376,905	Oats, bush.	780,756
Corn, bush.	2,016,040	Oat Meal, bbls.	7,242

Coney Island and Brooklyn City Railroad.

The financial condition of the Company August 1, 1862, was as follows:

Cost of construction	$484,845 18
Due by subscribers	4,690 00
Office furniture	274 84
Real estate (worth $100,000)	12,050 00
Running expenses for 3 months	5,670 67
Cash on hand	1,503 50
	$511,034 19
Capital stock ($500,000) issued	$491,700 00
Mortgage on real estate	7,000 00
Earnings of road 3 months to 1st Aug.	9,833 50
Bills payable	2,500 69
	$511,034 19

Earnings of road for the month of August, $7,050 85.

This road is now completed with 8½ miles of double track connecting Catharine and Fulton ferries, in the city of Brooklyn, and a single track of six miles more from the boundary line of the city to Coney Island with extensive depot buildings, stables, horses, cars, etc., new, and in complete order, affording the shortest route from New York to the Atlantic ocean.

The Banks and the Tax Law.

The following report of the Bank Tax Commitee was adopted at a meeting of Bank officers held on the 29th ult., at the Clearing House:

The undersigned, appointed a committee for the consideration of the United States Tax law, as affecting the business of banks, after a very careful consideration of the subject, beg leave to report the following schedule, approved by Governor Boutwell, the Commissioner of Internal Revenue, as the result of their labors. The committee take this opportunity of returning to that gentleman, on behalf of the associated banks of this city, their cordial thanks for the kind and courteous treatment received at his hands during their several interviews with him at Washington.

GEORGE S. COE,
A. E. SILLIMAN,
J. M. MORRISON, } Committee.
JOS. M. PRICE,
R. H. LOWRY,

NEW YORK, Sept. 29, 1862.

First—Agreements or contracts other than those hereinafter named, for each sheet or piece of paper upon which the same shall be written, five cents ..... .05

Second—Checks, drafts or orders, for the payment of money, payable at sight or on demand, for any sum exceeding $20, each two cents ..... .02

Third—Inland bills of exchange, drafts, checks, or others drawn upon places other than the place of issue, if payable at sight, or on demand, are subject to the same rate of tax, viz., two cents ..... .02

Fourth—Inland bills of exchange, drafts, or orders for the payment of money otherwise than at sight or on demand, and all promissory notes on demand or on time (excepting circulating bank notes).

Exceeding $20 and not exceed'g $100	.05
Exceeding $100 and not exceed'g $200	.10
Exceeding $200 and not exceed'g $350	.15
Exceeding $350 and not exceed'g $500	.20
Exceeding $500 and not exceed'g $750	.30
Exceeding $750 and not exceed'g $1,000	.40
Exceed'g $1,000 and not exc'd'g $1,500	.60
Exceed'g $1,500 and not exc'd'g $2,500	1.00
Exceed'g $2,500 and not exc'd'g $5,000	1.50

And for every additional $2,500, or part of $2,500 one dollar 1.00

Fifth—Foreign bills of exchange drawn out of, but payable in the United States, and all such bills, drawn in, but payable out of the United States "when drawn singly or otherwise than in a set of three

or more," and all letters of credit, pay the same rates of duty as in the preceding schedule.

Sixth—Bills of exchange drawn in, but payable out of the United States, "if drawn in a set of three or more," for every bill of each set, not exceeding $150, or its equivalent, three cents .... .03

Exceed'g $150, and not exc'd'g $250... .05
Exceed'g $250, and not exc'd'g $500... .10
Exceed'g $500, and not exc'd'g $1,000.. .20
Exceed'g $1,000, and not exc'd'g $1,500. .20
Exceed'g $1,500, and not exc'd'g $2,250. .30
Exceed'g $2,250, and not exc'd'g $3,500. .50
Exceed'g $3,500, and not exc'd'g $5,000. .70
Exceed'g $5,000, and not exc'd'g $7,500. 1.00
And for every additional $2,500, or part thereof .... .30

Seventh—Bonds of indemnity, fifty cents.. .50

Eighth—Certificates of stock in any incorporated company, each twenty-five cents... .25

Ninth—Certificates of deposit of bank, trust company, banker, or person acting as such, not exceeding $100, two cents .... .02
Exceeding $100, five cents .... .05

Tenth—Powers of Attorney—
For sale or transfer of stocks or bonds, or for the collection of dividends or interest, twenty-five cents .... .25
Or proxy for voting at an election, ten cts. .10
For collecting or receiving rents..... .... .25
General Powers—For all purposes other than those above specified.... ....$1.00

Note—General powers will not be valid for the specific objects above named, without the addition of the stamp required therefor.

Eleventh—Protests, each twenty-five cents. .25

Twelfth—Tax on all dividends, and on all sums added to surplus or contingent funds..3p c.

Thirteenth—Stamps issued for specific instruments cannot be used for any other (see sec. 96).

Fourteenth—The person using or affixing a stamp, must write thereupon the initials of his name, and the date when used (sec. 99).

The penalty for making, signing, or issuing any instrument, document, or paper of any kind, without the same having thereon a stamp to denote the duty, is fifty dollars, and such paper will be invalid and of no effect (sec. 95).

The certification of checks, already duly stamped, will require no additional stamp for such certification.

The stamp tax upon protests should be added to the expenses thereof.

All dividends or coupons, payable prior to or on September, 1, 1862, although paid after that day, are exempt from the operations of the law.

Checks dated, or payable abead, are subject to taxation as promissory notes.

Stamps are not required upon documents made prior to October 1, 1862, excepting upon foreign bills of exchange, which must be stamped on acceptance.

The committee recommend, as a simple and convenient method, that the three per cent tax required upon dividends and surplus profits be deducted by banks in gross from their net earnings before the declaration of dividends. Dividends then declared would be free from tax. The three per cent thus withheld must be paid to the United States within thirty days from the date on which such dividends are payable under penalty of five hundred dollars for default. (Sec. 82.)

Stamps must be affixed to all documents by the party issuing the same, before presentation at bank; and all documents issued by a bank must be stamped by it before delivery, as required by resolution unanimously passed at a meeting of bank officers September 15.

Stamps, in amounts of $50 and over, can be obtained of the Commissioner of Internal Revenue, as per schedule hereunto annexed, for which a commission of not exceeding five per cent, in stamps, will be allowed.

All checks of a bank upon itself, for payment of dividends or otherwise, and all written papers for facilitating the internal business of banks, are exempt from tax.

Orders to pay dividends are not powers of attorney; but, like drafts at sight, are subject to the stamp of two cents.

Bills of exchange, drawn in duplicate, must both be stamped.

Stamps may be cancelled by an instrument made for the purpose of impressing the initials of the bank or person thereon, to which the date must be added.

The omission to cancel the stamps on checks does not invalidate the checks, but subjects the maker to a fine of fifty dollars.

WASHINGTON, Sept. 25, 1862.

I have examined the foregoing memoranda, and I am of opinion that the specifications conform to the provisions of the Excise law in all essential particulars.

GEO. S. BOUTWELL,
Commissioner of Internal Revenue.

Until the government provide stamps, no penalty will be exacted for their omission.

OFFICE INTERNAL REVENUE, Sept. 17, 1862.

Revenue stamps may be ordered from this office in quantities to suit the purchasers. Orders should cover remittances of Treasury notes, or an original certificate of a United States Assistant Treasurer, or designated depository, of a deposit made for the purchase of stamps.

The following commission, payable in stamps, will be allowed:

On purchases of $50 or more, 2 per centum.
On purchases of $100 or more, 3 per centum.
On purchases of $500 or more, 4 per centum.
On purchases of $1,000 or more, 5 per centum.

In sending orders for stamps it should be remembered that every stamp expreses upon its face its kind as well as its denomination, and that each stamp must be used for the purpose thus specified, and for no other. For instance—Check stamps must be used for checks alone; contract stamps only on contracts, &c., &c. Revenue stamps will be ready for delivery on the 22d inst. Every correspondent is requested to give the State, as well as town and county, of his residence.

If not otherwise instructed the stamps will be transmitted by mail.

GEO. S. BOUTWELL, Commissioner.

The New York Canals.

The Albany *Evening Journal* states that the gross Canal Tolls for the fiscal year are $4,810,476, to which we may add $40,000 for miscellaneous receipts, and we have a round sum of $4,850,000 which is an increase over any former year of $1,150,000. The net revenue for the year, deducting the charges for collection, superintendence and repairs, will stand at $4,050,000, very nearly. The constitutional charges upon the Canal revenues the next fiscal year, which this sum will meet, amount to $3,366,242, and among these charges are $550,000 to the General Fund, to pay the interest on the General Fund Debt and for the support of Government; very nearly $1,400,000 to the Sinking Funds, to extinguish the principal of the Canal Debt, and the residue to pay the accruing interest for the year on the Canal Stock Debt. Aside from these charges, which are appropriated, there will be an overplus of about $630,000, to appropriate to such purposes as may be designated. In January and June last, the State paid off $2,100,000 of its canal debt, and will now pay more, not due, if the holders will take it at a fair premium.

In 1858 and 1859 the gross receipts of the Canals were only $3,931,084 51, and the net revenue, $1,955,326 64. At that time the average cost of maintenance was 51 per cent of the tolls, at present it is less than 17 per cent. Commercially speaking, the Mississippi river now runs through the lakes and empties into the Hudson at Albany.

Good News for Railroads.

A letter in a late number of the London *Times*, gives the following estimate of the results of the English harvest. The wheat crop will be from six to eight bushels per acre below an average, and of "a shrivelled and inferior quality." Barley will be ten bushels below the average, oats from four to six bushels, winter beans are a total failure, mangelwurzel two-thirds of a crop, Swedes half a crop, pastures "full of keep" but not of fattening quality, hay badly secured. It is therefore quite evident that our railroads will be overrun with business for the next six months.

Chicago Alton and St. Louis Railroad.

This road was sold at Joliet, Ill., on the 27th of September for the benefit of the first and second mortgages. It was bought by Samuel J. Tilden and L. H. Meyer, for the third mortgage bondholders, for the sum of $1,600,000. Under the reorganization of the road, the third mortgage bonds will represent the common stock; the second mortgage, preferred stock, and the first mortgage will remain as before. The whole amount of the three classes of bonds, with accrued interest, is about $6,500,000.

Grand Trunk Railway.

Mr. E. G. Taunton of Liverpool, has protested against the proceedings of the meeting of the Grand Trunk Railway Company in London on the 8th ult., on the grounds that forty days' time was not given by the notice, so as to make the meeting legal; also that the requisite majority (two thirds) in number and amount of the stock and bondholders has not been obtained, making the acceptance of the act invalid; further, he protests against Mr. Crawford's resolutions as being foreign to the purpose for which the meeting was convened. A Mr. Henry C. Chapman, has petitioned the Governor General of Canada to disallow the act as provided for in the 39th section.

Horse Railroads.

The laying of the track of the Worcester Horse R. R., is to be commenced early in October, and finished in November. The cars will probably be running by Dec. 1. Messrs. A. C. Morton of New York, and C. J. Anthony of Worcester, have contracted to build the road. Osgood Bradley has contracted to build nine cars, and Nathan Washburn to make the rails. The whole cost is estimated at $60,000, which has already been subscribed.

The cars of the street railroad in Washington, D. C., now run from the railway station, past the west capitol gateway, along Pennsylvania avenue to Georgetown. The rails to the Navy Yard are laid, and those on Seventh street soon will be, but great difficulty has been experienced in getting the cars from Philadelphia. Two of the cars used were built for exhibition at the World's Fair, and were to have been subsequently used on one of Train's London "tramways," but the opposition to those Yankee institutions rendered it useless to send them across the water.

New Telegraph Lines.

The cable intended to establish a direct telegraphic communication between Bavaria and Switzerland, was submerged 4th ult. The total length is 70,000 feet, and its weight 280 quintals. According to the soundings which have been made, the greatest depth of the Lake of Constance, where the cable will be placed, is 300 feet.

Accounts from St. Petersburgh state that at the end of last month there were in Russia 33,104 versts of electric telegraph (24,000 miles). The number of stations was 150. An additional

length of 10,335 versts is in course of being established.

In July last communication by electric telegraph could be made between London and Tumen, in Siberia, 4,039 miles distance. It is expected that the wires will be extended to Nikolaivski, on the Pacific, by the end of this year, and that there will be telegraphic communication with New York, *via* Siberia and California, by the end of 1863.

The Victoria (Australia) Telegraph Company have fifty offices and 1,516 miles of wire.

Railroad Earnings--Monthly.

The following statement shows the business of the Philadelphia and Reading Railroad Company for August, 1862, compared with that of 1861:

	1862.	1861.
Rec'd from coal	$322,798 54	$194,344 77
" " merch'dise	39,791 05	32,406 78
" " travel, etc.	52,117 58	38,606 60
Total	$414,707 17	$265,358 15
Transportation, roadway, dumpage, renewal fund and all charges	194,190 35	134,332 83
Net profit for the m'th,	$220,516 82	$131,025 32
Profit for the previous 8 months	1,038,564 18	892,661 11
Tot. net profit 9 mos.	$1,259,081 00	$1,023,686 43

The August earnings of the Cleveland, Columbus and Cincinnati R. R., were as follows, compared with August, 1861:

	1862.	1861.
Freight	$111,700 04	$61,487 74
Passengers	44,968 41	33,474 32
Express	2,698 24	2,239 50
Mails	2,603 58	2,425 00
Rents	6,863 91	6,909 04
Total	$168,834 18	$106,535 60

Railroad Earnings--Weekly.

The traffic of the Great Western Railway of Canada for the week ending Sept. 19th, 1862, was as follows:

Passengers	$26,704 04
Freight and live stock	27,565 21
Mails and sundries	1,388 82
	$55,658 07
Corresponding week of last year	40,495 54
Increase	$15,162 53

The receipts of the Grand Trunk Railway of Canada for the week ending September 13, 1862, were:

Passengers	$22,955 27
Mails and sundries	3,005 68
Freight and live stock	37,066 69
Total	$63,027 64
Corresponding week of last year	54,714 12
Increase	$8,313 52

The Galena and Chicago Railroad earned the

3d week in September, 1862	$39,400 02
Do., 1861	48,103 22
Decrease	$8,703 20

The Michigan Central Railroad earned in the

3d week of September, 1862	$59,245 14
Do., 1861	54,825 75
Increase	$4,419 39

The Toledo and Wabash Railroad earned the

3d week of September, 1862	$40,477 93
Do., 1861	31,821 11
Increase	$8,656 82

The earnings of the Milwaukee and Prairie du Chien Railroad for the 3d week in September,

1862, were	$25,824 00
Do., 1861	36,357 00
Decrease	$10,532 00

The Chicago and Rock Island Railroad earned

the 3d week in September, 1862	$34,836 00
Do., 1861	42,862 00
Decrease	$8,026 00

The Michigan Southern Railroad earned for the

3d week of September, 1862	$60,302 00
Do., 1861	58,296 00
Increase	$2,006 00

The earnings of the St. Louis, Alton and Chicago Railroad for the 3d week in September, 1862,

were	$32,090 47
Do., 1861	24,639 99
Increase	$7,450 48

Albany, West Troy and Cohoes Horse R. R.

AN ACT to authorize the Watervliet Turnpike Company to construct and maintain a railroad on their present road and to extend the same into and through the villages of West Troy and Cohoes and the town of Watervliet and the City of Albany, to increase the capital stock and to alter their corporate name, Passed April 15, 1862—three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SEC. 1. The Watervliet Turnpike Company, in addition to their present rights, powers, franchises and privileges are also hereby authorized and permitted to construct and maintain one or more railroad tracks and ways, with all the necessary turnouts, branches and switches, upon the bed, or* one or both sides of their present turnpike road. And are also authorized, with the consent of the board of trustees of the village of West Troy, to extend, construct and maintain said railroad track or ways, from the northernly termination of said turnpike road, or any other more convenient point on said turnpike, on and through Broad street or any of the other streets in said village to some convenient point at or near the bridge across the west sprout of the Mohawk river, and to construct and maintain a branch railroad southerly through Broad street and any other street in said village; and also to construct and maintain the same, and diverging branch or branches thereof by any eligible and convenient route to the village of Cohoes, and also to construct and maintain such railroad or ways with necessary branches, switches and turnouts in and through any of the streets or highways or alleys in the village of Cohoes, on first obtaining the consent of the trustees of said village of Cohoes to the construction thereof, within the corporate limits of said village; and are also empowered and authorized to extend their present turnpike road to the northerly line of the city of Albany, and to construct and maintain hereon one or more railroad tracks or ways; and are also hereby authorized, with the consent and with such restrictions as may be deemed proper by the common council of the city of Albany, to extend and maintain such railroad track or tracks and ways from the southerly termination of said turnpike road, in and through Broadway, in said city to South Ferry street, by a single or double track where the carriage-way of said Broadway is of the width of forty-five feet and over, and by a single track where said carriage way is less than forty-five feet; and the said company are hereby required in winter to remove the snow from the surface of said carriage way down to within one foot of the pavement where the width thereof will admit of it, where a double track is laid for a space of twenty feet in width on each side of said track from the outside rail, and where a single track is laid and the carriage-way is less than thirty-five feet wide, for the space of fifteen feet in width on each side of said track from the rail; provided always that if said company construct said railroad through Broadway, in the city of Albany, they shall extend and maintain a branch therefrom, through North Ferry street, to and through the Lumber District to the north bounds thereof, for a distance not exceeding in all one mile from their main road, and they are hereby authorized so to do: also to use any existing bridge or bridges across the Erie and Champlain canal for the purpose of constructing, maintaining and operating thereon such railroad tracks or ways, and to erect and maintain new and additional bridges for such purposes: provided however that the consent of the canal board shall be obtained thereto, and subject to such conditions and restrictions as the canal board shall from time to time impose: provided, always, that such new bridges shall not interfere with the use or navigation of the Erie or Champlain canals, and shall be constructed in a manner to be approved by the canal board.

SEC. 2. The track or tracks of said railroad or way, and all the branches, turnouts and switches thereof, shall be constructed with the most approved rail, and that part thereof which shall be constructed in, through or upon any of the public and paved street or streets in the city of Albany or the village of West Troy, or the village of Cohoes, shall be constructed and maintained flush with the surface of such street or streets, as they now are or may be from time to time established or altered, and the said company shall keep the surface of every such street inside the rail and for two feet outside thereof, at all times in good and proper condition and repair; and said railroad tracks or ways shall be so constructed and used as to leave on each side thereof a portion of the carriage way sufficient for the safe and convenient passage of carriages going in one direction and so as not to occupy more than half of the width of the present turnpike road or of the carriage way of any of the streets in the city of Albany or the villages of West Troy and Cohoes, through which the same may be constructed, and so as not unnecessarily to impair the public use of the remaining portion of the turnpike road and such street or streets by causing or permitting snow or dirt, taken from the said tracks or ways, to be placed thereon, or in any other manner, and in case said company neglect to keep the surface of the portion of any part of said Broadway, in the city of Albany, used by them, in good condition or repair, as hereinbefore provided, or cause or permit snow or dirt from the same to be placed on the remaining portion of said street, as above referred to, or otherwise obstruct said remaining portion, or neglect to remove therefrom surplus snow above one foot in depth, in the cases above herein provided, they shall be liable to the owner or occupant of the property on the line of said street opposite which any of the above grievances exist or have been done or permitted in the penalty of fifteen dollars, to be recovered by an action at law, before any Justice of the Peace, on one day's notice being given to said company, and said suit may be commenced by the service of a summons, on notice as aforesaid being given, on any director of said company.

SEC. 3. It shall be lawful for said company, in constructing and operating such railroad track or ways, to construct, operate and run the same over and across the track of any existing highway or turnpike road, or the track and rails of any existing railroad company, but said company shall construct, maintain and keep every such crossing in a proper, safe, and sufficient condition and repair, so as to allow at all times the ready, safe and free passage of cars, and other vehicles, on and across the same, without hindrances or delay, nor shall such company cross or run over the track of the New York Central Railroad Company, unless on terms to be agreed upon between the two companies, and in case of disagreement between them, such terms shall be settled and determined on due notice to both parties, by the Supreme Court of the Third District at special term.

SEC. 4. The said turnpike company are hereby authorized to take transport and carry property and persons upon the said railroad track or tracks, for compensation, by the power of horses, animals, or any mechanical or other power, or the combination of them, which the said company may choose to employ, except the force of steam, and may charge and collect from each and every person so carried, a fare not to exceed for any distance not exceeding two miles, five cents, and for any excess over two miles at the rate of two cents per mile for such excess; and the board of directors of said company may regulate the time and manner in which property and passengers shall be transported and carried thereon; and may also, from time to time, fix, regulate, and establish the rates of charges and compensation to be paid and collected for the transportation of property and merchandize on its railroad, and may alter or modify the same at pleasure. But said company shall not, on Sunday, run their cars more than once an hour, to six o'clock P. M., and half hourly after six o'clock P. M. from each end of their road, for the transportation of passengers, and their ordinary baggage, or for any other purpose, and nothing in this act shall authorize said company to run the freight cars of any other railroad upon their track through the city of Albany; nor shall said company carry on said track freight to or from any other railroad on which steam is used as a propelling power.

SEC. 5. For the purpose of defraying the cost and expenses of constructing and equipping and putting in full and complete operation the aforesaid railroad track and ways, with the branches, turnouts, switches and other necessary fixtures and appurtenances as above authorized, the said company may and they are hereby authorized to increase their capital stock, not exceeding one hundred and fifty thousand dollars. The amount of such increase of capital stock shall be determined by a resolution of board of directors of said company, within ninety days after the final passage of this act; such increase of the capital stock shall be divided into shares of one hundred dollars each, and shall be considered personal property, and shall be assignable and transferable on the books of the company, in the same manner and as now authorized in relation to the present capital stock.

SEC. 6. Gilbert C. Davidson, Henry A. Brigham' Archibald A. Dunlop, James D. Wasson, Charles Van Benthuysen, James Roy, Charles B. Lansing, Joseph Badgley and Cornelius W. Armstrong, are hereby appointed commissioners, who shall, on or before the first day of January, eighteen hundred and sixty-three, meet at some suitable place in the village of West Troy, and also in the city of Albany, which they or a majority of them shall designate, to open books, and receive subscriptions to such increase of capital stock of said company. Public notice of the time and place of every such meeting for such purpose, shall be given for at least six days previous to the same, in at least one newspaper printed in the village of West Troy, and one other newspaper printed in the city of Albany; the books when opened by the commissioners shall remain open from nine o'clock in the forenoon until five o'clock in the afternoon of the day, for not exceeding three successive days, so that all persons may have a fair opportunity of becoming subscribers, and the sum of ten dollars on each share subscribed for, shall be paid by every subscriber, in current money, to the commissioners in attendance at the time of making such subscription, and no subscription shall be complete or valid without such payment at the time when the subscription is made. If more than the amount of the increase of the capital stock, as fixed, shall have been subscribed, then the commissioners shall proceed to distribute and apportion the same among the subscribers thereof, in such a manner as they shall deem most advantageous to the company.

SEC. 7. The said commissioners, after closing the books of subscriptions, provided at least eighty thousand dollars of such additional stock shall have been subscribed for, and ten per cent shall have been paid thereon as required in the previous section, shall then give six days' public notice in at least one newspaper printed in the city of Albany, and also in one of the newspapers printed in the village of West Troy, for a meeting of the owners of the present capital stock, and also of the subscribers to the additional stock, to choose nine directors and three inspectors of election. The said commissioners, or such of them as shall attend, shall preside at such election, receive and canvas the votes, and declare and certify the result. Every stockholder and subscriber for the additional stock, who may attend in person or by proxy, shall be entitled to one vote in each share held or subscribed for by him at the time of giving notice of such election. The directors and inspectors shall be chosen by ballot, and shall hold their office until the next annual election, as provided for by the present charter of the company; and the term of office of the directors and inspectors of said company who shall be in office at the time of such election, shall expire on the day of such election. If any vacancy in the office of directors or inspectors chosen at such election shall happen by death or resignation, such vacancy may be filled by the remaining directors until the next annual election.

SEC. 8. The said commissioners shall also, before opening the books for subscription to such additional stock, ascertain and appraise the fair value per share of the present capital stock of the said company on the amount actually paid in, and shall certify such valuation to the board of directors elected as prescribed in the last section, and shall also, without delay, deliver over to the said board of directors the subscription books and moneys received by them from the subscribers to the additional stock of the company; and the said board of directors and their successors in office may from time to time receive additional subscriptions for any part of such additional stock remaining unsubscribed for, or which may have been forfeited by reason of non-payment of the same as required by the board of directors, and without giving any new notice, and upon such terms and conditions, not inconsistent with the provisions of this act, which the board of directors may direct.

SEC. 9. The said commissioners, before performing any of the duties imposed on them by this act, shall be severally sworn and qualified before some officer authorized to administer oaths, that they will faithfully and impartially execute and discharge all the duties imposed on and required of them under this act.

SEC. 10. The directors of said company may demand and require from the several subscribers to the additional stock of the company, payment of the stock by them subscribed for, at such time and place and in such proportions as they may deem proper, under the penalty of forfeiture of their respective shares, and all previous payments thereon, and may also sue for and recover the balance due on such subscriptions, but no subscriber for or owner of such additional stock shall be required to pay, in the aggregate, a greater sum on each share of stock subscribed for or owned by him, than the appraised valuation per share of the present stock, on the amount paid in, as the same shall be appraised and certified by the commissioners in the manner aforesaid.

SEC. 11. The said company in addition to the powers, authority and privileges granted and conferred by this act, shall have the power and authority mentioned and defined in and by the first, second, third, fifth, sixth, eighth, ninth and tenth subdivisions of the twenty-eight section, and in the thirty-fifth, forty-second and forty-fifth sections of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second eighteen hundred and fifty; but nothing in this section contained shall authorize the said company to use steam as a propelling power on said road.

SEC. 12. Unless said company shall construct and put in operation at least six continuous miles of said railroad track, with the necessary turnouts, branches and switches, within three years after the passage of this act, this act shall cease and be of no effect.

SEC. 13. The corporate name of the said company shall hereafter be the Watervliet Turnpike and Railroad Company.

SEC. 14. This act shall take effect immediately.

* So in the original.

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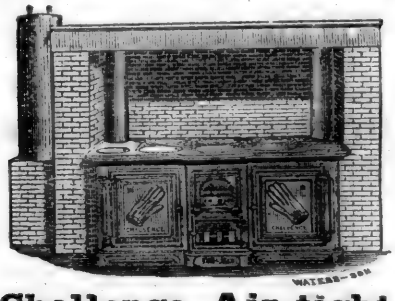
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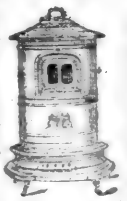
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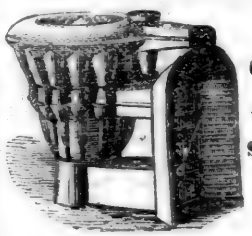


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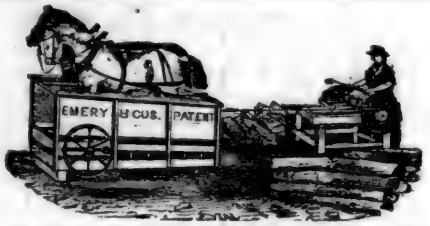
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The whole together forming one of the most complete and desirable sets of machines for their purposes. They are already in very general use on nearly all the principal Railroads in this country.

PRICE,	ONE HORSE POWER	$90.00
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They are very extensively introduced into all the grain-growing sections of this country and the world. They are especially adapted to the force of the above Horse Powers and can be driven by Steam or Water power with equal advantage. They will be furnished on the most liberal terms and warranty.
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For further particulars see the new Illustrated and Price Catalogue of the ALBANY AGRICULTURAL WORKS, furnished gratis on application to the proprietors.

EMERY BROTHERS,
No. 62 & 64 State st.,
ALBANY, N. Y.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, October 11, 1862.

☞ Letters, Communications, Pamphlets, etc., intended for this JOURNAL, should be addressed to the *Editor and Proprietor*, JOHN H. SCHULTZ.

NOTICE.—Inventors and scientific men wishing to introduce valuable improvements to the notice of the public, particularly such as relate to Railroads, Locomotives and Steam Navigation, will henceforward receive due attention from this JOURNAL, on the receipt of communications containing proper descriptions of those improvements; a gentleman competent to the task being connected with the proprietor for this purpose.

Locomotives for Sale.

GEO. T. M. DAVIS, Esq., 47 Exchange Place, this city, has for sale one 30, one 20, and one 10 ton locomotives, all of the ordinary gauge, and now ready for delivery. The prices are $11,500, $9,000, and $6,000 respectively. See his advertisement.

Metropolitan (Boston) Railroad.

The receipts of this road during the month of September for five years have been as follows:

September,	1858	$23,477 59
"	1859	26,006 60
"	1860	31,421 28
"	1861	22,757 75
"	1862	25,653 48

Good Politicians and Poor Statesmen.—A Great Mistake Corrected.

Those persons who make politics their trade, and seek to rise on the gusts of passion they themselves create, must be expected to use all the fuel they can pick up to raise the flame and rarify the atmosphere on which they are to ascend. Some of us remember, and all of us know, that when the great Clinton proposed the construction of the Erie Canal, the politicians of the hour took hold of it as a material of party, and a powerful opposition was got up against a measure which is the glory, as it has been the salvation of the State of New York. Look at its magnificent income the present year of about five millions of dollars, enough to wipe out all the immediate claims upon its fund, and leaving six hundred thousand dollars for the use of the State. Had we listened to the arguments of its opponents, it would never have been made. No friend, no advocate of internal improvements therefore need ever fear the opposition of any mere politician. It is his trade to make the most of his opportunity.

We confess, therefore, we are not surprised at the remarks of Mr. James Brooks of the *Express*, which he took occasion to utter in a recent speech before the Democratic Union Association of this City on the 29th ult., in relation to the Pacific Railroad. To say that the speech was not an able one of its class, would be misrepresentation. Some of its views on the subject of arrests and imprisonment without hearing, without trial, and without law are clear and unanswerable, and many others which he offered have force; but when he asserted "that the appropriation of millions of money to a few wealthy corporators of the Pacific Railroad by Congress in time of war was a wasteful exercise of the power of appropriation," he was evidently talking about a matter he did not understand. Congress has appropriated no money at all to a few wealthy corporators. When a certain amount of stock is subscribed, and a certain amount paid in, then the Company which shall thus go into operation, may, after building and completing forty miles of railway, receive the bonds of the Government payable in thirty years from date, at the rate of sixteen thousand dollars per mile; and for the Western sections, to the extent of three hundred miles between the Rocky Mountains and the Nevada, in parts the most mountainous and difficult of construction, bonds are also to be issued in the proportions of forty-eight thousand dollars and forty thousand dollars to the constructed mile. But the whole issue of the credits is limited to fifty millions of dollars; and if, as is contemplated by the act, the construction of the road will not be effected until 1874, then the advances by the Government of its bonds until that time, will only be about five millions of dollars a year, less by two millions three hundred and fifty-seven thousand dollars, than it has been paying the last year for its transportation to San Francisco by the present routes. Thus the enormous appropriations so alarmingly contemplated by Mr. Brooks, melt away into dim and distant advances of credit, several millions per annum less in amount than the Government has been paying, and is still paying for transportation to California. This fact is worthy of special notice. It demolishes all such arguments at a blow. The Pacific Railroad Company, in reality will only borrow from the government during the next ten years, two millions and a third in credits annually of the amount it is actually compelled now to pay in cash to shippers, transportation companies, railroads, and overland expresses.

Is it then the interest of the Government, to go on paying nearly eight millions a year cash, for it is almost that, to keep up its communications with California, Oregon, and the Washington Territory, or to loan its credit merely for five millions annually on good security, get all its money back with interest, and save on its future transportation by using the railway at least fifty per cent. The Government spends as many millions in a single week to carry on this war, and no one objects, as it will have to advance in the shape of credit to build this road for a whole year. The one expenditure, necessary as it is, proper as it is, loyal as it is, ends in a waste of life and property for the time being, puts back our material progress and seriously damages all our commercial interests, but in this case on the contrary, the expenditure, or rather the credit, small as it is, is to secure life and property, advances our material interests, extends our commerce, and develops our resources beyond all present calculation. The politicians, therefore, who clamor for money for war purposes,

seem to be ignorant that the waste and ruin of war must be anticipated, provided for, and cannot be better repaired than by just such projects as canals and railroads.

Now then, as no appropriation of millions has been made, or is to be made, as alleged by Mr. Brooks, we need not notice at length that insinuation about its being given "to a *few wealthy* corporators." There were a hundred and fifty corporators and more named in the Act, and that there are some wealthy men among them we do not doubt; but the majority of them were gentlemen, selected without regard to means from a class of enterprising, adventurous pioneers and explorers of the great and fertile West, who had yet their fortunes to make, and only expect to make them by participating in the general prosperity which attends great internal improvements. These bore their own expenses, most of them travelling thousands of miles to take part in the proceedings, and to impress on their friends in the East the unspeakable importance of developing the great and dormant resources of the West. Nor was their appeal, or their earnestness, or their testimony in vain. One had only to look around and see what Chicago is, considering what it very recently was, to admit the propriety of having as many more as possible of such great commercial centres in the West. The British Government is aiding in the immediate construction of railways in India which are to cost three hundred millions of dollars, and 1,181 miles are to be opened for traffic the present year.

So that the work to be performed by us is not of such vast proportions as to excite any alarm. We are fully equal to it. If Ohio has been able within a few years to construct 3,400 miles of railways, Illinois 2,584, New York 2,600, Pennsylvania 2,300, and Indiana cramped and hampered as she has been, 1,280, we contend that the United States are competent to build this Pacific road of 1,500 miles or more, and in a very short time. Indeed any one of the States we have mentioned would be able to do it; and California, which is eight times as large as New York, could undertake it alone, particularly as she has not as yet any debt incurred for a railway system of her own.

Never did the politicians, then, make a greater mistake than to attempt to drag this project into the dirty quagmires of party. Party has nothing to do with it. The last Congress was enabled to pass the bill solely because the Southern representatives were not there to defeat it, as they always did every measure which they feared would help the North. This is a project which has been before the country for many years, and is well understood. If we wish to keep our possessions on the Pacific Ocean, if we wish California to dig out three millions of gold per month and send them to New York to pay our foreign differences, if we wish to make our country greater, stronger, more harmonious, if we wish to show the affection for our kith and kin within the Golden gate which is continually open to us, then let us construct this road as speedily as possible, and frown down, oppose and defeat every demagogue who seeks to rise upon its ruin. Spend the fifty millions if possible the very first year if the line can thus be extended to the Nevada, let all other similar plans, schemes and projects, give place to this until it is a fixed fact. It is not often in the life of a young nation that such an opportunity occurs, as this which is now ours. It took hundreds of years to find a way round the world, hundreds of years to cross a small isthmus, and now we have the chance of bringing the two greatest oceans of the world within a week's transit, of benefiting all the people who live upon their temperate shores, securing all their vast and valuable products, supplying their wants and controlling all their exchanges. The whole European and Asiatic world, it may be fairly considered, will be peacefully conquered by this great project. Let no small fry orators inveigh any more against its policy, or defame those who advocate it. Mr. Brooks is fond of latin quotations, we will give him one: *Ne sutor ultra crepidam.*

Cleveland, Painesville and Ashtabula R. R.

The income of this company for the fiscal year ending December 31, 1861, was as follows:

From passengers	$389,809 36
" freight	791,826 28
" mails	21,600 00
" express	36,175 37
" miscellaneous sources	5,564 35
	$1,244,975 36

And the expenses were:

Repairs of road	$117,567 47	
" locomotives	25,311 61	
" cars	37,172 69	
" buildings, etc.	14,143 12	
Freight expenses	102,194 26	
Passenger "	53,297 67	
General "	13,865 76	
Fuel	54,417 83	
Oil, tallow and waste	5,800 99	
Watchmen & switchmen.	10,558 39	
Damages	6,141 95	
Taxes	20,041 74	
Exchange	2 467 83	
Construction	24,846 06	
New freight cars	14,916 72	
Telegraph expenses	7,209 88	
		509,983 97
Net earnings		$734,991 39
Interest on first mortgage bonds	$3,570 00	
Do., second do.	16,333 44	
Do., $500,000 special do	35,000 00	
Do., $600,000 dividend	42,000 00	
		96,903 44
		$638,087 95
Divid'd July 1, 1861, cash.	$150,000 00	
" Jan. 1, 1862, "	150,000 00	
" " " bonds	300,000 00	
		600,000 00
Surplus		$38,087 95
Add surplus January 1, 1861		161,620 67
Total surplus January 1, 1862		$199,708 62

Statement showing the earnings of the road for each of the last eight years:

1854	$870,430 36	1858	$1,111,353 47
1855	1,152,938 85	1859	934,320 85
1856	1,231,699 05	1860	1,069,325 36
1857	1,251,537 84	1861	1,244,975 36

The number of miles run by passenger engines in 1861, was 201,380; by freight engines, 282,917; by wood engines, 10,240; by switching engines, 58,329; by construction engines, 26,125—total mileage of engines, 578,991. The total mileage in 1860 was 496,330—increase, 82,661.

The equipment consists of 30 locomotives; 25 first class and 9 second class passenger cars; 6 baggage, 2 mail, 244 box, 140 stock, 78 platform, 42 gravel, 5 drovers' caboose, and 3 boarding cars.

The assets and liabilities of the company January 1, 1862, were as follows:

ASSETS.

Construction	$3,206,933 66
Second track	224,236 21
Engines and cars	555,367 78
Sunbury and Erie R. R. Co. stock	500,000 00
Indianapolis & Bellefontaine R. R. stock, $70,000, valued at	5,000 00
Cleveland & Pittsburg R. R. bonds, $2,500, cost	2,000 00
Indianapolis, Pittsburg and Cleveland R. R. bonds, $3,500, cost 72½	2,537 50
Toledo, Logansport and Burlington R. R. Co. bonds	25,000 00
Meredosia bridge Co	3,186 40
Bills receivable	16,383 54
Due from agents and other roads	2,438 19
Materials on hand	67,421 08
Fuel on hand	15,300 00
Due from P. O. Department	4,150 18
Water Street lot	11,612 14
Cash in hands of treasurer	241,493 89
	$4,888,060 57

LIABILITIES.

Capital stock	$3,000,000 00
First mortgage bonds	25,000 00
Second mortgage bonds	228,000 00
Special mortgage bonds, issued to S. & E. R. R. Co	500,000 00
Dividend mortgage bonds	900,000 00
Bills payable	30,000 00
Due other companies	5,351 95
Surplus earnings	199,708 62
	$4,888,060 57

The number of passengers carried eastwardly, was 112,086, of whom 60,147 were through, and 51,839 way; westwardly, 125,192, of whom 74,383 were through, and 50,809, way. The number of second class and emigrant passengers carried eastwardly was 11,094; westwardly, 25,768. The total number of passengers carried one mile was 16,177,457.

The number of pounds of freight transported over the road was 912,132,111, of which 673,914,555 were carried eastwardly, and 238,217,556 westwardly. Of the eastward bound freight, 628,883,034 pounds were through, and 45,031,521 way. Of the westward, 318,650,543 were through, and 19,567,013 way. The number of tons carried one mile was 41,746,479. The average price per ton per mile was 1.89 cts.

Railroad Earnings--Weekly.

The traffic of the Great Western Railway of Canada for the week ending Sept. 26th, 1862, was as follows:

Passengers	$35,743 54
Freight and live stock	27,939 30
Mails and sundries	1,652 07
	$65,334 91
Corresponding week of last year	63,114 23
Increase	$2,220 68

The receipts of the Grand Trunk Railway of Canada for the week ending September 20, 1862, were:

Passengers	$25,437 69
Mails and sundries	2,960 90
Freight and live stock	45,234 07
Total	$73,632 66
Corresponding week of last year	65,705 30
Increase	$7,927 36

The Petroleum Trade.

A statement made by a Toronto journal shows the wonderful development of the petroleum trade in Canada West. From the wells at Wyoming station, on the Great Western Railway, between 2,500 and 3,000 barrels per week are exported; but so fast is the business increasing that application for transporting 60,000 barrels has been made to the company. In that portion of Enniskillen township in which petroleum is found, the annual receipts amount to $127,000; yet this is only a beginning. Almost every day brings strangers from England to the neighborhood, enquiring into the truth of the reports given out respecting the wells. The Canadian Oil Company of London have sent out an agent to make inquiries before commencing operations. It is reported that other companies are being formed in Great Britain to carry on the extensive business of barrelling, shipping and refining the article. One Western firm have cleared $10,000 by the direct shipment of 2,000 barrels to England; and we hear that several vessels are now on their way to Sarnia to be loaded, while still larger quantities are going forward by rail to the Atlantic ports.

The Great Western Railway Company are about to construct a branch road to the springs; a plank road to Dresden, on the Sydenham river, is also talked about. The making of barrels has already become a large business in that part of the country. Several refineries are being started in Enniskillen. Whether these all succeed in retaining the manufacture in the Province, or whether it will be carried on principally in England, is yet conjectural. Among the other uses to which petroleum has been put is the making of *gas* for lighting houses, for which it is asserted to be the cheapest substance yet employed.

Carelessness of Travelers; Riding with Elbows out of Car Windows.

ALTHOUGH PASSENGERS ARE CARRIED WITHOUT FARE, THE COMPANY MUST EXERCISE REASONABLE CARE. WHAT NEGLIGENCE OF THE PASSENGER WILL DISCHARGE THE COMPANY FROM LIABILITY.

The following case (*Robert M. Todd vs. The Old Colony and Fall River Railroad Company,*) recently came before the Supreme Court of Massachusetts, on appeal from a judgment rendered upon the verdict of a jury awarding the plaintiff the sum of $2,000 damages. The action was brought to recover compensation for injuries received by the plaintiff while travelling in the defendants' cars.

It appears that the defendants' road is located parallel with a track of the Boston and Worcester Railroad Corporation, and while the plaintiff was travelling in a passenger car of the defendants, and seated by an open window, the door of a freight car, which had been left by the Boston and Worcester R. R. Corporation standing upon their track, being unfastened, swung round and struck the plaintiff's arm with its projecting hasps and caused the injury complained of. The plaintiff was riding by permission of the superintendent of the defendants' road and the conductor of the train, without paying fare.

The plaintiff had claimed damages of the Boston and Worcester Railroad Corporation for the same injury, and his claim was referred to arbitrators, who made an award in his favor, for $1,000 and costs, which was duly returned into the Superior Court for Suffolk County in compliance with the terms of the submission, where it was opened, filed, and entered, and was still pending, no further action having been had thereon. The cost of the arbitration was paid by the President of the Boston and Worcester Railroad Corporation.

The plaintiff's counsel contended, on the evidence, that it appeared that the plaintiff's arm, when it was struck was outside of the window of the car; and asked the court to instruct the jury as follows:

First, that the award between the plaintiff and the Boston and Worcester Railroad Corporation operated as a bar to the plaintiff's claim upon the defendants. Second, that if the jury believed that the plaintiff's arm or elbow was out of the window of the car in which he was riding at the time when it was struck by the car door, or hasp upon it, of the Boston and Worcester Railroad Corporation, this of itself was such a want of due care on the part of the plaintiff that he could not recover. Third, that if the plaintiff was riding free of charge, and by courtesy, in the cars of the defendants, at the time of the accident by which he was injured, the defendants were not bound to observe the same degree of care and diligence towards the plaintiff as towards a passenger who paid fare.

The judge instructed the jury that the award was no bar to the present action: and that, although the plaintiff was riding without paying fare, the defendants, under the circumstances, were bound to the same degree of care and diligence towards him as if he had paid fare; and left it as a question of fact for the jury, if they should find that the plaintiff's arm or elbow was outside of the car window when it was struck, whether he was using the care incumbent on him as a passenger.

The following is the opinion of the Court.

BIGELOW, C. J.—The award offered by the defendants constitutes no bar to the present action. It settles nothing conclusively between the parties. It is still open to revision by the court to which it was returned, and may be set aside or adjudged void, for any good cause. It can have no greater effect than a verdict of a jury. It operates neither as a satisfaction, nor as a judgment. Assuming, without deciding, that a judgment for a personal injury, against one of two joint tort-feasors would be a bar to an action against the other, there is no good reason for the position that the pendency of an action against one should operate as a bar to the maintenance by the party injured of a separate action against the other. The rule is well settled, that co-tresspassers are jointly and severally liable, and that separate actions may be maintained against them for their wrongful acts. Until a judgment against one has been obtained, it is uncertain whether the party injured will be able to maintain more than one action. Clearly, it is no defence to show that another person committed the alleged wrongful acts in company with the defendant. It is difficult therefore, to see how his liability is affected by the fact that his co-trespasser is sued for the same act, in another action. * * * * *

Nor can it make any difference as to the effect of the award that the costs of the reference were paid by the Boston and Worcester Railroad Corporation. Such payment cannot be regarded as a part performance of the award. It was only a preliminary step, by which the corporation obtained possession of it from the arbitrators for the purpose of returning it into court. The validity of the award and the rights of the plaintiff under it were wholly unaffected by this act of the corporation, a *fortiori*, it can have no effect to bar the plaintiff from maintaining this action.

The instruction which the defendants asked concerning the degree of care and diligence which they were bound to exercise towards the plaintiff was rightly refused. If it be true that in certain cases a distinction is to be made as to the relative duty of carriers of passengers, towards those who pay for the transportation, and those who are carried gratuitously, it does not appear that the facts proved at the trial of this case rendered it material to call the attention of the jury to it. The defendants having undertaken to transport the plaintiff in their cars, were bound to the use of due and reasonable care in performing a duty which they had voluntarily assumed; and if, by omitting to take such precautions as were necessary and proper to prevent a person exercising due care from receiving an injury, the plaintiff was injured, he is entitled to recover compensation therefor.

The only error in the instructions of the court related to that part of the case which involved an inquiry into the position of the plaintiff's arm at the time of the accident. If he was then riding in the car with his elbow or arm projecting out of the window, by reason of which he sustained an injury, he was guilty of a want of due care, which would prevent him from maintaining his action. Looking at the mode in which railroads are constructed, with posts and barriers which are placed very near to the track on which the cars are to pass, the rapid rate at which trains move, the manner in which cars are made, with seats to accommodate passengers so as to avoid any exposure of the body or limbs to outward objects in passing, we can see no ground on which it can be contended that a person travelling on a railroad is exercising reasonable care in placing his arm in such a position that it protrudes from a window and may come in contact with external obstructions. Certainly, if it is want of due care to attempt to leave a car when the train is in motion, although going at a slow rate of speed, as has been heretofore determined by this court, it is no less a want of proper care to ride in a car with an arm or leg exposed to collision against passing trains or the necessary structures on the sides of the track. Nor was it the province of the jury to determine, as a matter of fact, whether the plaintiff used due and reasonable care, if it was proved that his arm or a portion of it was outside of the window at the time of the accident. If there was no dispute or controversy about this fact, and the position of his arm was the cause of, or contributed to the accident, the plaintiff failed to prove an essential element to the maintenance of his action. In such a state of evidence, it was the duty of the court to decide on its legal effect, and to say to the jury that the plaintiff had failed to make out his case.

We are therefore of opinion that the defendants were entitled to a more explicit instruction in answer to their second prayer than was given by the court, and that on this ground the verdict

rendered in favor of the plaintiff must be set aside, and a new trial granted.

Correspondence of the Railroad Journal.

Utica and Booneville Railroad.

(FROM A NEW CONTRIBUTOR.)

UTICA SEPT. 30.

I have just visited Trenton Falls. The season is now over, but the charms of the scenery are perhaps greater at this time than ever. The place is easily reached by the Booneville railroad and a most agreeable conversation in the cars with the Superintendent in relation to the affairs of the company, induces me to write you this letter. It is well known that this road was at its outset very unfortunate, just as many of the best in this country have been. It was literally smashed up, but the pieces were carefully put together and a new organization took place with a capital equivalent to the debt for which it was purchased in. It then became necessary to put it in thorough repair and this has been efficiently done.

In addition to this, a most splendid piece of work is going on, which I am astonished to find has scarcely been noticed by tourists or newspapers.

I allude to the Viaduct over the Cincinnati Creek, as it is called. This is an embankment 125 feet high and 1200 long with a large stone culvert. It has been constructed without incurring one dollar of new debt, and is rapidly approaching completion. Indeed the company has now no debts, but a debt of gratitude to Mr. Miller, the Superintendent, and John Butterfield one of the principal proprietors. The last named is a character. Besides setting the Booneville on its legs, he is one of the principal Directors of the American Express Company, of the Overland Mail and the Telegraph, and sends a General to the Army, his son, to represent his interests in that part of his country, who does it well. You may think that Railways are matters of fact merely, and have no relation with human passions or metaphysical abstractions. I do know that Dionysius Lardner, in his work on the subject, never treated it in this manner. But the Booneville route leans that way. The present terminus is at Booneville, about thirty-one miles from Utica, and the grades over the Deerfield hills which at a distance would seem impassable, are none of them more than sixty feet to the mile. This is now considered an easy incline, though once it was thought that on all such, the engine wheels would have to be cogged along the rails.

You see, Mr. Editor, that in this part of the world, though there is much lumber and much traffic in it, the inhabitants themselves think there is nothing like leather. Thus the tanneries are very numerous, and the hemlock trees are equal to any possible demand upon them for their purposes.

It is then demonstrable to the people here about, that the Booneville road, when extended due North to Lowville, will catch all the lumber and leather trade, (of which even now it has a share,) will cut through the Watertown line, tap the iron Country of Rossi, and bring up all standing opposite Brockville, one of the prettiest towns in Lower Canada. The Ogdensburg route would, they flatter themselves, be nowhere after this. Now then, mens' minds are here agitated on this subject. The project assumes the form of question and answer, and it becomes metaphysical so far as this; whether humanity in the full possession of its reason would be justifiable in overlooking the necessities of the tanneries, the price of leather, and the possible shoeless condition of our brave soldiers, as must be the case if the Booneville road is not extended to Lowville without delay and as much further as possible. I venture to predict that the humanitarians will come to the right conclusion, and the capitalists, rather tough fellows in a money argument, will also do so, particularly after reading this letter.

I have a weakness for several branches of natural philosophy. I find myself warmed up considerably with the fossil remains about here, of which I have often written. But here are the most beautiful chrystals of quartz I ever saw. They are hard enough to scratch glass, and uncommonly brilliant and refractive. There is one person at least who makes a business of collecting and selling these fossils and Trenton diamonds. Some of his specimens can scarcely be distinguished from topaz and I imagine they really are such. The prices range from five cents to as many dollars and there are plenty of buyers. The trilobite is in great perfection, some of the specimens being very large and the matrices uninjured. The price of the finest is five dollars. Among them is a very curious one. Two trilobites are seen with their heads close together as if they were taking counsel at the impending calamity which was to turn them into stone. They are generally found alone, as if they were an "unsociable beast," but here is a fact, and out of facts we form theories, and so by induction we come to the solemn conclusion, from this specimen, the trilobite was a social animal. But I have yet another fact for you. You remember that our mutual friend Shakspeare said that the uses of adversity were sweet, &c., (I privately disagree with him) and that they were like the toad, which though ugly and venemous, "wears yet a precious jewel in its head." You never saw such a toad, nor I neither, but I have come pretty near it, for mark you, among these fossils I speak of, there was a sweet little black three lobed fellow in whose head, or in whose eye (for trilobites have eyes after all the fuss about it) there is a sparkling little chrystal like a diamond apparently deposited there at the time of the transformation itself. This is really a curious freak of nature and requires explanation. There is among these same specimens, a chrystal of about one inch in length, inside of which there is a drop of water plainly visible. This is not a solitary instance as we read, but the proof is here singularly apparent. In the drop is a black substance which floats on its surface. As you turn the chrystal round, it rises to the top with each change of position thus fully demonstrating its verity and character. Professor Torrey informs me they are common but they invariably burst when placed in the cabinets of Collectors.

The most curious thing yet to be told is the following, which I had direct from Mr. Miller the Superintendent. In digging down through some high sand hills near the Trenton station, the workmen have recently found scattered about in the driest places, little balls of sand, about the size of hickory nut. These apparently are perfectly dry, but on being crushed in the hand, a considerable quantity of water escapes from them. Who can account for this? I am promised some specimens. The milk in the cocoa nut is easily understood, but who can tell how this water gets into the centre of a sand ball and stays there?

The gorges looked splendidly to day. At the eyrie perched on the brink of the high falls, I sat for hours this morning in an exstacy of admiration. A glass of cool lemonade (nothing stronger) added to the pleasure of the sensation. Those beautiful white Cedars flung their arms lovingly around us, and the mist sparkled with coronal rainbows. Yours, O. P. Q.

Tax on Manufactured Goods.

The following correspondence in reference to the application of the "Internal Revenue Act" is of great importance to Manufacturers, and we therefore give it in full:

TREASURY DEPARTMENT OFFICE OF INTERNAL REVENUE,
WASHINGTON, D. C., Aug. 8, 1862.

To the Hon. S. P. CHASE, *Secretary of the Treasury.*

SIR:—I am in daily receipt of letters containing inquiries relative to the construction of the seventy fifth section of the act entitled "An act to provide internal revenue to support the Government, and to pay interest on the public debt." The magnitude of the interest involved in these inquiries is such that I desired the opinion of the Solicitor of the Treasury, or other appropriate legal adviser of the Department. The questions on which I ask advice are:

First: Will a manufacturer, who, previous to Sept. 1, shall have removed goods, or wares, otherwise liable to taxation, from the place or premises where manufactured, to another place or to other premises in the same city or town, be thereby exempted from assessment on goods so removed?

Second: Will a manufacturer, who previous to Sept. 1, shall have removed goods or wares, otherwise liable to taxation, from the town or city where the manufactory is situated to another town or city, be thereby exempted from taxation on goods so removed? These questions assume that the manufacturer is the owner of the goods on the 1st of September. Should the opinion be that the manufacturer in the cases stated is exempt from taxation, I then desire to know whether a manufacturer of the articles mentioned in schedule C will, under the same circumstances, be likewise exempt from taxation.

Your obedient servant,
GEORGE S. BOUTWELL,
Commissioner of Internal Revenue.

The Solicitor of the Treasury, to whom this letter was referred, returned the following answer:—

TREASURY DEPARTMENT, SOLICITOR'S OFFICE,
Sept. 6, 1862.

SIR:—I have the honor herewith to return the letter of the Commissioner of Internal Revenue, dated Aug. 8, 1862, asking the opinion of the Solicitor of the Treasury upon certain questions which are stated by the commissioner. By an inspection of the first paragraph of the section referred to, it will be perceived that there are several classes of merchandise which are made subject to duties: First, such as are produced and sold after the first day of September, 1862. Second, such as are manufactured or made and sold after that date. Third, such as are removed for consumption; and Fourth, such as are removed for delivery to others than agents of the manufacturer or producer within the United States or Territories thereof, after the same date.

It will also be perceived that, giving to the language employed in the description of the last two classes its widest signification, those classes would embrace goods removed for consumption in the one case, or for delivery in the other, when-

ever—"at whatever time"—they might have been manufactured, or "from whatever place the removal might be made." The object of the last provision of the section was to limit the effect of the language thus employed. This limitation has been made by providing that the duty shall apply only, first, to such articles as are manufactured on or after the day specified, in which case it is immaterial from what place the removal occurs; and, second, to such as are manufactured and "not removed from the place of manufacture" prior to that date; thus, in the latter case, rendering the place of manufacture the only one a removal from which will subject the goods to duty.

The remaining points which it will be necessary to consider in order to supply answers to the first two inquiries of the Commissioner are, first, What is to be deemed the place of manufacture? and, second, What will amount to a removal from it? Upon the first point I am of opinion that by the expression, "the place of manufacture," Congress intended to designate the premises where the manufacture is carried on, together with the store-rooms therewith connected, and not the town or city in which the manufacture is prosecuted. I do not conceive it to be essential that the place of storage be on the same lot, or even adjoining the lot on which the goods are actually produced; but it must be a place connected with the manufactory, and used, as to the goods in question, as a place of storage.

The other point, so far as it involves more than the mere fact of physical removal—if, indeed, it be anything more than a modification of the question just considered—is one, as it seems to me, of some difficulty. Ordinarily, the place of manufacture would be understood to be either the premises where the actual production occurs, or those commonly used for the storage of the goods produced. But suppose a manufacturer to send goods to a temporary place of deposit in the same town or city with his manufactory, but for storage only, and perhaps for the mere purpose of avoiding the duty imposed by the act; or suppose a manufacturer who, beside disposing of his wares at wholesale, has in the same town or city with his manufactory an establishment where he sells them at retail, to send some of his goods to such retail establishments for sale; would the removal in the one case or the other thus supposed be such a one as is contemplated in the proviso referred to?

I think that in the last case stated it would be so, and that in the former it would not.

But again, suppose a manufacturer never to make sale of his wares at his manufactory, but to have connected therewith in some distant town or city a place of storage and sale to which he has sent goods—or suppose a manufacturer to send to such distant place, merely for storage or to avoid the payment of duty, a portion of his goods—would the removal in either or both of these cases be such as, if occurring before the 1st of September, to exempt the goods from duty? As I have stated, I consider this a question not without difficulty, but I incline to the opinion that in both cases the removal must, under ordinary circumstances be held to be complete.

I am of opinion that it would be too wide a latitude of construction to consider a storehouse in a distant town or city as, under ordinary circumstances, embraced within the description of "the place of manufacture." What I have written will indicate my views as clearly as I am prepared to state them upon the first two inquiries propounded.

As to the last inquiry, I have to say that, beside the seeming impropriety of adopting a construction which would impose a duty upon one class of goods, while another class equally bound in natural justice to pay duty, should be exempted, I conceive that the proviso under consideration applies as well to articles enumerated in Schedule C, as to those mentioned in section 75; the proviso is general, and applies to all articles upon which a duty is imposed by the act. The burdens imposed upon the articles mentioned in Schedule C are not be less "duties" that they are imposed by way of requiring the articles to be "stamped." I am, therefore, of opinion that the same rule must apply to the articles enumerated in Schedule C as applies to these mentioned in section 75.

With high respect,
EDWARD JORDAN, Solicitor.

Railroad Earnings--Monthly.

The following is a comparative statement of receipts of the Catawissa Railroad for the months of July and August, 1861 and 1862:

	1861.	1862.
July	$17,976 65	$37,316 86
Less connecting roads	3,898 67	13,490 15
	$14,077 98	$23,826 71
August	19,944 09	38,940 58
Less connecting roads	4,324 75	14,560 06
	$15,619 34	$24,380 52

The earnings of the Rome, Watertown and Ogdensburg R. R. in August, 1861 and 1862, were:

	1861.	1862.
Passengers	$12,528 99	$18,750 47
Freight	11,757 97	17,205 79
Other sources	3,463 77	2,616 89
Total	$27,750 73	$38,573 15
		27,750 73
Gain over 1861 (a little over 39 p. ct.)		$10,874 42

The earnings of the St. Louis, Alton and Chicago Railroad in September, 1861 and 1862, were as follows:

	1862.	1861.
September earnings	$114,612 12	$99,518 16
Total since 1st Jan.	745,048 16	717,887 58
Military earnings	114,413 45	73,538 47
Totals	$859,461 61	$791,427 25

The Norwich and Worcester road earned in September an increase in round numbers of $10,000 over September, 1861.

The Illinois Central Company's statement for September shows:

Sales of land	$45,454 60
Cash received for land and grain	102,733 73
Total	$148,188 33
TRAFFIC.	
September, 1862	$400,435 95
" 1861	289,862 36
Increase	$110,573 59

The Cleveland and Toledo Railroad earned in

September, 1862	$100,072 00
Do., 1861	85,639 00
Increase	$15,433 00

The Chicago and Rock Island Railroad earned in September, 1862.

	$145,897 00
Do., 1861	136,111 00
Increase	$9,786 00

The Michigan Southern and Northern Indiana Railroad earned in September, 1862.

	$276,109 00
Do., 1861	235,690 00
Increase	$40,419 00

The earnings of the Galena and Chicago Railroad Company in Sept., 1862, were

	$178,857 30
Do., 1861	200 275 94
Decrease	$21,418 64

The Buffalo, New York and Erie earnings for

September, 1862, were	$70,077 20
Do., 1861	51,212 40
Increase	$18,864 80

The earnings of the Toledo and Wabash Railroad for September, 1862, were.

	1862.	1861.
Passengers	$22 483 35	$21,481 45
Freight	147,896 52	121.056 05
Total	$170,379 87	$142,537 50
Increase		$27,842 37

The earnings of the Hudson River Railroad for

September, 1862, were	$212,118 48
Do., 1861	146,424 39
Increase	$65,694 09

The receipts of the New York and Harlem Railroad for September, 1862, were

	$99,435 24
Do., 1861	89,356 36
Increase	$10,078 88

New York, Providence and Boston (Stonington) Railroad.

The annual meeting of this company was held at Providence on the 30th ult., and the following Directors elected:

James J. Day, of Stonington, Conn.; Matthew Morgan, Thomas Tileston, Samuel D. Babcock, Daniel Drew, Hamilton Blydenburg, William F. Cary, Samuel Sloan, of New York; Nathan F. Dixon, of Westerly, R. I.

The receipts of the Company for the year ending August 31, 1862, have been as follows:

Through passage		$96,723 12
Local passage		61,756 81
		$158.479 93
Receipts from other roads		31,728 20
Through freight	$77.121 89	
Local freight	26,845 59	
		104,967 48
Mail service	$8,960 00	
Balance due last year	1,234 87	
Total	$10,194 87	
Less amount due P. O. Department	8,960 00	
		1 234 87
Interest on deposit		1,234 00
From sale of real estate		125 00
Balance August 31, 1861		30,414 13
Total		$328,183 61
The expenditures have been		$169,462 21
New cars		1,201 13
Paid unclaimed interest on bonds	$300 00	
Paid interest on 6 per cent. bonds	11,769 00	
		12,069 00
Dividend January and June, 1862	$90.461 52	
Dividends unclaimed	3,449 12	
		87,012 40
Paid unclaimed dividends		1,165 50
N. H., N. L. and S. R. R. Co.		880 21
Balance in cash and bonds purchased		55,277 60
Total		$328,183 61

The Crops in Iowa.

The yield of wheat is estimated at 20,000,000 bushels this year, being 1,750,000 bushels more than the crop of 1861. There have been 1,325,000 acres cultivated this season in corn, which will yield 76,250,000 bushels, or an excess over the crop of last year of 16,000,000 bushels. Oats will reach 10,000,000 bushels; hay 1,000,000 tons; sorghum 3,000,000 gallons; and potatoes double last year's quantity. The State will be able to export this year 175,000 cattle and 900,000 hogs. The increase of the sheep has been about one third during the past year, making the number in the State 850,000.

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds / Coupon Bonds — Under Act 15th April, 1842	$2,833,364	6	1862	104¼
		6	1862	103½
Registered Bonds / Coupon Bonds — Under Act 28th June, 1847	9,415,250	6	1867	101
		6	1867	100
Registered Bonds / Coupon Bonds — Under Act 31st December, 1848	8,908,842	6	1868	102½
		6	1868	100
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	97
Registered Bonds / Coupon Bonds — Under Act 14th June, 1858	20,000,000	5	1874	91
		5	1874	93
Registered Bonds / Coupon Bonds — Under Act 22d June, 1860	7,022,000	5	1871	90½
		5	1871	91
Coupon Bonds (Oregon War Debt), Under Act June, 1861	307,000	6	1881	101
Registered Bonds / Coupon Bonds — Under Acts 8th Feb. and 17th July, 1861	50,000,000	6	1881	105
		6	1881	104½
Treasury Bonds (coupon) / Treasury Bonds (coupon) — Under Acts 17 J'y & 5 Aug '61	55,000,000	7.3	1864	105¼
	53,600,000	7.3	1864	105⅛
Registered Bonds / Coupon Bonds — Under Act 25th February, 1862; redeemable at pleasure after 5 years	20,000,000	6	1882	----
		6	1882	----
Treasury Notes—				
Under Acts 28 June, '60, and 8 Feb. and 2 March, '61	7,757,600	6	2 y'rs	120½
Under Acts 2 Mar. '61, & 17 Mar. '62 — convert into 20 y'r b'ds due '81	10,000,000	---	Dem.	----
Under A's 17 Ju. & 5 Au. '61 & 17 Ma. '62 — y'r b'ds due '81	50,000,000	---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	----------	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	50,000,000	5	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	100,000,000	6	1 year	99⅝
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	112
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	107
Georgia—Coupon Bonds	525,000	7	'62-'74	----
" — " "	2,073,750	6	'83-'80	78
Illinois—Liquidation Bonds of 1849	250,890	6	1865	98
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	98⅛
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	97½
" —Interest Stock of 1857	786,223	6	------	98
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	97
" —University Fund Interest Bonds of 1861	650,000	6	1879	101
" —War Fund Bonds of 1861	1,020,400	6	1879	102½
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	99
" — " " " " " not registered	1,525,655	6	1860	94
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" — " " "	2,054,298	2½	18--	58½
" —Canal Preferred Certificates	4,079,500	5	18--	----
" — " " (special) Certificates	1,216,737	5	18--	----
" —Deferred Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	98
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	95
" — " " (banks)	600,000	5	18--	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	66
" — " " (bank)	5,394,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	699,000	6	Var.	107
" —War Loan of 1861	----------	---	------	----
Maryland—Inscribed Certificates	5,964,251	6	Var.	103¾
" — " " (sterling)	8,857,222	5	Var.	----
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	103¾
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,400	5	'61-'72	----
" — " " of 1861 "	247,000	6	'68-'72	----
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	----
" —Inscribed Certificates (loans to R. R. Co's)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,006,177	6	1863	95
" — " "	216,000	6	1878	101
" —War Loan: Coupon Bonds 1861	449,100	7	1881	100½
Minnesota—Coupon Bonds (State)	250,000	8	1867	104½
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	----------	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	----
Missouri—Coupon Bonds	439,000	6	'63-'83	----
" — "	100,000	6	1862	----
" — " (loans to Railroads)	23,101,000	6	'72-'80	59½
" —War Loan 1861	----------	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	----
" — "	----------	6	'64-'65	103
" — " State Loan $6,756,654	----------	6	65-'66	103
" — " Railroad Loan 339,000	----------	6	'72-'75	115
" — " Canal Debt—(old) 9,739,025	----------	6	1874	115
" — " " " —(new) 13,200,000	----------	5½	1865	----
" — " " " —(misc.) 642,585	----------	5	'66-'74	102½
" — " " " —(floating) 2,500,000	----------	5	1863	102½
" — "	----------	4½	1864	----
" — "	----------	7	1864	105
" —War Loan of 1861	----------	7	1870	116½
North Carolina—Coupon Bonds	9,129,555	6	18--	69
Ohio—Inscribed Certificates	6,413,325	6	1860	102
" — "	1,025,000	5	1865	100
" — "	2,183,531	6	1870	105
" — " "	1,600,000	6	1875	105
" — " "	2,400,000	6	1886	107
" —War Loan (1861)	1,500,000	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds (1st January, 1862)	37,687,760	5	'61-'82	92½
" —Inscribed Certificates		5	'61-'82	89½
" — " " "	400,630	6	1879	----
" — " " "	388,200	4½	'63-'82	----
" — " " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,666	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	58½
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	18--	----
" —War Loan (1861)	----------	---	18--	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	64¾
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " " "	265,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	----
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	103
" — " " (Balt. & Ohio R. R.)	5,000,000	6	------	----
" — " " (Water Works)	3,400,000	6	------	----
" — " " (Bank Stock)	553,986	6	------	----
" — " " (Improvement Stock)	4,963,215	6	------	----
Boston—Coupon (S. F.) Bonds (Municipal)	2,412,576	5	Var.	----
" —Coupon Bonds (Water)	6,243,680	5	Var.	----
Chicago—Coupon Bonds (Municipal)	860,000	6	18--	----
" — " " "	609,000	7	18--	----
" — " " (Sewerage)	822,000	7	18--	----
" — " " (Water Works)	1,133,000	7	18--	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " "	720,000	5	1898	----
" — " " " Improvement Fund Stock	3,500,000	6	1876	----
" — " " " " "	2,140,000	5	1887	----
" —Public Education Stock	150,000	5	1873	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1863	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	----
" — " " (Municipal)	1,136,200	6	'61-'80	----
" — " " (Buildings, etc.)	532,000	6	'66-'95	----
" — " " (Sewers)	425,000	6	'70-'88	----
" — " " (Improvement Old Limits)	260,000	6	'71-'87	----
" — " " (Water Works)	497,000	6	'71-'83	----
" — " " (Harbor Improvement)	239,000	6	'63-'86	----
" — " " (Wharf Improvement)	166,000	6	'67-'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	----
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	----
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	100
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	----
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	----
" " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	----
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	----
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	89
" " 2d " "	3,980,670	6	1882	68
" " Improvement "	586,500	6	1870	----
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	----
" " Preferred Interest Bonds	227,569	6	1864	----
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	----
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	----
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,000,000	---	------	84½
Housatonic Preferred	1,180,000	8	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	81⅛
Milwaukee & Prairie du Chien, 1st preferred	1,095,000	---	------	100
" " " 2d "	1,086,000	---	------	78
New York & Harlem, Preferred	1,500,000	---	------	53
Philadelphia & Reading, Preferred	1,551,800	7	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec :				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western :				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence :				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	95
" "	700,000	6	1880	92½
" "	1,128,500	6	1875	94
" "	1,000,000	6	1867	99½
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie :				
1st Mortgage coupon	2,000,000	7	1877	97
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	106
Income ⅔ in '59, ⅓ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	99⅞
Mort. (chgd from Sterl'g)	888,000	5	1864	99¾
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	84½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
*Catawissa :				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1365	----
Central of Georgia :				
Mortgage	86,067	7	1863	----
Central of New Jersey :				
1st Mortgage	1,400,000	7	'65-'70	110
2d Mortgage	600,000	7	1875	105
Central Ohio :				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	80
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	15
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Trust Mort. S. F., convertible	317,000	8	1883	118
" " " inconvertible	2,690,000	8	1893	----
Plain Bonds, dated Sept. 20, 1860	755,000	7	1890	----
2d Mortgage, inconvertible	922,000	4½	1890	----
Chicago and Aurora, 1st Mort.	230,000	7	1867	----
Central Military Tract, 1st Mort.	248,000	7	1864	----
" " " 2d Mort.	204,000	8	1868	----
" " " Plain	28,000	8	1876	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	109
Chicago and Northwestern :				
1st Mortgage (preferred)	1,250,000	7	------	100½
1st Mortgage (general)	3,600,000	7	------	81
Bonds issued for coupons of do.	756,000	7	------	93
2d Mortgage	2,000,000	6	------	37
Appleton Extension Bonds	184,000	7	------	87
Flagg Trust Bonds	245,000	8	------	----
Cincinn., Hamilton and Dayton :				
1st Mortgage	394,000	7	1867	100
2d Mortgage	950,000	7	1880	96
*Cincinn., Wilm. and Zanesville :				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning :				
1st Mortgage	850,000	7	------	90
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	25,000	7	1861	99
2d Mortgage	228,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Dividend Mortgage	900,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	99½
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	95½
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	90
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	72
Clev., Columbus and Cin. :				
1st Mortgage, Coupon	509,000	7	64-'90	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	299,000	7	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	1872	65
Junction 2d Mortgage	221,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	1863	75
Junction Income	27,500	7	1862	----
C. and T. Income Mortgage	104,400	7	1863	75
C. and T. Income (convertible)	174,000	7	1864	----
C. and T. Income (convertible)	256,000	7	1864	----
C. and T. Dividend (convert.)	151,495	7	1865	75
C. and T. Income (convertible)	39,000	7	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	1885	105½
Columbus and Xenia :				
Dividend (due 1860, '61, '62, '66)	115,900	---	var.	93½
Connecticut River :				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	6	1876	95
Cumberland Valley :				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60) :				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware :				
1st Mortgage	500,000	---	------	91
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	106
1st Mortgage (E. Extension)	1,499,000	---	1875	107
2d Mortgage	2,516,500	---	1881	108½
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	60
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000	---	------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	275,000	6	var.	100⅞
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	450,000	6	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Galena and Chicago Union :				
1st Mortgage Coupon	1,971,000	7	'62-'63	105
1st Mortgage (Extended)	22,000	7	1882	105
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	104
*Great Western, Ill. :				
1st Mortgage Eastern Division	1,000,000	10	------	---
" Western "	1,250,000	7	------	---
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	67
Land Security	5,000,000	7	1881	50
Mortgage (convertible)	1,360,000	7	1886	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster :				
New Dollar Bonds	661,000	6	1883	105
Hartford and New Haven :				
1st Mortgage	927,000	6	1873	99
Housatonic :				
1st Mortgage	200,000	7	1877	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69-'70	114
2d Mortgage (S. F.)	2,000,000	7	1885	110
3d Mortgage	1,840,000	7	1875	105
Convertible	1,002,000	7	1867	97
Illinois Central :				
Optional Right bonds	38,000	7	1868	---
Construction	10,798,500	7	1875	105
Construction	4,115,000	6	1875	100
Eight per cent. bonds	326,000	8	1865	----
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60) :				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville :				
1st Mortage	272,000	7	1861	75
2d Mortage	392,000	7	1873	70
*Kennebec and Portland :				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6	1861	----
3d Mortgage	250,000	6	1862	----
*Kentucky Centr. (Cov. and Lex.)				
1st Mortgage	160,000	6	------	---
1st Mortgage	260,000	7	------	---
2d Mortgage (convertible)	1,000,000	7	------	---
3d Mortgage	600,000	7	------	---
Guaranteed by Covington	200,000	6	------	---
Cincinnati (exchanged)	100,000	6	------	---
Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8	------	---
City of Keokuk, (special tax)	150,000	10	------	---
Lee County, 20 years	150,000	8	------	---
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	---
City of Keokuk	200,000	8	------	---
Henry and Louisa Company's	50,000	8	------	---
Lehigh Valley :				
1st Mortgage	1,500,000	6	1870	103
La Crosse and Milwaukee :				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	---
1st Land Grant (Western Div.)	4,000,000	†	------	26
2d Land Grant (Western Div.)	353,600	†	------	26
3d Mortgage (whole road)	1,700,000	†	------	---
Farm Mortgage	1,087,700	†	------	---
Unsecured Bonds	1,785,000	†	------	---
Lexington and Frankfort :				
Mortgage, due 1864, '69 and '74	130,000	6	------	---
Little Miami :				
Mortgage (Coupon)	1,300,000	6	1883	91
Long Island :				
1st Mortgage	500,000	6	1870	92
Extension Bonds	175,000	7	1890	100
Long Dock Co. :				
Mortgage Bonds	560,000	7	1892	----
Mortgages on Land	473,809	7	------	----
Louisville and Frankfort :				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville :				
State [Tenn.], 1st Lien	300,000	6	------	---
1st Mortgage	2,000,000	7	------	---
Lebanon Branch 1st Mortgage	400,000	7	var.	---
Memphis Branch 1st Mortgage	500,000	7	var.	---
McMinnville and Manchester :				
State [Tenn.]	372,000	6	------	---
Mortgage	24,000	7	------	---
Mortgage	10,000	6	------	---
Madison and Indianapolis :				
Mortgage	600,000	7	1861	83
Marietta and Cincinnati :				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston :				
State Tenn.] Loan	1,100,000	6	1880	---
1st Mortgage	1,600,000	7	------	---
Memphis, Clarkesv. and Louisv. :				
State [Tenn.] Loan	910,000	6	------	---

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	1869	113½
1st Mortgage (S. F.), convertible	4,434,000	8	1882	113½
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	904,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	85½
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	100
Detroit and Toledo	684,000	7	1876	88½
1st General Mortgage (S. F.)	3,030,000	7	1885	107
2d General Mortgage	2,572,000	7	1877	97½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	500,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	101
1st Preferred stock	1,060,000	---	------	95
2d Preferred stock	1,020,000	---	------	79
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	99
Preferred Stock	1,175,000	10	------	116
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	108
Funding (S. F.) Bonds	1,553,000	7	1876	112½
Stock Exchange (S. F.) Bonds	680,000	6	1883	108
Real Estate (S. F.) Bonds	166,000	6	1883	108
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	105
Convertible Bonds	970,000	7	1876	113
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	108
New York and Erie:				
1st Mortgage	3,000,000	7	1867	116
2d Mortgage	4,000,000	7	1879	113
3d Mortgage	6,000,000	7	1883	107½
4th Mortgage	4,900,000	7	1880	100½
5th Mortgage	1,792,500	7	1888	99½
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	109
2d Mortgage	1,000,000	7	1864	105
3d Mortgage	862,300	7	1867	90
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	3,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	93
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	75
2d Mortgage	3,077,000	7†	1861	3
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	84
Chattel Mortgage	360,000	10	1883	102½
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,050,000	†	1858	----
2d Mortgage	258,000	†	------	----
Construction	4,242,000	†	1858	17
Income	3,320,000	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage	4,990,000	6	1880	110½
2d Mortgage	2,421,000	6	1875	104
2d Mortgage Sterling	2,126,400	6	1875	----
State Works Bonds	7,100,000	5	------	89
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	76
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	5	------	103
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	----
" 1836, "	192,000	5	1880	103
" 1849, "	3,103,600	6	1870	101½
" 1861, "	436,000	6	1871	----
" 1843, "	1,548,300	6	1880	106
" 1844, (convertible)	863,000	6	1880	106
" 1848, "	124,000	6	1880	99
" 1849, "	83,000	6	1880	102
" 1857, "	3,586,500	6	1886	96
" 1856, "	1,475,000	7	1886	89½
Bonds and Mortg's—real estate	592,200	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	103
2d Mortgage	5,160,000	7	1911	93½
3d Mortgage	2,000,000	7	1911	77
Bridge Bonds, O. & P. R. R. Co.	188,000	7	1876	----
Chicago Depot Bonds	337,173	6	1865	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	30
2d Mortgage	937,500	7	1863	2
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	30
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7	------	99½
2d Mortgage	1,535,000	7	------	----
3d Mortgage (Income)	1,000,000	10	------	----
St. Louis and Iron Mountain				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	100
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
St. Louis, Alton & Terre Haute:				
1st Mortgage (convertible)	1,000,000	7	'62–'72	99½
2d Mortgage (convertible)	2,000,000	7	'68–'70	84
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	99½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	99½
2d M. (Toledo and Wabash)	1,000,000	7	1869	84½
2d M. (Wabash and Western)	1,500,000	7	1899	84½
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	15
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Dollar Bonds	802,000	6	1875	----
Albany City Bonds	1,000,000	6	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	85
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,?36	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,410,769	922,622	23,579	2,582,605	116.9	.....	505.156	260,269	6	....
1 May, '61				209.5				*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	....
30 Nov. '53	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	----	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	348,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,147	149,477	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	5,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,576	354,139	14	142
31 Dec. '61	74.0	—	....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,358	225,292	25,565	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	—	—	....
31 Dec. '60	48.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	....
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,860	808 066	301.979	—	....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,026	—	59
								DELAWARE.													
31 Oct. '60	84.3	—	13.7	—	—	—	—	Delaware	1,552,257	—	—	406.132	870,000	271,877	1,607,684	84.3	136,631	138,970	41 466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6½	....
								FLORIDA.													
— — '62	154.2	—	....	150	—	—	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	—	—	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153.5	—	—	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	—	—	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	.....	—	—	—	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	.....	23.7	—	—	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764.574	10	....
31 Mar. '60	171.0	61.0	.....	—	—	—	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,668,976	102.5	226,241	404.618	212.676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,888	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454.541	—	....
								ILLINOIS.													
31 Dec. '61	220.0	—	.....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	—	8,500,000	4,500,000	.....	10,000,000	220.0	.....	1,098,465	452,693	4	....
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024,750	—	12,176,115	168.0	1,087,025	1,551,227	679,772	—	106
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '62	242.0	—	.....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,828	—	....
31 Mar. '62	181.8	—	.....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	82½
10 Nov. '58	33.2	—	.....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.3	1,123,454	1,720,396	811,185	5	88
31 May, '61	175.0	—	.....	—	—	—	.....	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	485,943	181.529	—	....
31 Dec. '61	454.8	252.5	.....	—	112	94	2,347	*Illinois Central*	27,497,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,023	2,965,758	1,150,903	—	84½
— — —	—	—	—	81.5	—	—	.....	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — —	148.0	—	.....	—	—	—	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	.....	—	—	—	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '58	186.0	—	.....	—	—	—	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	.....	—	—	—	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy	—	....
— — —	1.0	—	.....	—	—	—	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
— — —	108.0	—	.....	—	—	—	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	.....	73.0	—	—	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	.....	—	—	—	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,242	—	....
31 Dec. '60	72.4	—	.....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	364,122	400,397	133,009	—	58
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362.284	140,689	3,458,108	110.0	.....	448,858	230,834	9	40
31 Dec. '60	84.0	—	.....	—	—	—	.....	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37.219	2,031,942	84.0	.....	277,952	119,745	—	....
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
— — '59	64.0	—	.....	—	—	—	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	.....	—	23	—	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,080,128	135.0	201,402	230,563	99,086	—	....
— — '58	288.0	—	.....	—	—	—	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,30.	—	....
— — '58	74.0	—	.....	—	—	—	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '61	73.0	—	.....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,975,801	73 0	325,707	377,692	216,184	10	125
								IOWA.													
1 Jan. '58	75.5	—	.....	201.5	—	—	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	.....	—	—	—	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '61	111.0	—	.....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
— — '59	55.0	52.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	90.0	—	.....	—	—	—	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	.....	113.0	—	—	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
— — '58	13.0	—	.....	22.0	—	—	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	.....	— }	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	.....	— }	—	—	—	} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,122	—	....
— — '59	18.8	—	.....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	.....	—	—	—	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.5	.....	.....	.....	—	....
— — —	27.0	—	.....	—	—	—	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,355,320	80.0	190,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug. '60	53.7	—	.....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*,	—	1,283,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,076	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,006	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	109
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	69½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	100
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,981	1,417,977	736,145	—	35
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	57.7	.....	.....	449,051	128,733	7	102
31 May, '62	74.3	8.8	49.7	—	30	53	604	Boston and Maine	3,880,369	412,589	465,758	4,076,974	—	75,150	4,908,723	119.3	599,048	732,427	290,406	6	118
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	122,720	—	—	61.8	.....	588,871	272,429	8	125
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	—	83.6	.....	928,932	408,594	8	128½
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	—	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	52.3	.....	.....	250,836	122,956	6	100½
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	88½
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	—	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	—	71.6	.....	543,158	217,054	6	110
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	—	ope	r. by N.	H. & N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	116½
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	—	21.6	.....	123,015	24,907	2	53
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	—	—	—	—	—	—	—
30 Nov. '61	21.5	—	0.2	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	—	—	—	18,291	—	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	—	87.3	.....	505,320	219,608	6	114½
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	—	—	—	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	—	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	—	ope	r. by B.	and L'll	.....	—	.....
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	—	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	—	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	—	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	—	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	89.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	—	77.0	.....	200,648	95,739	—	17½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,588	812,997	8	137
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	—	45.7	.....	195,669	83,188	5.3	55
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	88
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,596	527.0	1,775,728	2,250,518	1,137,548	—	46½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	—	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	—
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	12½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	61
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	104½
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	89
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	115
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	65½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	509,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,128,257	*	—	997,682	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	141½
31 Dec. '60	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	156
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	—	—	—	New Jersey	3,609,089	400,378	1,249,621	4,397 820	688,000	—	5,628,931	33.8	.....	992,767	579,981	10	135
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	—	—	—	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	90
1 Dec. '60	13 0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	—	56,582	—	—	—	15,344	3,268	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	oper. by Re	na. & Sarat.	—	—	—	100
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	oper. by W	estern.	—	—	6	—
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	20,076	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220	23.8	677,687	122,103	37,512	3	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	593 845	187,704	—	—
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	55
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,758	1,989,013	566,461	—	70
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	22
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	664.9	.....	7,309,042	2,601,063	6	104½
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,616	1,979,108	—	58½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	22½
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Ce	ntral.	60,000	—	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	90 061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	oper. by B.	N. Y. & E.	4,996	—	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,731	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	[373,080	oper. by Ren	s. & Sar.	—	—	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	.....	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	oper. by Hud	s. River.	—	—	6	—
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	oper. by oth	er Co's.	—	—	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.81	33,318	66,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	.....	oper. by	Erie R. W. Co.	—	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,453	353,441	164,672	6	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	...	...	....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	...	...	....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
-- -- '59	97.0	—	—	—	...	...	....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,698	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	5	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	...	...	....	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '60	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,860	3,256,750	118.2	.....	314,091	102,765	—	15
1 Aug. '61	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,675,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	—
31 Mar. '62	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	.....	646,205	329,714	7½	98
31 Dec. '60	30.0	—	....	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	—	—	—	25
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	....	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	132
31 Dec. '60	67.0	—	....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369 849	238,005	—	80
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,000	96.6	578,991	1,244,975	731,491	10	114
30 Nov. '58	101.0	102.5	....	—	42	....	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	352,093	4	43
31 May '62	109.2	79.4	....	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	72½
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,188,717	ope	r. w. Lit.	Miami.	177,371	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	....	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	.....	375,002	212,107	—	—
31 Aug. '60	36.6	—	....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	—	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	.....	102,180	52,408	—	—
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	.....	69,352	—	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3 532,266	500 521	4 2,002	2,981,26	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	8	106
31 Jan. '62	182.0	21.6	....	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	.....	434,290	99,554	—	—
30 Apr. '62	192.3	—	....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	14
31 Aug. '58	117 0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	.....	—	—	—	—
30 Jun. '61	153.9	52.0	....	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,876	125.0	.....	185,934	34 167	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205.000	*	—	1,000.000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	....	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	865,502	1,012,236	400,559	—	36
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	.....	311,201	164,554	10	61
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	.....	219,548	22,490	—	5
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,305,919	52.5	181,087	249,778	159,551	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	422,200	5,293,552	4,915,500	744,579	11,780,945	202.0	.....	2,169,946	1,339,680	—	110½
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,348	55.5	.....	436,237	153,334	6	58
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,000	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	....	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	82,500	679,908	242,039	6	64
30 Nov. '59	28.0	5.0	13.5	....	9	....	....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	17
31 Dec. '60	20.0	—	4.0	—	...	...	....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	.....	753,316	670,227	6	64
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	—	—	2,951.150	72.3	.....	556,192	379,976	10	48½
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	3,147,130	406,187	.....	2,460,000	2,860,000	22,820	6,205,087	65.7	247 062	364,225	282,124	—	114
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	28,541,166	3,447 522	1,421,980	13,264,100	16,637,400	1,322,915	34,234,599	423.0	4,413,036	7,300.001	3,646,938	6	56½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	.....	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norristn	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	.....	288,667	157,194	—	40
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	—	25,295.48	161.4	1,795,927	2,906,838	1,412,905	—	39½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by	Cam. &	Amboy	—	—	128½
1 Oct. '61	98.0	6.0	—	—	82	109	565	Phila., Wilmington and Balt.	7,021 713	744,425	142,840	6,600.000	2,475,500	140,993	8,742,000	200.5	439,780	1,516,985	675,434	6½	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Siddings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	----
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 323	18,999 581	467.5	2,434,641	3,031,787	1,299,721	—	65
30 Sep. '59	31.0	—	----	11.0	—	—	—	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	----
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	----
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	573,616	.....	.....	573,616	24.5	.....	34,501	29,604	3½	----
31 Mar. '61	28.0	1.2	2.0	—	4	1	446	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	.....	.....	96,227	54,582	—	----
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	114,126	61,848	—	16
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	----
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,201	26.4	.....	125,597	4,502	—	----
30 Sep. '60	78.0	—	6.0	—	16	8	125	Williamsport and Elmira	4,050,314	*	—	1,500,000	2,200,000	293,895	.....	78.0	199,878	238,420	860,339	—	17
								RHODE ISLAND.													
31 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	.....	.....	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,686	*	—	457,917	8,500	—	.....	13.6	.....	26,454	6,914	—	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	----
— — '58	40.3	—	----	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	----
1 Jan. '59	143.2	21.3	----	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,919,554	164.5	.....	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	----
31 July '58	32.0	—	----	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	----
1859	.....	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	670,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	----
1859	100.0	—	30.6	55.8	.....	.....	.....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	----
1859	.....	—	----	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	860,000	204,544	.....	45.8	57,960	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	—	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	----
— — '58	56 0	—	----	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275.000	240,000	171,583	.....	50.0	31,300	32,670	.....	—	----
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	869,000	.....	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	----
— — '59	28.0	—	----	756.0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	579,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,669	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	—	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	126
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	----
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	128.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365.900	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,352	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1.041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,643	80.0	.....	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541.197	33,948	3.162,754	1,480,592	52,928	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	.....	55.0	.....	.....	.....	—	----
31 Dec. '61	199.9	—	24.9	—	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	21,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	----
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	.....	1,108,354	436,039	—	38
— — '57	50.0	—	----	—	85.0	.....	.....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	----
10 May, '61	104.0	—	----	—	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	----
— — '58	10.0	—	----	—	55.0	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	----
								CANADA.													
31 July '61	161.0	—	----	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	----
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	11
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	----
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	----
— — '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	----
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	----
— — '59	25.0	—	----	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	----
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	—	14	18	235	European & North American	4,548,564	*	—	4,637,852	—	—	4,637,852	108 0	.....	130,678	36,432	—	----
1 July,'61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,232	60 0	.....	132,555	36,670	—	----
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	----	60.1	.....	.....	.....	Nova Scotia	4,263,717	*	.....	.....	.....	.....	.....	61.5	.....	120,918	26,803	—	----
								NEW GRANADA.													
31 Dec. '60	48.7	—	----	—	----	----	----	Panama	8,000,000	*	620,804	5 000,000	2,400,000	—	9,003,530	48.7	----	1,539,559	1,110,652	13	145½

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
STATE STOCKS:—						
California 7s	110	110½	111	111	....	112
Georgia 6s	....	....	....	....	....	....
Illinois Coup. bonds	....	....	....	....	....	....
Illinois War Loan	100	....	100½	101	....	102⅜
Indiana War Loan	....	....	....	....	....	....
Kentucky 6s	....	....	....	....	....	....
Louisiana 6s	....	....	....	....	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s, 1878	....	....	....	101	....	....
Minnesota 8s	....	....	....	....	104½	....
Missouri 6s	51	53	58	57⅜	56	59⅛
Do. ies. to H.&St.J.R.	....	....	63	66	67	....
New York 6s, 1874	....	....	....	....	....	....
North Carolina 6s	....	....	....	71	69	69
South Carolina 6s	....	....	....	....	....	....
Ohio 6s	....	....	101⅞	....	102	....
Tennessee 6s, 1890	54	56⅛	58	58⅛	58⅛	58½
Virginia 6s	59½	....	....	....	64	64¼
RAILROAD SHARES:—						
Buffalo & State Line	....	....	....	....	....	....
Chicago, Burl. & Q.	100	101	105	103	106	106
Chicago & Rock Isl.	80⅞	82	83	83¼	84	83⅞
Clev., Col. and Cin.	....	131	133	132	....	....
Clev. and Pittsburg	36	35½	35½	36½	41⅛	43
Clev. and Toledo	70⅜	70⅜	72⅛	73	72⅛	72⅛
Del., Lack. & West.	110	110	110	110	110⅛	110
Galena and Chicago	83	84	84⅜	85⅜	88	88
Hudson River	65⅛	69	70¼	70¼	70	70
Illinois Centr. (scrip)	80½	82	82	83	83	84⅛
Michigan Central	85	87	87⅛	88	88½	88
M. S. & N. I. guar'd.	75⅛	78½	80⅛	83	82	81⅛
M. S. and N. I.	38⅛	40½	44⅛	46½	48½	46⅛
Mil. and P. du Chien	37	36⅛	38	37⅜	37	38
M. & P. du C. 1st pref.	....	....	100	....	99	100
M. & P. du C. 2d pref.	....	....	....	....	78	78
New Jersey	....	....	....	....	....	....
New Jersey Central	156	....	....	....	....	....
New York Central	104	104¼	105½	105	103⅝	104⅛
Erie	51⅛	56	58½	59⅛	58½	58⅝
Erie pref.	84	85⅛	86⅛	85⅞	84⅛	84⅛
" Ass. scrip	....	....	....	....	....	....
N. York & Harlem	22	22¾	24⅛	24⅛	24½	25
N. Y. & H. "pref."	47⅛	49	50	50⅜	50	53
Panama	145½	145	145	146	146	146
Phila. and Reading	75	77	78⅛	78⅜	77½	79
Pitts. Ft.W.&Chicago	53	54	56⅛	59⅛	62	65
Toledo & Wabash	36	36	36	....	36¾	36
" " Pref.	69	....	....	72	70½	....
RAILROAD BONDS:—						
Buff., N.Y.& Erie 1 M.	....	97	....	....	....	....
Chic. & N. W. 1st M.	....	....	....	81	....	....
" " 2d M.	35	35¼	37⅛	38	37	37
" " S. F.	....	....	....	100⅛	....	100⅜
" " A. B.	62	63⅛	65	65	65	64⅛
" " I. B.	91	....	....	93	....	....
" "Ap.Ext'n.	....	....	....	....	....	....
" " G.B.Ext.	....	....	....	....	....	....
Clev. & Pitts., 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	72	72	....	72	72	72
Cl. & Tol. S. F. 7 p.c.	103⅜	104	104	103⅜	103⅛	103⅛
Chi., Bur. & Q. 8 p.c.	....	....	....	....	....	118
Chi. & R.I. 1st M. '70	....	....	....	....	....	....
D.L.& W. 1 M. 8p.'71-5.	....	....	....	....	....	....
" 2M. 8p.c.'81	108¼	108⅛	....	....	....	....
Gal. & Ch. 1 M. 7p.c.'63	....	....	....	....	....	....
" 2M. 7p.c.'75	....	....	....	....	....	....
" 1 M. Ex.'82	....	....	....	....	....	....
Hann. & St. J. bonds	....	....	....	50	50	....
Huds. R. 1 M. 7p.c.'69	....	....	....	....	....	....
" 2M. S.F.	110½	....	....	110	....	....
" 3M. 7p.c.'75	....	102⅜	103	103	....	....
" conv. bonds	....	....	....	97	....	....
Illinois Central bonds	102½x	103¼	103⅜	105	106	106
La Crosse & Mil. L.G.	....	....	....	....	....	....
Mil. & P. du C. 1st M.	100⅛	101	101½	101	....	....
Mich. Cen. S.F. 8pc.'82	....	....	113½x	....	....	....
" conv. 8p.c.'69	108	109	110	111	112	113½
M. S. & N. I. 1 M. S.F.	....	....	....	107	107	....
" " 2 M.	97	98	....	98	97	97½
N. J. Central 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
N.Y.C.6p.c.certif.'83	....	109	....	108	109	108
" 1 M. 7p.c.'64.	113½	....	....	....	105	....
" bonds 1876	....	....	113⅛	113	....	....
N.Y.& E. 1 M. 7 p.c.'67	....	....	....	....	116	....
" 2M. 7 p.c.'79	....	....	....	....	....	....
" 3M. 7p.c.'83	....	....	108	107⅜	....	....
" 4M. 7p.c.'80	99½x	100	101¼	101½	101¾	100⅜
" 5M. 7 p.c.'88	....	....	99½	....	....	....
N.Y.& H. 1 M. 7p.c.'73	....	....	....	110	....	110
" 2 M. 7p.c.'64	....	....	....	....	....	....
" 3 M. 7p.c.'67	....	....	95	....	....	....
Pitts., Ft. W. & Ch. 1 M.	104½	105	104¼	....	104	103
" " " 2d M.	92	92	93⅜	....	94	93¼
" " " 3d M.	71	71	72¼	74	74⅜	77
St. L., Alt. & Chi., 1 M.	....	....	....	....	99¼	....
St. L., A. & T. H. 1 M.	....	....	99½	....	....	99½
" " " 2 M.	....	....	84	....	....	....
Toledo & Wab. 1 M.	....	99	99½	100	99⅝	....
" " 2 M.	85	85	85	85	84½	84½
MISCELLANEOUS:—						
American Gold	123	122½	123	123⅛	123⅜	124⅞
Del. & Hud. Canal	110	110	112	112	111	111
Penn's Coal Co.	107	108	110	....	....	109
Pacific Mail S.S. Co.	121⅛	124	128	133	132⅛	133

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
FEDERAL STOCKS:—						
U. S. 5s, 1871	....	....	....	....	....	....
U. S. 5s, 1874, coup.	92½	92⅝	93	93	92⅝	93
U. S. 5s, 1865	97	....	....	....	....	....
U. S. 6s, 1881, reg.	104½	....	104½	104⅝	....	105
U. S. 6s, 1881, coup.	104⅜	104½	104⅜	104⅜	104½	104⅜
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	101
U. S. 6s, 1881, " ⅓	....	....	....	101⅜	....	....
U. S. 6s, 1862	....	....	....	....	....	104⅜
U. S. 6s, 1867, reg.	101	....	....	....	....	....
U. S. 6s, 1868, "	....	....	....	....	102½	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. Demand Notes	120	119½	119½	119½	....	120½
U. S. 6s, 1 year certif.	99⅛	99⅛	99⅛	99⅛	99⅛	99⅛
Treasury 7 3-10 Notes	105⅛	105⅛	105⅜	105⅜	105⅛	105⅛

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
Boston and Lowell	....	102	102½	....	....	102
Boston and Maine	116⅛	....	....	117½	118	....
Boston and Providence	....	123	....	125	....	125
Boston and Worcest.	....	126	127	....	128⅛	....
Connecticut River	100	....	100⅛	100⅛	100½	100⅛
Eastern, Mass.	85⅛	86	86½	87	88⅛	....
Eastern, N. H.	....	85⅛	....	....	....	89
Fitchburg	....	109	....	....	109⅛	110
Manchester & Lawr'ce	....	114⅝	....	115	115	115
Michigan Central	....	85	....	....	....	....
Northern, N. H.	....	....	....	....	65½	65½
Old Colony and Fall R.	113	114	114¼	....	....	114⅜
Ph., Wil. & Baltimore	59⅜	60¼	60¼	60	60	60
Portl'd, Saco & Ports.	108	....	....	....	109	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	....	18	17½	17⅛	17⅛	17⅞
Western	....	137	137	....	....	....
Cambridge (Horse)	106⅜	107	107½	107⅝	107⅛	107½
Metropolitan "	59⅜	59½	59⅜	60	60	60
Middlesex "	88⅛	....	90	....	91½	....
Bohemian Copper Co.	....	....	....	....	....	....
Central "	21⅞	....	22	22½	25⅛	....
Copper Falls Co.	7¼	7⅜	7⅜	7⅜	8¼	8½
Franklin Copper Co.	38⅜	40	41⅜	47	49	....
Isle Royale "	15⅛	15⅜	16	18	19	....
Hancock "	7⅜	7⅛	....	....	7⅜	....
Mesnard "	4⅝	5	....	....	5⅜	....
National "	29	29	29	....	30	....
Minnesota "	62½	64	....	69⅛	....	....
Pewabic "	39¾	41⅛	43½	46	46⅜	....
Pittsburg "	....	60	....	....	....	....
Quincy "	50	....	54	....	....	....
Rockland "	....	14⅛	15	15½	16⅛	....
Superior "	3⅛	....	3⅞	....	4	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.
Alleghany Co., 6s	....	....	....	....	....	....
Beaver Meadow	....	....	61	....	61	....
Cattawissa	....	....	....	4½	4½	5
" preferred	12⅞	12½	12⅞	13½	14	15½
Camden & Amb.	140	139	....	141	....	141⅜
" " 6s,'83	....	99	....	100	....	....
Elmira & W'msport	....	16	....	16	....	17	17
" " pref.	26	26	....	....	28½	....
" " 7s	94¾	98	....	....	....	98½
" " 10s	....	....	....	....	45	....
Harrisburg	....	58	....	....	....	....
Lehigh Navigation	54	....	....	....	....	106
" " 6s	105⅛	105½	....	....	....	....
" " scrip	32¾	32⅛	....	....	33½	33½
Long Island	20	20	21⅛	23⅛	23⅛	23
Minehill	48⅛	48½	47⅛	48	48	48½
North Pennsylvania	10⅜	....	10⅜	11	11⅛	11⅛
" " 6s	84⅛	85	....	84	....	....
" " 10s	....	100	102	102½	....	....
Pennsylvania R. R.	53⅜	53½	54	54⅜	55⅞	55⅝
" 1st m.	110	....	110	....	110½	110½
" 2d m.	....	....	102	....	103½	104
Penn. State, 5s	....	93	92	94½	95	95	95
" " 5s, coupon	....	....	....	....	....	....	....
Philadelphia & Erie, 6s	....	97⅞	....	....	99½	100	....
Philadelphia City, 6s	....	99	99	....	100	100½
" " new	103½	103	104	104	104½	104½
Phila. & Reading	36⅜	35½	37⅜	39½	39⅜	38⅛
" " 6s, '86	....	96½	....	....	....	96
" " 6s, '70	101¼	....	....	101½	101½	....
Arch street, (Horse)	27	26½	27	27	....	27
Chestnut & Wal.	"	....	....	45½	45½	45
Green & Coates,	"	....	34½	34½	35	35	35
2d and 3d streets,	"	34½	....	....	75	....	....
Spruce & Pine,	"	15½	15½	15⅜	15½	15⅛	15½
13th & 15th sts.,	"	22½	22½	22⅛	23½	23	....
West Philad.,	"	....	....	....	....	....	....
10th & 11th sts.,	"	....	....	33½	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.
Baltimore City 6s, 1875	....	....	....	107½	110	....
" " 1890	....	....	104½	....	105⅛	105½
Balt. and Ohio	64⅛	67⅛	68	69	69½	69⅛
" " b'ds, '62	....	65	....	....	....	68
" " " '80	....	....	....	....	....	....
" " " '85	94⅜	....	....	93	94⅜	95
North. Central	34	34	....	....	35	35
" " b'ds, '85	89¼	....	....	....	91¼	....
" " " '95	....	....	....	....	....	....

London Stock Exchange.

The following are the closing prices in the London Market on the 24th September:

United States 5s, 1874	66	to	68
Maryland 5s	69	"	71
Virginia 6s	50	"	51
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	x. c. 66	"	67
Erie shares, ex assessment scrip	29⅛	"	30⅛
Erie shares, 7 per cent. preference	53	"	55
Erie shares, assessment scrip	1⅞	"	2⅛
Illinois Central 6s, 1875	72	"	74
Illinois Central 7s, 1875	x. c. 73	"	75
Illinois Central $100 shares, $90 paid, dis.	50⅝	"	49⅛
Illinois Central, all paid	48⅝	"	49⅛
Michigan Central 8s, Convertible, 1869	82	"	84
Michigan Central Sinking Fund 8s, 1892	x. c. 83	"	85
Michigan South. and North. Indiana 7s, 1885	77	"	80
Do. do. do. $100 shares	18	"	20
New York Central 6s, 1883	80	"	82
New York Central 7s, 1864	x. c. 80	"	82
New York Central 7s, 1876	83	"	85
New York Central 7s, 1876	83	"	85
New York Central $100 shares	71	"	72
New York and Erie 7s, 1867	85	"	90
New York and Erie, 2d mort., 1859	78	"	83
New York and Erie, 3d mort., '83, assented	75	"	77
New York and Erie, 4th mort.	x. c. 68	"	70
New York and Erie, 5th mort.	69	"	71
New York and Erie Bonds, 1862, '71, '75	....	"	....
New York and Erie shares, assented	....	"	....
Panama, 1st mortgage 7s, 1865	102	"	104
Panama, 2d mortgage 7s, 1872	99	"	101
Pennsylvania Central 6s	x. c. 79	"	81
Pennsylvania Central 2d mortgage	83	"	85
Pennsylvania Central $50 shares	37	"	39
Philadelphia and Reading $50 shares	18	"	20

American Railroad Journal.

Saturday, October 11, 1869.

Stock and Money Market.

The upward tendency in securities noticed in our last has continued through the present week, with scarcely an interruption. Gold, government stocks, and those of incorporated companies, have participated in it. Gold closed on Thursday at 126, Exchange on London was 138½ to 139; Custom House notes, 121, and Treasury bonds (7.30), 106.

The share list was a little duller than previously; and there are not wanting indications, in the judgment of some men, of a suspension of the fever of speculation which has been so rife lately.

The rates for money remain without any change of importance. The earnings of our railroads for September, so far as reported, are quite up to the public expectations.

The following quotations of sales of securities are in addition to those given above:

New York—Illinois sterling bonds, 100; Illinois coupon bonds, 1862, 90½; do., 1870, 101; do., 1877, 101; do., 1879, 103; Alton and Terre Haute 3d mortgage preferred, 81, 82, and 82½; do., income bonds, 60, 61, 62, 63 and 64; Illinois Central cancelled bond scrip, 60 and 62; Illinois canal registered bonds, 97½; Toledo and Wabash interest bonds, 90; New York City 5s, 1878, 98; Goshen branch bonds, 102; Lackawanna and Western 1st mort., 106½; Cumberland coal pref. 11¼ to 17¼; Norwich and Worcester, 62 and 64; Rome and Watertown, 81 and 85; Indianapolis and Cincinnati, 40; Brooklyn City water loan, 109; Miss. and Mo. Land Grant, 54; Eighth Avenue (N. Y.) R. R., 150; Canton Co., 15¼ and 17. The closing prices on Wednesday where sales were not effected were as follows; Erie 2d mort., 113; New York and Harlem 2d mort., 104; Lacross and Milwaukee Land Grant bonds, 30; Chicago and North Western Green Bay Extension, 84; do., Appleton Extension, 90; Galena and Chicago 1st mort., 105; do., 1st mort., extended, 105; Chicago and Rock Island 1st mort., 109; Central New Jersey 1st mort., 112; Cleveland

and Pittsburg 1st mort., 100; do., 2d mort., 100.

Boston—Michigan Central 8s, 1869, 108½ and 112; Ogdensburg 1st mort., 85 and 87; do., 2d mort., 4½ and 6; Vermont Central 1st mort., 21; Rutland 1st mort., 42; do., 2d mort., 1½; Chicago Municipal 7s, 104; Massachusetts 6s, 1875, 115¼; do., 1876, 115; do., 1888, 114½; New Bedford and Taunton, 65¼; Boston, Conc. and Mont., pref., 26; Concord, 62; East Boston Ferry bonds, 90; Boston Water Power Co., 33½; Boston City 5 per ct. coupon stocks in certificates of $1,000 or $5,000 each, due April 1, 1883, (payable Oct. 13,) 108⅛; Phœnix Mining Co., 3¼; Pontiac, 2½, Petherick, 3⅛; North Cliff ⅝. Huron, 9; Toltec 3; Malden and Melrose, (horse) 6⅝.

Philadelphia—Long Island 6s, 99½; Camden and Amboy 6s, 1867, 100; do., 1875, 98½; Pittsburg, Ft. W. and Chicago, 2d mort., 92; Sunbury and Erie 7s, 100 and 103; Philadelphia and Sunbury 7s, 95¼; Pennsylvania coupon 6s, 106; Pittsburg coupon 6s, 81⅝; Lehigh Val., scrip 15; Schuylkill Nav., 5½ and 6¼; do., pref., 15⅝ and 17⅝; do., 6s, 1871, 61¾; do., 1872, 90; do., 1882, 73¼ and 75; Susq. Canal 5½, do., 6s, 35 to 37; Chesapeake and Delaware Canal 6s, 80½ and 88; Morris Canal, 50 to 59; Ph., Wil. and Balt., 58; Little Schuylkill, 20 and 23½; Girard College (horse) R. R., 27; Fifth and Sixth Streets, 50; Race and Vine, 10; Norristown, 49 to 50¾; West Branch bonds, 94¾.

Baltimore—N. W. Va. 1st mort., 98½ and 99; do., 2d mort., 93; Baltimore and Ohio bonds, 1875, 95; Western Maryland railroad bonds, 67½ and 68; do., endorsed, 99¼; Virginia 6s, 60; Maryland 6s, 1890, 105; City Passenger R. R., 13; Canton Co., 17; Springfield Mining Co., $2.25 per share; Guilford, 40; Balt. and N. C., 25; Gardiner Hill, 80. The quotations on Tuesday were: Washington Br., B. & O. R. R., 125*a*133; Baltimore and Ohio bonds, 1867, 98*a*100; do., 1880, 94; N. W. Va. 3d mort., 90; Central Ohio 2d mort., 92½; Maryland coupon 6s, 1870, 105½; Baltimore 5s, 1888-'90, 84*a*87.

Accidents to Excursion Trains.

In England excursion trains are much more a recognized source of income for Railroad Companies than in this country. On the lines leading out of the great cities, particularly London, they are of almost daily occurence; and those sent on Sunday are regularly advertised in the newspapers. There is this to be said in their behalf, that for a trifling sum laboring men and their families are enabled to escape out of the foul atmosphere and disagreeable sights incident to places like the metropolis, to enjoy the fresh air and agreeable scenery of the sea or the fields. We would not in the least underrate these advantages, though purchased by the sacrifice from Railroad employees of that Seventh Day which should be devoted to purposes other than mental or physical labor. But another objection is presenting itself there to the despatching of special trains for excursion parties—the loss of life and limb by collisions with the regular trains. We do not overestimate the matter in saying that more deaths and bruises have thus been caused, the past twelve months on the English Railways, than from all other agencies put together. Slaughters of dozens or scores of passengers have taken place this last Summer, some of them following so closely upon the other, that the public had not time to recover from one shock until another was upon them. While greater safety is becoming the rule as respects the regular passenger business, the danger seems to be on the increase as respects excursion trains.

In this country, though the people individually travel more than in any part of Europe, they appear to go in groups less than in England. The steamboat is more popular than the railroad car as a means of conveyance for excursionists. Still, we have had some bad accidents on a number of our lines, especially on occasions like the 4th of July. About seven years ago a party of Sunday School children were run into on a road in Eastern Pennsylvania, after celebrating the national anniversary; and the destruction of life occasioned thereby was such as to deter others from seeking enjoyment at so great a risk on holidays. On the whole, it is perhaps best for the Companies themselves that such a wholesome dread of accidents should pervade the public mind.

On this subject we have been interested by the perusal of a letter from "A Railway Director," which appears in a late number of the London *Times*. He is evidently one who has been behind the scene sufficiently to understand whereof he speaks. The Company of which he is a Director possess 250 miles of a line. The traffic is pretty heavy, and the road enjoys almost an immunity from accidents. The reason is, he observes, because the board have for years refused to grant excursion trains excepting when confined to one locality, as in the case of the Volunteer review. This policy was not adopted merely from motives of humanity, but from regard to profits just as well, it being held that the running of those trains is a positive loss to a Railroad Company.

The writer observes:—

A rich company, possessed of well paid and well disciplined servants, can conduct, without much danger, a very large extraordinary traffic, provided it be confined to a moderate section of a railway; and where that traffic is of so frequent recurrence that it assumes somewhat of a regular character, the danger is almost entirely extinguished. But this cannot be the case where excursion trains are run upon extraordinary occasions and for long journeys. The servants of the company or companies over whose lines the trains are to pass are not increased on account of the additional traffic; or, if they are, it is only to provide the attendants required for the excursion trains themselves, or at the stations at which the traffic arises. More generally they are served by drivers and guards working and being paid for extra time, and at the stations the passengers shift pretty much for themselves. The vigilance and experience, therefore, which suffice for the ordinary traffic throughout the "system" cannot guard against accident to the unknown addition by which they are to be taxed.

But further, excursion traffic is only profitable at seasons when the ordinary traffic is greatly swollen and cannot be carried on with punctuality. Even express and mail trains upon long lines are at such times often late by periods varying up to and over an hour. How frightful, therefore, must be the risks attending the launching upon the crowded line trains of which the running, the weight, and even the numbers are doubtful, if not unknown, to those charged with the details of working hundreds of miles of railway.

The directors who undertake such traffic are gambling with human lives as the penalty of loss.

Why, then, should excursion trains be run at all, it may be asked? The answer is that in the competition which exists between rival Companies one will make sacrifices and incur risks in order to divert travel from another. Either of these may perhaps form a link in some great chain of roads, and if the residue propose to "accommodate" the traveller by an extra train now and then, it is exceedingly difficult for all to keep out of it. So managers prefer to imperil the lives of passengers and throw away the property of their constituents rather than see a little business go temporarily into the hands of a rival, or have their road gain the reputation of being illiberal.

"The inference," says the *Times*, in reviewing this letter "is that our railways are encumbered with such an excess of traffic as to render railway travelling decidedly less secure than it might be. The truth is told by railway authorities themselves. They can hardly manage their ordinary traffic at busy times, and these are just the times, be it remembered, when excursion traffic is added to the work. At seasons when there are few travellers there are no excursionists. Yet, notwithstanding all this, and in the face of obligations which managers find scarcely supportable, every company is prepared to sacrifice everything, even the very dividends of its shareholders, for the sake of getting a little more traffic, or of keeping every pennyworth it has got. They are staggering under the weight of their business, but they would rather give up their profits than have it lightened."

It may seem strange that this petty rivalry should manifest itself to such an extent in England, where the roads have as much business as they can well transact. We have had our full share of it here in days past; but our decided conviction is that it has disappeared in a great measure and is on the decrease. We are slow to believe that the officers of any line leading into this city would be so silly as to encourage a system of travel which was injurious to the company and dangerous to life, merely because if A did not yield to the call for a special train, B would. And yet there is not a road terminating near this city whose capacity for business is not capable of a very considerable increase, particularly in the passenger line. But it is well that the chartering of excursion trains has not recently been encouraged and we trust the experience of the English will not be lost on us in this respect. The sale of what are here termed "excursion tickets," *i. e.* such as are good for one or two days back and forth, is a different matter.

Railways in India.

The Annual Report of Mr. Juland Danvers on the Railways of India, shows that the construction of these works is going on at a rate almost approaching to the progress made in this country during the last decade. At the commencement of this year 1,609 miles were open, to which will be added 1,181 miles by the close of 1862. The total expenditures on these works are £40,000,000, or allowing for the present year, £47,000,000, which is equivalent to £16,850 per mile. Included in this aggregate is, however, a considerable sum on works only in progress, so that the cost per mile is less than that stated above. Ten millions additional are to be expended by British capitalists, that amount having already been taken on a government pledge of five per cent dividend. The number of persons engaged on the works is 35,000, of whom 32,000 are natives. The number of

English stock and bondholders in India Railways is well up to 30 000.

Business of the Philadelphia Custom House.

The business of the Philadelphia Custom House, for the month of September, was as follows:

	1861.	1862.
In warehouse, Sept. 1	$1,128,679	$107,553
Warehoused from foreign ports	30,144	112,350
Warehoused from other districts	16,222	10,262
Withdrawn for consumption	105,833	121,994
In warehouse, Sept. 30	1,063,505	91,894
Entered for consumption	85,505	539,330
Free merchandise entered	17,814	13,168
Domestic produce exported	735,018	829,898

Duties.	1860.	1861.	1862.
September	$147,688	$57,054	$262,685
Previous 8 mos.	2,914,882	1,068,558	2,840,731
Total	$2,162,570	$1,125,612	$3,103,416

New York Canals.

The quantity of flour, wheat, corn and barley, left at tide-water from the commencement of navigation to the 30th September inclusive, during the years 1861 and 1862, was as follows:

	1861.	1862.	Increase.
Flour, bbls.	784,747	995,620	210,873
Wheat, bush.	16,478,748	61,150,154	4,671,406
Corn, bush.	14,763,810	15,038,379	274,569
Barley, bush.	263,157	440,821	167,664

By reducing the wheat to flour the quantity of the latter left at tide-water this year, compared with the corresponding period of last year, shows an increase of 1,145,154 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of September, in the years indicated:

	1860. *Canal opened April 25.*	1861. *May 1.*	1862. *May 1.*
Flour, bbls.	560,449	784,747	995,620
Wheat, bush.	8,044,368	18,478,748	21,150,154
Corn, bush.	11,657,969	14,763,810	15,038,379
Barley, bush.	386,559	273,157	821,449
Oats, bush.	4,257,860	4,503,289	3,066,416
Rye, bush.	208,472	984,466	605,339
Beef, bbls.	4,513	541	11,358
Pork, bbls.	6,771	6,611	137,845
Bacon, lbs.	458,464	598,900	5,296,496
Butter, lbs.	249,490	288,765	304,858
Lard, lbs.	983,585	719,641	7,681,102
Cheese, lbs.	564,846	477,680	925,625
Wool	1,894,344	1,271,081	1,632,397

Sixth and Eighth Avenue Railroads.

At a meeting of the Board of Councilmen held on the 2d inst., a communication was received from the Comptroller with statement of the receipts of the Sixth and Eighth Avenue Railroad Companies, as reported to him, for the first eight months of this year, as follows:

	Sixth Av. R. R.	Eighth Av. R. R.
January	$29,772 69	$31,586 84
February	27,829 32	29,856 06
March	27,852 76	29,376 59
April	30,104 18	29,944 47
May	32,195 22	32,562 81
June	30,754 19	31,432 36
July	27,486 94	30,592 88
August	26,328 31	30,929 87
Total	$232,623 61	$246,281 88

Boston and Maine Railroad.

Mr. Israel M. Spelman, of Cambridge, has been elected president of the Boston and Maine Railroad Company for the ensuing year.

Hudson River Railroad.

The earnings of the Hudson River Railroad for the year ending Sept. 30, were as follows:

	1860–'61.	1861–'62.
October	$193,950 64	$173,260 89
November	169,548 71	197,761 77
December	220,370 19	246,281 98
January	223,157 37	307,330 18
February	205,342 69	281,568 10
March	167,559 96	308,963 46
April	139,750 84	202,346 11
May	150,807 63	192,442 41
June	122,682 83	151,427 24
July	114,804 23	159,768 83
August	135,298 67	193,442 33
September	146,424 39	212,118 48
Total	$1,939,698 14	$2,626,712 78
		1,989,698 14
Increase		$637,014 64

The Pennsylvania Railroad Bridge.

This structure which was completed last spring, is now in admirable working order. The pier is erected close to the Arsenal, and the track runs immediately alongside of the wall, above it. A large amount of freight daily passes over, together with great quantities of petroleum. This is taken to the foot of Christian street, where it is shipped to different ports. This road joins the track near Gray's Ferry road.

Baltimore Passenger Railway.

The City Passenger Railway Company have within a few days past awarded to Messrs. John E. Eschbach & Co. a contract for the building of a new branch city railway, as authorized by a city ordinance, from the corner of Baltimore and North streets to the Northern boundaries of the city. This line will begin at the intersection of North and Baltimore streets, pass up North to Lexington, to Calvert to Eager, and out Charles street avenue to the city limits; and in order to comply with the provisions of the ordinance, the work must be completed by the 1st of January, 1863. When finished, this will prove a great accomodation to the residents of North Baltimore.

Dimensions of the Great Lakes.

The government survey gives the following measurement of our great lakes:

	Length, miles.	Breadth, miles.	Area, miles.	Mean depth, miles.
Lake Superior	355	160	32,000	988
Lake Michigan	360	108	20,000	900
Lake Erie	250	80	6,000	200
Lake Ontario	180	65	6,000	500
Lake Huron	200	160	30,000	300

Long Island Railroad.

The following is a statement of business of the Long Island Railroad for six months to Oct. 1, 1862:

Gross earnings		$167,096 66
Cost of operating	$71,640 19	
Interest on debt	23,853 00	
Dividend 6 months	45,000 00	
		140,493 19
Surplus		$26,603 47

New York and Boston Air Line Railroad.

Another section of this road has been completed during the past week, and the cars now run to West Medway. The work on this road is still progressing, and within a few weeks the rails will be laid to Bellingham, and by the first of January to Woonsocket, which will complete the Massachusetts division of the road.

Valuation of Taxable Property in Kings County.

The following is the estimated value of property in Kings County for the years 1861 and 1862, as prepared by the assessors and presented to the Board of Supervisors at a meeting held Oct. 2d:

Wards.	1861.	1862.	Increase.
I.	$6,826,099	$6,299,750	*$26,349
II.	4,788,130	4,692,286	*89,844
III.	12,506,065	12,087,454	*418,611
IV.	5,656,283	5,608,854	*147,429
V.	2,860,154	2,814,779	*45,375
VI.	11,048,980	11,280,894	231,911
VII.	43,334,425	4,412,975	78,550
VIII.	3,920,853	3,975,498	54,645
IX.	7,152,710	7,295,778	143,068
X.	9,592,851	9,600,244	7,393
XI.	10,815,187	10,841,689	26,502
XII.	4,223,105	4,402,701	179,596
XIII.	7,392,912	7,433,389	40,477
XIV.	3,460,859	3,476,401	15,542
XV.	1,593,148	1,491,171	*101,972
XVI.	1,827,060	1,853,305	26,245
XVII.	2,232,495	2,232,389	*97
XVIII.	1,721,355	1,689,701	*31,654
XIX.	3,605,225	3,677,674	72,449
Total City.	$105,057,894	$105,072,941	
N. Utrecht.	$1,891,314	$1,993,010	$101,636
Flatbush	1,776,688	1,800,813	24,125
New Lotts	1,056,875	1,081,266	2,444
Gravesend	681,101	698,691	17,590
Flatlands	728,472	739,834	6,362
Total Towns	$6,134,500	$6,308,634	
Tot. County	$111,192,399	$111,381,575	$189,181

* Decrease.

Illinois Central Railroad.

The September earnings of the Illinois Central Railroad for five years have been as follows:

1858	$218,860 58
1859	246,655 59
1860	259,643 04
1861	289,862 36
1862	400,435 95

The Pacific Railroad.

We are indebted to S. De Witt Bloodgood, Esq., of this city, for a pamphlet copy of his Address at the meeting of the Pacific Railroad Corporators at Chicago on the 3d ult. The vast amount of valuable information contained therein, renders it highly desirable that it should have an extended circulation; we have therefore transferred it almost entire into our columns. What gives force to its arguments and opinions is the fact that the author has been largely interested in the construction of pioneer roads, such as the Ithaca and Owego, and the Albany and West Stockbridge. His contributions to scientific journals, on the subject of the application of steam to locomotion, have been numerous and popular. He is the author also of an essay entitled a "Treatise on Roads," which is considered a standard work. We understand that the Proceedings of the Convention, containing this and kindred Addresses, will shortly be published in an official form for general distribution:

Mr. President and Gentlemen.—Our national character was never better illustrated than on the present occasion. In the midst of a causeless and desperate rebellion against the happiest form of government which humanity was ever inspired to establish, while in the midst of an enormous expenditure of treasure, and the effusion of our most precious blood to preserve this Union, undeterred and undismayed we assemble here to-day under the authority of the National Legislature to organize an enterprise of the vastest proportions and with the most momentous results. A

railway across a continent, a connection between the two great oceans of the globe, and a change in the traffic of Europe Asia, and America—these are the objects which present themselves for our consideration. After years of discussion, numerous surveys, and a general conviction that the proposed work is within our power and our resources, we have been selected to give form and tone and character to the project, and we here thoughtfully, I trust, assume a responsibility which is not for a day, but all time. It is with this feeling I approach the subject, happy to be among the number of those to whom so great and honorable a trust is confided by the people of the United States. This is a meeting of corporators for the time being, intrusted with important duties, so important than on our present action the success of the enterprise may essentially depend.

The shape we give it will be likely to be preserved. If we appeal in the right way to the intelligence and patriotism of the people, we may hope for their support and an adoption of our recommendations; but, on the other hand, if any other than a comprehensive and liberal spirit prevail, if local interests and personal wishes are to have a preference, we may expect to see an early application for the repeal of the act of Congress, an intention to which utterance has already been given, even in my hearing.

What, then, is our plan? How shall it best be put forth to the public? How can we assure capitalists of its remunerative character?—how convince the people, who have loaned us the national credit, that their confidence is not misplaced, and that their favor is not bestowed on an unworthy and ill considered scheme? And how shall we accomplish what we now inaugurate, in the shortest time, in the most substantial manner, and at the least expense? All this we shall have to point out, if we expect to obtain, outside of the government, any large financial support. It is for us to show this in the first place, for, if the necessary subscriptions are not obtained, sufficient to commence and proceed with the work, the generous aid of the national credit will not be fully available. In this, as in almost all other great efforts, it is the first step which costs.

The letter of our duty is plain enough. It is set forth clearly in the act of incorporation. The first question is, where shall we open books of subscription, with how much notice, and to whom shall this duty be entrusted? Shall these books be opened without preliminary maps, tables, explanations, and arguments, or shall these be carefully prepared and given adequate circulation at the start? Shall the number of Directors hereafter to be chosen be thirteen in number, or be enlarged? Shall a railway of almost two thousand miles in extent be left to the management of a few or many persons? May they be taken from one State, or distributed equitably among all the States furnishing the capital, or in proportion to the subscriptions? These questions considered in time, and decided in time, will have an important bearing on the immediate success of the project,—immediate I say, for even if we should falter in our present movements, the Pacific Railroad will survive all errors, all mistakes; it is a work certainly and finally to be accomplished.

From the words of the act, I have inferred that the details of the work will fall into the hands of the direction the moment it is duly elected, and that, therefore, we, as the original corporators, need not embarrass ourselves with ulterior matters of engineering or finance. We are not even to put the first spade in the ground, but must see that the money is ready for the laborers when the first turf is raised.

When this project was first entertained, after the conquest and acquisition of California, it was looked upon by many reflecting people as one not only visionary, but not within the range of possibility. The poetry of the idea is, however, found reducible to prosaic fact. We have no longer before us a castle in the air to dream about, but a real, substantial actual edifice to construct.

This Pacific Railroad is an absolute, exacting necessity. We have a sister State on the shores of a great ocean, which we early sought to reach, to which the star of Empire was leading us, and at which we now have actually arrived, unequalled for its mineral wealth, its admirable climate, and its exhaustless fertility, an empire in itself, an ally, a friend in need, the most civilized and prosperous country on the whole Pacific Ocean, not a colony of tawny natives, mixed up with European masters held by force, and robbed by them at pleasure, but a republican State, recognising the laws of Christianity and civilization, already mature and prosperous. Sprung originally, like another Minerva, from the brain of the American Jove, California could, after a few years, build this road alone. According to the government survey she possesses four hundred thousand square miles of territory, which would give eight States as large as New York, fifty as large as New Jersey, and fifty-seven as large as Massachusetts. With a population equal per square mile to that of New Jersey, California would support eighteen millions of inhabitants; if equal to New York, twenty millions; and if equal to Massachusetts, forty millions.

That she will be a staunch supporter of the work is very certain. Her representatives in Congress in fact secured the passage of the act. Her sons are here with us to-day to see if we comprehend the vastness of the enterprise. To leave such an ally and friend to the hazardous connection of long and dangerous voyages, to the border intrusion of two large foreign dependencies, Russian and British America, would be but a poor return for their loyalty to the Union, and a poor exchange for the valuable products she now sends to us through her golden gates, and which enable us to meet the unfriendly drain of the foreign bankers, not only with impunity but indifference. In the spirit of enlightened selfishness, then, if in no other, we must perceive, that the construction of this railroad is an absolute necessity, and an unexampled advantage to ourselves. We have not only a large and profitable trade with California, but with countries far beyond, which has been conducted, though spiritedly, perseveringly, and profitably for many years, yet at an unnecessary cost. The road to India, to China, to Japan has been a long and circuitous one; we have had to pay toll to the turnpike keepers, the bankers of Liverpool and London, when we wished to pass to the East for our teas, our silks, or our drugs. Freights, insurances, commissions, and premiums on bills of exchange have piled up their charges upon our imports, on something of the principle of KEPLER'S famous law, increasing "as the square of the distance."

Let us have this road and our invoices will be shorn of most of these items, so formidable in any European account rendered, as many of us no doubt have happened to know. All we save in these will be a reduction in price to the consumer here at home. The day is near at hand, I trust, that when we drink our cup of tea, we shall do so without having lost a single drop to any inimical banker.

The extent and importance of our East India trade have been growing familiar to the American comprehension. But before we examine into this, let us see what we are to gain by it for ourselves. In Congress, and while the Pacific bill was under consideration, Mr. MCDOUGALL, the Senator, and Mr. PHELPS, a Member of Congress from California, most ably presented this subject before it, being comprehensive and masterly in their arguments in favor of its passage. Mr. MCDOUGALL stated the fact, that the United States Government paid yearly for transportation to California, to be saved by the use of this road, no less a sum annually than $7,357,000. This was no guess work, it was taken from the Report of the Chairman of the House Committee. It is about 100 per cent more than the interest guaranteed by the goverment on the completion of the road. This difference, with the five per cent reserved to the government by the bill, will pay the whole principal and interest of the bonds years before they mature.

But let us see for a moment, and realise if possible, the results of Mr. MCDOUGALL'S calculations, which I learn from him, were the result of months of careful consideration, and which are below rather than above the mark.

From his speech in the United States Senate on the bill, we make the following extracts:

STARTLING CALCULATIONS AS TO THE PACIFIC RAILROAD.

The present cost and loss of the transportation of men and merchandise between Boston, New York, Philadelphia, and Baltimore on the one side, and San Francisco on the other, from the best compiled statistics, may be stated thus:

Passenger transits both ways, including overland transits, 100,000, averaging $150 per capita	$15,000,000
Time of passenger transits, average forty days, and counting them as dead labor while in transit and otherwise, their average labor worth two dollars per diem	8,000,000
Freights both ways around the Horn, 215,000 tons, at an average of twenty dollars per ton	4,300,000
Value of freights both ways, other than gold and silver, $110,000,000. On this, by the reason of twice passing through the tropics, there is, from leakage, sweating, and other causes, a loss of not less than seven per cent not covered by insurance	7,700,000
Insurance, and gross losses uninsured; that is, where parties are their own insurers. three per cent	3,300,000
Interest on the capital which may be considered dead while 135 days in transitn—say four per cent	4,400,000
Government transportation, as stated.	7,357,000
Isthmus transportation (excluding passengers) and insurance on the same.	3,250,000
Freights to Nevada Territory, employing 2,000 teams 200 days each year, at a cost of twenty-five dollars per team	10,000,000
Passenger transits to and from Nevada.	2,500,000
Passengers and freights to and from Denver and Salt Lake, estimated without data at	10,000,000
	$75,807,000

The cost of the same business and service by a continuous line of railroad from San Francisco to the point of delivery east, and the reverse, may be stated thus:

Two hundred and fifteen thousand tons, at $30	$6,450,000
Interest on $110,000,000 for ten days, one-third per cent	366,666
One hundred thousand passenger transits at $50 each	5,000,000
Ten days each passenger in transit, loss $2 per diem	2,000,0
One hundred tons gold and silver, $300 per ton	30,00
Isthmus merchandise	1,250,000
Nevada, Utah, and Colorado passengers and freights, estimated	2,500,000
Damage and insurance	1,600,000
Government freights and transportation, computed as equal to interest.	3,773,800
	$22,970,466

But there is another important view of this subject. Mr. PHELPS, the Member of Congress from California, in his speech on the same subject, exhibits a statement equally astounding as to the condition of our East India Trade, and the losses it is subjected to on its present basis. He remarks:

"Our imports from China in the year 1857 amounted to $8,356,932, and our domestic exports to China, $3,019,000, leaving a balance against us of $5,337,032. In 1858 our imports were $10,570,536, and our exports $2,467,645, leaving a balance against us of $8,102,891. In 1860 our imports from the same source were $13,566,641, and our

exports $7,170,784, leaving a balance against us of $6,395,802. These figures exclude the exports of gold and silver. It will be observed that our trade with this nation is rapidly increasing, our imports having risen from 1857 to 1860 about sixty per cent. * * * *

"It is reasonable to suppose that under any circumstances the balance of the trade will not at any time be less than in 1860; say, $6,400,000. This amount of indebtedness is mostly paid through English houses, at a cost to us of about twenty per cent. At this rate, continues Mr. PHELPS, the cost of remittance is $1,280,000 annually, and becomes a part of the price to the American consumers of tea.

"If we can, by the construction of this road, turn this treasure shipment to new channels, and it can be made from San Francisco in twenty-three days, saving from the present specie route at least sixty days in time, reducing the cost of shipment, including exchange, freight, interest, and insurance, to not exceeding four per cent, it would cause a net annual saving to our people of $984,000. To the sum thus saved should be added the cost of the same amount of treasure shipped from San Francisco to New York, which cannot be done at less rates than three and one-half per cent, and would amount to $259,000.

"I may very properly add, that the *entire* balance of trade against us on what is known in mercantile parlance as the East India trade, will not fall short of $18,000,000 per annum. On this sum the saving in exchange would amount to $3,600,000. But these are but a small portion of the benefits this country would derive from the diverting of the specie route of the world into American channels of trade."

Fifty millions of treasure which annually find their way to the East by the old commercial routes, would necessarily change their direction and come westward over this road. Nor was Mr. PHELPS out of the way when he said this. Its construction is even now as much dreaded by our foreign enemies, as the restoration of the Union itself. Not long since I cut from a leading London journal a paragraph founded upon this very supposition, though first suggested by speculations in a California print. It reads thus, and is so pertinent that I may be excused for asking attention to its details:

"The California papers state that an enormous sum of money would be saved by English, French, and American merchants in premiums on gold if a steam communication existed between San Francisco and China. California sends to the eastern States of America, England, and France, eight millions sterling of gold yearly to pay for goods which it wants. San Francisco is twenty-five days from China, the Eastern States of America are seventy days, and England and France are sixty days from China. A New York house, we will say, imports every year £100,000 worth of goods from China, and exports goods to the same amount to California. That State pays three per cent on the £100,000 worth of gold sent to the New York house, and the latter pays six per cent to send it to China. Now if steam packet communication existed between San Francisco and China, there would be no necessity to incur the expense of thus sending specie three parts round the globe. California could pay to China the £100,000 owed by the New York house, and thus California, China, and New York would be quits. A telegram from New York to San Francisco could manage the business. In the same manner, California could pay to China what it owes to France and England. In ten days, by means of the Continental American Telegraph, A, in London or Paris, could send to B in San Francisco, to forward to C in Hong Kong, the amount owing from B to A, and which A owes to C. About seven per cent out of nine would thus be saved. Now, seven per cent on £8,000,000 is nearly $600,000."

Thus we see the truth is beginning to be perceived abroad, and the article foreshadows the conclusion. I make but a single objection to its corollary—I say it with all possible good humor and courtesy—San Francisco will not be the clearing-house, it will be New York. Threadneedle Street, the barometer of the financial world, will find its fluctuations registered there, and Wall Street will be the vernier of the scale.

But in order to do justice to these considerations, another subject material in interest presents itself. The railway, while in itself a project worthy of our utmost exertions to complete it, will necessarily involve another, and this is an ocean mail steam service on the Pacific. I believe that Congress at its last session had a bill before it granting a subvention to a California company of $500,000 for that purpose. It was not passed; if it had, I should rejoice; I only wish the same assistance had been extended to the Atlantic companies. But I had the opinion then, as I have it now, that this service may be maintained in a simpler and more efficient way. It is well known that within the last two years a large number of wooden as well as iron steam sloops have been added to our navy. Some of them are very swift vessels; but when this war is over what is to be done with them. Iron armor has superseded wooden walls. The latter must be abandoned in all future naval wars. Our wooden ships of the class I have mentioned, most of them new and costly, will be laid up in our navy yards, laid up "in cold obstruction and to rot;" in all probability a dead loss to the country! All then the government has to do, is to place these supernumerary vessels on the ocean as government mail packets, to reduce their armaments and crews to a peace standard, and establish regular lines on the principal routes between our chief Atlantic and Pacific ports, and those of the foreign countries with which we trade. They will perform the double duty of protecting our commerce, and becoming its active auxiliaries. This will be far cheaper than to grant subventions and monopolies to private companies and avoid all the unpopularities of such measures. We should not wait a moment to do this, as soon as this war is over. All our ocean mail service is now performed in foreign ships. We have not a regular mail steamer afloat. There is only an occasional private steamer to Havana. If a New York merchant wishes to write to his agent in Liverpool, or Havre, or Bremen, or Rio Janeiro, or Monte Video, or Vera Cruz, or Para, or Hong Kong, or Hakodada, his letter must go forward in an English mail bag. Take ten or twenty of our fastest steam sloops and place them on those routes, and our commerce will immediately revive. We shall be able to compete with all and every of the nations of the old world, in the markets where they thrive and from which they receive their regular correspondence.

* * * * * * * * *

Strange to say, that while in the construction of river and lake steamers we are far in advance of all other nations, in our oceanic enterprise we are far behind them. Even the cities of Bremen and Hamburgh have more mail packet steamships, afloat than the United States.

Is there any difficulty in the construction of this road? None worthy a doubt. The numerous governmental surveys, many of them made by engineers whom we now recognise as heroes, have settled the general question. The grades for a great portion of the distance are almost imperceptible. The materials are at hand, and of sufficient cheapness to give assurance of an economical construction. More than this, it is now demonstrated that railways may be built at a far less cost than formerly. One hundred and thirty-seven new railways are about to be commenced in the small islands of Great Britain, under the inducement that they may be built for nearly one-half less than they formerly were. Have we laborers in sufficient numbers to accomplish the work rapidly. This problem is solved by the fact, that we shall have at the close of this war nearly a million of men, who have been inured to fatigue, and the toils of the pick axe and the spade, who have not only shown a love of adventure and action, but the qualities of endurance and resolution. The employment will be congenial to their newly acquired taste and habits, and ensure liberal and profitable remuneration. Emigrants from abroad will flock towards this line of industrial competition, just as when our canal system was commenced, or the gold of California was discovered. As the work will be continuous for many years, we may expect to see colonies settling aronnd the local stations, each station a village or city perhaps, ganglions, knots, and supports to the great nerve which is to thrill with life, to become supports to it as it extends, and braces as it reposes, the great sympathisers with its activity and life. Nor is the work too gigantic it itself. It is said there were giants in other days. I think I can see such now. The American railway system was a Titanic labor, but it was completed. In the ten years ending in 1860 its progress was unexampled. In 1850, the number of miles of railway in operation was 8,588.79 miles, at a cost of $296,260,128, about the amount of the whole specie in the country. In 1860, the number of miles was 30,592.72, the cost $1,134,432,909, an increase in mileage of 22,000.08 miles, and of construction $838,192,781. And four-fifths of this increase of these lines and this expenditure were in the loyal States of this Union, that having been their proportion in pretty much everything but political power, in whatever has been accomplished for the prosperity and glory of this Republic. In this honorable career of railway enterprise, the State of Ohio has led the van, having about 3,400 miles of rails laid within her limits. Illinois comes next with 2,854, New York next with 2,600, Pennsylvania with 2,300, Michigan with 1,673, Indiana with 1,284, Wisconsin with 803, Tennessee 837, and Missouri with 657.

In comparison, then, with the actual amount of money expended on railways during the ten years mentioned, and the increase of mileage 22,000, the work of constructing a railway to the Pacific appears to be but a very simple and easy undertaking. If 22,000 miles of these new railways could be made in so short a time, and $900,000,000 readily found for their construction, can we not build one not the tenth part of the distance within ten years, and especially when the greater part of the money is advanced by the Government? In this view of the subject our greatest difficulties absolutely disappear.

On this point, indeed, we need not entertain a doubt. Nor am I without hopes that the road will be found shorter in its lines, much shorter than has been anticipated. The very best surveys we have were made under great disadvantages, and are by no means such as would answer for working plans. For a great part of the distance the difficulties are quite inconsiderable. It is in crossing the mountains we shall meet our crosses. If we could find a straight line between the 100° or 102 degrees of west longitude and the parallel of San Francisco, it would be but about 23 degrees of longitude in extent, or calculating the distance in miles, at from 49 to 50 miles to a degree, on the parallels of north latitude 41 and 42, so that by the actual measurement, the road would not be 1,200 miles in length, could be made in half the contemplated time, and cost perhaps not half the money. I trust that while the road is being constructed from the 100° westward, more deliberate surveys may be made with the purpose of shortening the route, and if a tunnel should be necessary at some point in the mountains, it would be no more than the French engineers are constructing at Mount Cenis, in the Alps between Sardinia and France.

The question which must occupy us first and most seriously, is the financial one. Can the money be had in quantity fast enough and large enough to construct the forty mile sections from time to time, so as to entitle us to the corresponding credits to be loaned by the Government. I have regretted that the shares were not placed originally at $100 each, instead of the present amount of $1,000. For a long time the public will not regard their investments in the stock as a source of immediate personal gain, though the day will come when they will lose their breathin racing after it as an investment. When you address

capitalists as such, you must show them a probability of the payment of interest within a reasonable time; when you appeal to patriotic minds, and the higher sentiments which overlook private interest for the sake of the public good, dividends may be left out of the inducements altogether. Let us explain for example. The city of New York with all the peculiarities incident to a compact, competing, heterogeneous population has some noble elements underlying all its faults, and in emergencies it is as sure as the foundations of the earth itself. So that whenever you can make a platform on which all can stand and all have an equality of nobleness, you may be sure it will be crowded by its citizens. I believe that almost every respectable inhabitant in New York whose labor or whose income is equal to one thousand dollars a year could be persuaded to subscribe at least one hundred dollars to this stock, with a perfect willingness to consider it as a donation if it was necessary, or to sink it altogether. It was done when the Erie Railroad some years since was on the brink of ruin, and the citizens of New York called on at public meetings and in their wards, freely gave their aid, and knew their money would never come back to them. So are there, as I have already said, thousands who will give $100 to the Pacific Road who are not able to give $1,000, and who are willing to go to that extent, but are unable to go beyond it.

* * * * * *

But to conclude, as we may obtain a better idea of a great structure by viewing it from a distance, than by looking up at it from its doorway, so of this project, we may best comprehend its grandeur by a slight change in our angle of vision. At the end of the present century it is calculated that the United States will contain a population of one hundred millions of people. What will be then the aggregate wealth of the nation no one has computed. Whatever it is now, will be then in the ratio of one hundred millions to twenty-seven, and equal to all the responsibility which in the course of events may fall upon it. We shall leave our descendants no petty patrimony of a crowded birth place and room scarce enough to struggle in, but a continent accessible to every son and daughter of industry, and without a limit to the energies of posterity. We must not think this so formidable an enterprise, nor be alarmed at undertaking it. If we leave posterity a war debt to pay off, we give them the means to do it with. There are no doubt many conservative and overtimid minds that shrink from the very idea. So there were when the great Clinton projected the Erie Canal, and was told that it would never be filled except with the tears of a ruined people. So in our own city of New York. The Croton water system had honest opponents, who predicted that it could never be carried into effect except at the risk of bankruptcy; men of prudence they were, who preferred the safer course of buying water from the tea pump at a penny a bucket, to the hazardous one of bringing a large country river into town. So of the Central Park, a monument of a refined and philosophic spirit, so crowded with grateful visitors, that an admission fee of half a dime each would produce a revenue of $200,000 a year.

The Panama Railway, which is a faint adumbration of the Pacific, was a wondrous undertaking. But its capital and cost of about $7,000,000 are now practically equal to $40,000,000, on which interest is earned regularly and large dividends paid, while a fund is accumulating for future distribution and profit. I do not pretend to foresee what will be the dividend value of the Pacific Railroad to its stockholders. But when even Europe may traffic with Asia more securely, with more rapidity, and with more profit than by any route in the old world by sea or land, and when the distance from London to Canton, as now navigated, is 18,000 miles, and from New York to Canton will be but 11,000, I perceive that New York has an advantage over London which must inevitably tell on the future of both cities, and end in the supremacy of that mart which commands the greatest trade. The business of this Pacific road will certainly enrich this country "beyond the dreams of avarice." What towns, what villages, what pastoral wealth will be added to those it already possesses, and out of these what new free States will emerge into life and greatness! What innumerable auxiliary lines will branch off from the main trunk to newly discovered and fertile plains, to happy valleys, and to the exhaustless mineral wealth which lies yet "unprospected" in the teeming Sierras and the gorges and golden sands of the rivers which sweep their bases. What is to prevent millions of oppressed Europeans from abandoning their ties to the soil which gives them black bread for their daily food, and demands all else for their rulers; what is to prevent them from a general hegira to the regions of gold, when the transit will be so safe, easy, and economical, and wages may be earned at every mile of the way? In the direct advantages to ourselves, we may estimate the time saved in crossing to the Pacific Ocean and going to the Eastern world, the saving of expense in freights, in insurance, in labor, the increased supplies of gold, the shifting of capital from Europe to the United States, the general distribution of means to live and to enjoy life, the advance of the useful and refined arts, the closer connection of the States, the consolidation of the principles on which our political fabric rests, and our entire independence of the *effete* European systems under which man has so long been kept down and "made to mourn."

All these results we may safely anticipate. The present troubles we are encountering, will prove blessings in disguise. In all ages and countries, principles important in their day bring forth their fruits at maturity. Waters long undisturbed become stagnant, and we should lay these trials to heart like philosophers, or what is best, like Christians. Many of the best elements in the American character, hitherto dormant and unvalued, are coming forth with an unsurpassed splendor. Fortitude, courage, persistency, self-denial, generosity, patriotism, ability, these have at last come to the front, where, I trust in God, they will remain, not again to be driven into the shade by political managers, who are forever "purring and mousing after petty schemes of political advancement."

Some of these qualities of the American character are showing their power in the development of this work we have in hand. We are to lay out and construct the longest continuous line of railway in the world. Its milestones, if I may be allowed an Irish license of speech, will be set along the parallels of longitude, which will be hourly passed by the trains, at a speed proportioned to their distance apart. Those travelers going west will enjoy a prolonged twilight, those coming east will have an earlier day. The journey will not be more than *we* shall have taken, who come hither from New York and are about to return. Finally, the revenue, the commerce, the crowds, the wealth, the prosperity, the national supremacy that this road will give birth to, overpower the most lively imagination.

Permit me to say in excuse for much I have said, I am not unfamiliar with the organization and construction of railways. I believe our treasurer, as well as myself, might cite one memorable example of a road with which we were connected which has fulfilled all its early promises, and never knew any serious impediments. But railroads can now be constructed so cheaply in comparison with their former cost, that I believe we can in this instance keep within the estimates. In England, as I have already stated, there are 137 new railway lines seeking legal existence from Parliament on the ground that they can now be built so economically, as to insure ample remuneration to the stockholders, and so it will be here. I can say with confidence, as I do with pleasure, that the selection we have made of a treasurer, is a great move in the right direction, one that will give the public the assurance, that the road is commenced in earnest, that it will be honestly managed and that it will have no serious financial difficulties which cannot be overcome.

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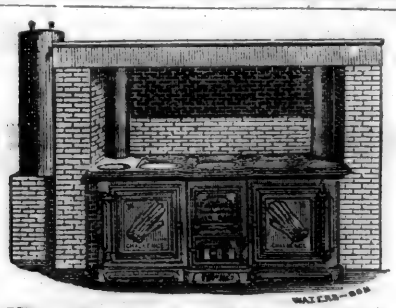
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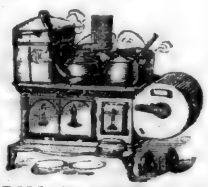
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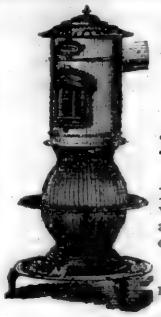


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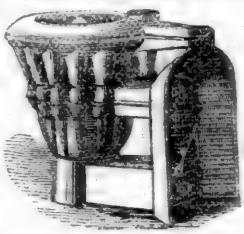
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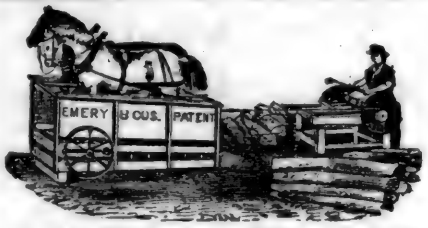
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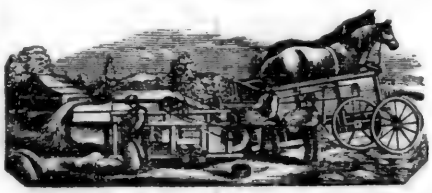
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, October 18, 1862.

☞ Letters, Communications, Pamphlets, etc., intended for this JOURNAL, should be addressed to the *Editor and Proprietor*, JOHN H. SCHULTZ.

NOTICE.—Inventors and scientific men wishing to introduce valuable improvements to the notice of the public, particularly such as relate to Railroads, Locomotives and Steam Navigation, will henceforward receive due attention from this JOURNAL, on the receipt of communications containing proper descriptions of those improvements; a gentleman competent to the task being connected with the proprietor for this purpose.

Railway Humane Associations.

Associations for the temporary and permanent assistance of employees on Railways, who from accident or other emergency may be unable to perform their duties, and to provide a sum of money in case of death for the benefit of their families, have recently been formed in England with very beneficial results. There can be no doubt that the plan is a good one. There is no class of men who are more deserving of public favor than those in charge of Railway engines and trains, and the fidelity and endurance they show in the performance of their responsible duties entitle them to great consideration. We hope to be able to obtain an early account of the details of the management of these associations, and shall be happy to give them fully to our readers and as early as possible, in order to induce similar organizations in the U. S.

The Currency.—Paper and Gold.

Gold and Silver are no longer held at their established legal rates. Thus instead of our being able to exchange a silver dollar for 100 cents, we have to give 120 cents. A gold dollar cannot be obtained for less than 138 cents.

What is the cause of this? The answer given by political economists and bankers is, that there is an excess of paper currency, and the excess requires an addition in amount, to make it equal to gold and silver. They point to history and all experience to show that this is the relation which issues of paper always bear to them. In France, in England and Austria, the same results have been witnessed under similar circumstances. The appreciation of the precious metals invariably follows an excess in issue of paper money, and we are now witnessing the truth of this theory.

What is the condition of any country which is thus affected by the relative difference. Is it benefitted or injured by it. Is its prosperity determined by the amount of this disproportion, and the varying price of coin? Is a nation poor in proportion, as the commercial value of gold appreciates, and is a paper currency the source of the innumerable evils which financial writers attribute to it. We confess the subject is one of immense difficulty. All we shall attempt at this time is to present such facts in relation to the subject as are well known and indisputable, and leave our readers to draw their own conclusions.

It is not true that a metallic circulating medium ensures prosperity and freedom from disaster. California is a country abounding in gold. By its present constitution, banks are not permitted to exist. All the transactions in money are adjusted to a metallic standard. And the evils of a paper currency were by this arrangement supposed to be guarded against effectually. But what has been the practical result as regards its trade and commerce. 1st. Nearly all the gold it produces is exported to other countries. 2d. The rate of interest is from 2 to 3 per cent. per month, and is universally paid in all kinds of transactions, a rate of interest which in the Atlantic States would be deemed ruinous. 3d. In no part of the world have the fluctuations in the value of properties been so sudden, so disastrous, so enormous or more frequent. The adoption of the standard of gold and silver in California as a medium of commerce, has not therefore secured certainty in values, or given stability to transactions in which it has been exclusively employed. If any other medium is directly or indirectly employed, then the attempt to exclude it by the constitution has been a failure.

But is the general use of paper as a currency unwise, and to be regarded as deceptive. All great commercial nations have found it impossible to carry on their business without it. All warlike nations resort to it in cases of aggression or defence. Has this use been of a ruinous tendency, and subversion of their interests. On this point there has long been and now is a wide difference of opinion between the "bullionists" and the "practical men." In 1810 the famous British Parliamentary Committee, called the Bullion Committee, went deeply into the subject, and ever since it has been agitated with the greatest ability. Yet no positive absolute conclusion has been arrived at, in respect to many points of interest, and in this country, our own views are again in the crucible of experiment. It is a curious fact, noticed by Mr. Forster, one of the most eminent British writers on political economy, that the arguments put forth by the controversalists on both sides of the question are continually repeated, whenever the paroxysms in the money market call forth discussion. In 1797, the act restricting the Bank of England from paying its notes in specie, was attended by the exclusion of British goods from European markets and the effects of war affected the price of gold to a very great degree. So in 1811 gold was worth £20.2.7 per cent. in 1812 £25.16.8 in 1813 £29.4.1 per cent. The return to specie payments which was subsequently brought about by act of Parliment was gradual and difficult, for the Bank had actually increased its circulation in the face of the expected resumption, and it was not until 1821 and by the aid of further legislation that the Bank had placed itself in a position to meet all demands on it in specie. Yet during all this time, the

effect of high prices produced by the substitution of paper currency, was extraordinary. Fresh capital was applied to agriculture and in the very years we have mentioned according to McCulloch, there was a great extension of tillage and an adequate supply of corn raised for home consumption. The home trade of England was equally prosperous, and Adam Smith contended that it is always of superior productiveness to foreign trade, inasmuch as the capital which for example sends its manufactures to London and brings back English corn or manufactures to Edinburgh, is employed twice at home, whereas if it sends them abroad, it employs but one amount of capital at home. Thus while gold was at an enormous premium, the country was in full activity and every branch of business was flourishing. In this way the Government was enabled to enforce a system of taxation commensurate with its outlays. Speculation, says Mr. Foster, was excited, and the business operations of the Government were multiplied, though unnaturally, and by the general rise of prices thus occasioned, the markets became overstocked. Beyond all question then the issue of any excessive amounts of paper currency do for the time being, stimulate all kinds of business, and give an air if not the reality of prosperity.

The great problem with us to solve is this. How far may our Government in its present exigencies brought on by a dangerous and extensive rebellion proceed in the issue of paper currency. What amount will the business of the Country warrant, and how is it to become again equal to gold and silver. For the day will come when this paper will have to be redeemed, or it will not be worth any more than the material itself, and those who possess it in large quantities will be ruined. Necessity which knows no law, ignores all these considerations for the present, if the triumph of our cause can only be secured by this expanded currency. Property and life itself, all, every thing must and will be jeoparded, rather than that a tame submission to our enemies should take place, the result of which would be our political destruction. If we are to have no Country, or only place enough for us to lay our bones, then all these questions of money, currency, business and even life became secondary and of no account. Our ruin then will be inevitable. Our financial and economic interests will have disappeared.

There is still another view of the subject: the amount of business transacted within the United States is almost beyond the power of computation. To effect this an adequate currency of some kind is indispensable. It is gold, silver, bank bills, inland bills of exchange, banking checks and promissory notes. These are all currency and represent commercial and exchangeable values, and are recognised every where among us.

The amount of the gold and silver in the country, has never been adequate to this purpose. It has never been more than two hundred and sixty millions. We have therefore created banks, and trusting to their prudence, and to the knowledge of the fact, that one dollar of gold will ordinarily keep out three dollars of circulation, we have allowed the local banks to furnish the paper currency. But the volume of business has largely increased since the war, and the issue of one or two millions of dollars per day for the support of the armies and navy, has created an activity in trade of certain descriptions which is producing the most astounding effects. Contracts, foreign and domestic, are being extended between man and man, to an extent before unknown in this country. Every machine that can produce war materials, every thing that can transport it, is in motion, and even our foreign imports and exports are mounting up to sums equally surprising. How much currency then can the country absorb under these circumstances, and how much can it sustain? The reply is given by an esteemed cotemporary in this wise. Just as much as is required for the payment of the debts of the community in the process of being created and of being paid. How is this to be ascertained. Fortunately there is one method of doing so. The Commissioner of Statistics of the State of Ohio (an officer we should have in our own State,) has from the materials officially within his reach, and which are the result of statutory requirement, ascertained that the whole debts of Ohio, State, municipalities and people are actually as follows:

State debt	$14,250,000
Municipal debts	9,650 000
Judgment debts (outstanding)	18,832,020
Recorded Mortgages and liens	58,473,962
Railroad debts	56,000,000
Bank and Commercial debts	55,500,000
Private unnamed debts	10,000,000
	$222,905,982

This estimate may be considered nearly certain, for nine tenths of the items are ascertainable from the public records. If we apply this calculation to all the loyal states we come to a startling conclusion as to the extent of our transactions.

The population of Ohio is about one tenth of that of all the loyal states. If we take this as a guide, their aggregate debt would be $2,227,059,820, and this would be in the constant process of being paid, renewed, and varied. But we think this mode of ascertaining the amount, through a very safe one, is far within the truth. The City of New York furnishes more items of business debits and credits than all Ohio. The taxable property of this State is about twice that of Ohio, its banking capital twenty times as large, the discounts of our city banks, are alone ten times greater, and our foreign commerce, our enormous sales of stock at the exchange, and the operations at the clearing house daily, require a medium of exchange and balance payments which induce us to estimate the outstanding aggregate of mutual indebtedness in this city alone, running from day to day or on time contracts of all descriptions to be fully equal to the sum already named. For the easy payment of these amounts, there is not any currency which will compare with that of our present Treasury notes, a legal tender every where, no discount on them and unquestioned as yet for their security. We may see at once that in the absence of gold and silver, and the large amount of monies lying undisturbed in the Banks, waiting for the results of the future, an enormous amount of Government paper is necessarily absorbed and will continue to be. Some persons estimate that four hundred millions of dollars, or about half our present war debt, can be kept afloat, without costing the Government any thing more than the paper and engraving. Many judicious people therefore think that so far, the paper issues have been of immense commercial advantage to the Country.

Had the old financial system prevailed, and our Government persisted in making loans through the medium of the banks, the result would have been far different. The latter would have imposed their own terms, as they did during Mr. Buchanan's administration, by compelling the Government in one instance to pay 12 per cent interest. The Government bonds would have sunk in the market forty or fifty per cent, the moneys received for them would have been bank notes, at a discount out of their own respective States, and irredeemable in specie. After these banks had loaned all the money and bills to the Government they could spare, they would have been unable to assist their own regular customers, and on a return to specie payments, might not only have failed themselves, but ruined the mercantile community besides. Commerce returning would have found no assistance at their counters, and the crisis altogether would have been deplorable, and the injury universal.

On the other hand, the bold and yet the unavoidable policy of Mr. Chase, was to give to the country the credit and the circulation which would otherwise have been the advantage of the banks. These are now of necessity compelled against their will to be strong, in deposits and in specie, and restricted in their circulation, because there is a much better one to be had. They are therefore, perhaps involuntarily, in the very best position to resume specie payments, when the time shall arrive for it, much better than the Bank of England in 1825, which broke down in the operation and had to be helped through by Mr. Peel's act.

On the other hand, the Government having taken this wise step, has also proceeded to fortify itself against the necessities of the future by paying its interest in gold. This is substantially making the principal as good as gold. Those who invest for income are as well off by this arrangement as in time of peace. No capital of any funded debt in this country was ever paid off in gold in lump, or ever will be. A debt that pays its interest in gold, is the same as the gold itself. So then for the present at least, the finances of the country, and the means required for the support of the war are in a hopeful condition.

On the return of peace which we think is not far off, for brave and desperate as the rebels are, their means of resistance are almost exhausted, two events are likely to occur. One is that if the issue of paper proves to be in excess, it can be easily funded at a low state of interest payable in gold; the other is that a large portion of it will be retained in circulation voluntarily by the people as the best medium of exchange. When we shall have ascertained what is the first year's income from direct taxation, and what the revenue from the tariff will be, we shall be able to know exactly what to do to place our whole financial system on a solid basis. We think there need not be much disturbance of the general interests in bringing this about.

We are panic struck at the price of gold, which as yet has not advanced as suddenly as other commodities of which our supply is inexhaustible. No one is alarmed very much that the price of coal which is 100 per cent greater than it was six months ago, while gold after many fluctuations has yet risen but little more than one third. Nor must it be forgotten that our exports are increasing with commensurate strides, embracing many arti-

cles that have not hitherto been deemed advantageous for the purpose. The amount of gold exported the last year is only about what we have received from California, while the metallic deposits in our banks have been constantly increasing.

The truth is, this war has developed many facts which hitherto have escaped our own observation. Our immense military and naval resources, our genius for overcoming unexpected difficulties, our great mechanical and agricultural skill, our unwavering fortitude and determination, and our aptitude in turning evil into good, have never before been so remarkably exhibited.

An English writer of note computes the aggregate indebtedness of the Government and people of Great Britain to each other, at five thousand millions of pounds sterling, and says the evidences of these debts existing in a thousand ways are the actual property and the wealth of the country. There is something in this. If we are told that Mr. Astor holds five millions of bonds and mortgages, we assent to the proposition that he is a rich man, but what are these five millions after all, but five millions of other people's debts and promises to pay. What are the accumulations of our Savings banks but other men's liabilities on which the interest alone is demanded?

With good financial management, we see no difficulty ahead in carrying our national debt without any fear of a revulsion, and this very currency we have, while it is actively employed in the expanding business of the country, is actually furnishing the masses of the people with the means of paying their taxes, and placing themselves in a position to pay them as long as they are required. Millions of families have means at the present moment such as they never had before. We must therefore view these subjects in a philosophical manner, and endeavor so to shape our individual and public transactions, as to make a return to the former specie standards, as easy as our departure from them has been.

What particularly favors a hopeful view of the subject is the consideration, that those countries which have suffered most, in the end, from a paper currency are those which have had the least domestic and foreign commerce. In the time of the revolution we had none of either kind worth mentioning. Under the confederation, our duties were very low, our foreign traffic inconsiderable, our domestic trade nothing to speak of. Direct taxation, and that at the pleasure of the different States, was our sole and very limited resource.

Not so now, when our commerce with foreign nations is enormous, and our internal trade which is free is larger than that of any country on the globe.

Note.—Lord Liverpool was unquestionably right when he said "that the nation, and through it Europe, had been saved by the suspension of cash payments during the war, and but for it the armaments never could have been produced which brought it to a successful issue."

"Gold is itself an article of commerce, and like every other such article is subject to perpetual variations of price; and that from its being so portable, and valuable, and everywhere in request, it is subject to more sudden and violent changes of value than any other article in existence."

Alison's history of Europe, Part 1. New Series. Harpers' Edition, page 40.

St. Louis, Alton and Terre Haute Railroad.

The receipts of this road for five months, since reorganization, are:

	1862.	1861.
May	$112,383	$51,711
June	93,766	41,449
July	67,720	37,404
August	90,000	58,600
September	95,969	75,316
Total	$459,838	$264,480

Portland, Saco and Portsmouth Railroad.

The receipts and expenditures of this road for the fiscal years ending May 31, 1861, and 1862, have been as follows:

Receipts:	1861.	1862.
Passengers	$164,844 53	$144,418 72
Freight	66,589 32	49,111 48
Express	3,565 96	3,565 96
Mails	7,837 44	7,837 44
Sundries	2,511 74	2,550 15
	$245,348 99	$207,483 75
Expenditures:		
Maintenance of way	$33,588 25	$31,217 57
Motive power	38,293 11	35,246 29
Trains	13,572 00	13,068 10
Office establishment	12,457 33	12,034 95
Stations	21,035 15	10,209 10
Machine shop	700 66	1,207 39
Credit renewal fund	10,000 00	10,000 00
	$129,616 50	$112,983 40
Net earnings	$115,732 49	94,500 35
Dividend, 6 per cent	90,000 00	90,000 00
Surplus	$25,732, 49	$4,500 35
Do., per last report	83,597 36	64,882 26
Total surplus	$109,329 85	$69 382 61

From the surplus of 1861 should be deducted $38,000, which was equally divided between the Boston and Maine and Eastern Railroad Companies; also judgments in favor of Folsom and Perkens, amounting in the aggregate to $6,206 97. Deducting also $240 62 over estimate of net income for May, will leave above amount of $64,-882 26.

From the surplus of 1862, is to be deducted judgment in favor of Ruel Williams for cars, $1,264 07; cost of Saco Bridge, $16,673 25; sea wall at Portland bridge, $8,096 95—the total amount being $26,034 27; and the surplus remaining May 31, 1862, $43,348 34.

This surplus is invested in improvements, stock of materials on hand for the use of the road and wharf property.

The repairs on the wharf at Portland have been completed in a most thorough manner. The wharf and the buildings on the same are now in excellent condition, and will require but little outlay for several years. The station buildings, workshops, etc., at Portland are in good order and well adapted to the present wants of the road. The new building for passengers and offices proves to be a most important and desirable acquisition.

The City of Portland having allowed the company to fill in solid a portion of the flats so as to dispense with a portion of the wooden bridge leading into Portland over Fore river, they have during the past year, built a sea wall of about 1,100 feet in length, with strong stone abutments, and filled in solid with gravel.

The bridge over Saco river has been rebuilt the past year, the piers and abutments raised about nine feet, and the abutment on the south side of the river entirely rebuilt. The bridge is a strong, substantial wooden structure upon the Howe plan.

At Portsmouth a new bridge with a draw has been built over the river from Nibloe's Island.

All the bridges, both on the line of the road and at the farm and road crossings, have been kept in good and safe condition by repairs and renewals as circumstances required.

The track and road bed have also been kept in good repair by renewals of rails, chairs, sleepers and gravelling. The company have laid down the past year 125 tons of new rails, and between 5,000 and 6,000 new sleepers, and a corresponding number of chairs. About 80 tons of new iron with sleepers sufficient to lay it, are now on hand.

The equipment of the road, which is in the best possible condition, and ample for its present business, consists of 19 locomotives; 3 passenger cars; 2 baggage and mail cars; 41 eight-wheel, and 11 four-wheel platform freight cars; 39 eight-wheel and 3 four wheel box cars; 10 hand and 2 stone cars. The passenger cars for the through business are furnished principally by the Eastern and Boston and Maine roads.

Trial Balance, May 1.

	1861.	1862.
Kennebec & Portland Railroad	$100,000 00	$100,000 00
Notes receivable	2,728 87	2,728 87
Railway	1,360,183 97	1,360,183 97
Wharf	10,930 04	10,930 04
Suspense	200 00	
Property	3,417 80	3,417 80
Portsmouth bridge	32,000 00	32,000 00
Gt. F. and C. R. R.	239 42	239 42
Improvements	15,500 00	15,500 00
Materials	24,580 53	20,716 58
Postmaster general	1,947 57	1,663 98
Sundry accounts	2,274 64	2,685 45
Income due	12,698 31	9,464 65
Freight clerk	3,739 12	3,036 25
Grand Trunk R. R.	442 75	527 64
Cash	45,354 63	28,927 11
	$1,616,237 65	$1,592,021 76
Capital stock	$1,500,000 00	$1,500,000 00
R. Williams, agent	1,195 59	1,195 59
Dividends due	3,993 00	6,390 09
Dividend, June	37,500 00	35,383 19
Eastern R. R.	32,632 02	21,665 65
Boston & Me. R. R.	32,632 01	21,665 65
Renewal fund	8,285 03	6,221 68
	$1,616,237 65	$1,592,021 76

This company was chartered by the Maine Legislature March 14, 1837. The construction of the road was commenced in 1841, and the whole line was opened for public use November 21, 1842. On the 28th of April, 1847, a contract was made between this company and the Eastern and Boston and Maine Railroad Companies, whereby the two latter took a perpetual lease of the road of the former agreeing, to maintain and operate the same, and to pay a rent to the lessors equal to 6 per cent. Under this contract the dividends have been regularly paid. They have, however, as will be seen, been earned by the road. The company have no funded or floating debt. The share capital authorized and paid in is $1,500,000. The cost of the road, including its connections with roads leading out of Portland, Portsmouth bridge, wharf and lands at Portland etc., is stated to equal the capital stock. The road is 51½ miles

in length extending from Portland, Me., to Portsmouth, N. H.

The annexed table shows the receipts and expenditures, exclusive of the amount carried to renewal fund (being $10,000 each year,) for each year from the opening of the road to May 31, 1862:

	Gross Earnings.	Operating Expenses.	Net Earnings.	Dividend	Per cent.
1843..	$31,319	$20,982	$10,337	$36.680	3½
1844..	104,945	46,049	58,896	69,000	6
1845 .	131.404	51,822	79.582	69,440	6
1846..	126,397	55,485	70,912	70,000	6
1847..	148.286	55,453	92,835	70,000	6
1848..	160,825	59,225	101,600	71,565	6
1849..	154,755	58,187	96,568	77,520	6
1850..	190,801	72,836	117,965	78,000	6
1851..	187,606	80,793	106,813	78,510	6
1852..	201,265	90.030	111,235	78,705	6
1853..	222,981	91,563	131,418	80,175	6
1854..	262,779	108,721	154,058	81,100	6
1855..	278,949	136,789	142,160	82,956	6
1856..	270,214	138,922	131,292	90.000	6
1857..	253,717	121,011	132,706	90,000	6
1858..	211,997	99,905	112,092	90,000	6
1859..	208,299	93,828	114,471	90.000	6
1860..	234,587	104,334	130.253	90,000	6
1861..	245,349	119,616	125,733	90,000	6
1862..	207,484	102,983	104,501	90,000	6
Tot.	$3,833,961	1,708,534	2,125,427	1,573,651	117½
Av..	191,698	85,426	106,271	78,682	

The office of the Company is at Portland, Me. The officers are: Ichabod Goodwin, President; Eliphalet Nott, Treasurer; John Russell, Jr., Superintendent.

Census of New Brunswick.

The census of New Brunswick, taken last year, shows an increase in the population of 58,247, or 30.05 per cent in ten years. The total number is 252,047, the proportions of males to females being as 65 to 61. The ratio of foreign born—*i. e.* born out of the Province, is 20.86 per cent, who came from the following countries: from Ireland, 30,179; from Scotland, 5,199; from England, 4,909; from other British possessions, 8,721; from other countries, 3,594. The number of Indians is—males, 626; females, 587, the increase over 1851 being at the rate of 8.55 per cent. The number of colored persons is 1,581, a majority being females. In 1861 there were 8,721 births, and 2,390 deaths in the province. Average number to each family, 6.11 in 1851, and 6.26 in 1861.

The compilers say that there is a marked improvement in the School attendance during the last decade. The present Returns give 31,973 youths at school, being an advance of 69.24 per cent. over the attendance in 1851.

The total number of male inhabitants over 16 years of age is 73,586, of whom 70,339 are returned as employed in various avocations.

The Inhabited Houses have increased 27.80 per cent since the taking of the last Census, averaging one House for 7½ persons.

The places of Worship have increased 33.54 per cent since 1851, being 3½ per cent in advance of the increase of the population. There is now one Church for every 446 of the inhabitants.

The total value of Manufactures, including cloth made by farmers, was estimated in the Returns of 1851 at $1,269,626. In the present Returns they are valued at $3,130,898. Neither in the present Returns nor in those of 1851 is there included the value of ships built or lumber manufactured during the year.

The following is a comparison made by the Compilers between some of the more important descriptions of produce raised in Nova Scotia and New Brunswick, which in most cases is decidedly favorable to New Brunswick:

PRODUCE.		N. Scotia, 1861. Quantities.	N. Brunswick, 1861. Quantities.
Hay	Tons.	334,287	324,160
Wheat	Bushels.	312,081	279,775
Barley	"	269,578	94,679
Oats	"	1,978,137	2,656,883
Buckwheat	"	195,340	904,321
Indian Corn	"	15,529	17,420
Rye	"	59,706	57.504
Turnips	"	554,318	604,364
Potatoes	"	3 824,864	4,041,339
Butter	Pounds.	4,532,711	4,591,477
Cheese	"	901,296	218,067

Transportation of one Company's Car over the Road of another.

WHERE A COMPANY HAVE SOLE CHARGE OF A CAR, IT IS, AS TO SUCH CAR, A COMMON CARRIER. MISREPRESENTATIONS MUST BE LATENT IN ORDER TO AVOID SUCH A CONTRACT.

This action was brought by the Pennsylvania Railroad Company against the New Jersey Railroad and Transportation Company, for damages sustained by the plaintiffs by reason of the destruction of a car, which, in process of transportation over the defendants' road had been thrown from the track.

The case was defended on the ground, that a special contract had been entered into between the parties, by which the car was to be carried at the risk of the plaintiffs.

The case was tried at the Essex Circuit Court in the State of New Jersey, and the jury rendered a verdict in the favor of the plaintiffs and against the defendants for the sum of $2,534 60 damages. From this verdict the defendants appealed to the Supreme Court of the State of New Jersey, and asked for a new trial of the case, on the ground that the verdict was against the weight of evidence; that the special contract alleged was clearly established by the proof, and consequently, the verdict should have been for the defendants.

The court now refused to grant a new trial, and decided that, where a common carrier undertakes to carry an article for a compensation, the legal presumption is that he does it subject to his common law liability—and this presumption holds until disproved.

That where a railroad company takes a car, though on its own trucks, over their railroad and have the sole charge of it, it is as to the article transported, a common carrier. This is a different case from one where a party merely tows a boat and furnishes nothing but the motive power.

Where an article is delivered to a common carrier for transportation, he must exercise his own judgment as to the mode of carrying it, and he cannot escape liability by proving misrepresentations, unless they relate to matters *latent* in their character. The alleged misrepresentations in this case were as to the width of the gauge of the car, and the court held that the company, if deceived at all, were deceived with their eyes open; "the facts were patent — discoverable by inspection or by measurement," and, of course, either party to the contract could have satisfied themselves by an actual measurement.

The following is the opinion of the court rendered at the decision of the case.

POTTS J.—The contract, whatever it was, was made in May 1850, between Woodruff, as agent of the defendants, and Wasson as agent of the plaintiffs. The cause was tried in January, 1856, nearly six years afterwards; and, as the alleged contract rested in *parol*, the jury had to consider how far it was probable the lapse of time had added to the uncertainty of the testimony adduced. This consideration naturally weighed most strongly against the defendants, because the *onus* was upon them to establish the special contract they set up by way of defence.

Where a common carrier undertakes to transport an article in his line of business, the legal presumption is that he does it subject to his common law liability. And this presumption remains until it is overcome by positive proof of a special agreement. 6 *Howard U. S. R.*, 383.

Now in this case Woodruff and Wasson, the immediate parties to the transaction, are directly in conflict. Woodruff swears that he told Wasson the car was to go at his, Wasson's risk, and that Wasson assented to it; while Wasson as expressly and positively swears that he never made any such contract, as that it should be carried at the risk of the plaintiffs. It is true Mr. Counsellor testifies that he was present at a part of a conversation between Wasson and Woodruff, in which he heard the latter say to the former, that the company would take no responsibility at all; and heard Wasson reply, that he thought there was no risk—that he was going with the car, and was willing to run the risk; but what was said after this he does not know. And it is also true that Mr. Woodruff produced a written memorandum, which he said was made by himself, at the time, expressing that the car was to go at the risk of the party applying to have it transported. But some doubt was thrown over Woodruff's testimony as to the *time* when it was made, the memorandum being dated the 9th of May—while from Mr. Jackson's letter, informing the plaintiffs of the injury sustained by the car, it would appear that the accident occurred on the 15th.

This was the only *direct* testimony in relation to the special contract. And the jury, who saw the witnesses and heard the whole evidence, having weighed it, and come to the decision that it was not conclusive against the plaintiffs, I do not think we ought to disturb their verdict on that ground. It was the fault of the defendants, if they meant to make a special contract, that they did not put it in a more definite and certain shape.

The point was incidentally made upon the argument, that this was not a case of *carrying* at all, but was analagous to that of towing a boat upon a water navigation, where the party supplying the motive power does not receive the boat into their custody, or exercise any control over it other than such as results from the act of towing; in which case it has been held that the common law liability of carriers does not attach. Caton *vs.* Rumney, 13 Wend 387; Alexander *vs.* Greene, 3 Hill 9; Wells *vs.* Steam Navigation Co., 2 Comstock 207; Leonard *vs.* Hendrickson, 18 Penn St. R. 40. This doctrine has been denied or doubted in Smith *vs.* Pierce, 1 Louisiana R. 349; Adams *vs.* New Orleans Steam Towboat Co., 11 *ib.* 43; and Vanderslice *vs.* Steam Towboat Superior, 13 Law Rep. 399. But, however, the rule may be in cases of towing boats under these circumstances,

the analogy does not hold good in the present case. Here the defendants received the car to take over their road, and had exclusive charge of it, though they took it on its own trucks.

In the second place, it is argued that the Court below erred in instructing the jury, "that though the plaintiffs or their agent made misrepresentations to the defendants of the character and measurement of the car to be transported, yet that if such misrepresentations related to matters which might have been ascertained by the defendants by measurement and examination, that such misrepresentations cannot be held to be a deception."

It appeared in evidence that Wasson had stated to the employees of the New Jersey road that the gauge of this car was one and a half inches narrower than the road, whereas in fact it was two inches narrower; and also, that Cumming's cars, which had been taken over the road, were of the same gauge as this, whereas the plaintiff's car had a narrower tread than Cumming's, amounting to half an inch on each wheel, making an inch difference in the tread. And it is alleged that it was these misrepresentations of Wasson which induced the defendants to take the car on its own trucks, and which occasioned its running off the road.

But it is clear that if the agents of the defendants had measured the gauge and tread of the car before putting it on the track, or examined it when on, they would have discovered the precise extent of both gauge and tread. They were, so to say, deceived with their eyes open. The facts were patent—discoverable by inspection or measurement; and the Court said in substance, that if this was so, it was their own fault if they were deceived. In this there was no error.

Where an article is delivered to a common carrier for transportation, he must exercise his own judgment as to the mode of carrying it, and cannot shelter himself from the consequences of his common law liability by setting up misrepresentations, unless they respect matters which are *latent* in their character.

As to the third ground relied on, to wit, that it did not appear that the car was the property of the plaintiff at the time, I think the evidence was sufficient to warrant the verdict.

In my opinion the rule should be discharged.

Railroad Earnings--Monthly.

The earnings of the Michigan Central Railroad for September, 1862, were..... ....$295,956 29
Do., 1861.... .... 236,845 97

Increase.... ....$59,110 32

The receipts of the Housatonic Railway Company for September, 1862, were.....$25,271 71
Do., 1861.... .... 21,458 68

Increase..... ....$3,813 03
Total to Sept. 30, 1862..... .....$188,910 31
Total for same period, 1861..... ..... 156,539 60

Increase..... ....$32,370 71

The earnings of the La Crosse and Milwaukee Railroad for September were:

	1861.	1862.
Freights..... ....$78,464 14		$109,110 69
Passengers.....	28,781 14	26,554 55
Miscellaneous	5,239 54	2,486 50
Total..... ....$112,484 82		$138,151 74
Increase..... ....$25,666 92		

The earnings of the Milwaukee and Prairie du Chien Railroad in Sept., 1862, were..$109,660 82
Do., 1861.... .... 134,729 00

Decrease $25,068 18

Total receipts for the year up to Sept. 30, 1862..... ....$825,258 06
Total receipts for the year up to Sept. 30, 1861.... .... 777,353 24

Increase.... ....$47,904 82

The earnings of the Chicago and Northwestern Railroad for September, 1862, were..$101,059 98
Do., 1861.... .... 87,166 91

Increase. $13,893 07

The business of the Chicago, Burlington and Quincy Railroad, for September, has been:

	1861.	1862.
Freight..... ....$136,589 74		$166,095 04
Passengers....	31,614 79	33,646 55
Mails and miscellan's..	2,450 79	1,954 33
Total..... ....$170,655 32		$201,695 92
From May 1	533,607 08	673,207 92
Total for 5 months....$704,262 40		$874,903 81
Increase do.... ....$170,641 44		

Between Chicago and Burlington—210 miles:

	1861.	1862.
Freight..... ....$159,157 77		$192,568 14
Passengers.	37,768 85	39,584 17
Mails and miscellan's..	2,808 15	2,313 00
Total.... .....$199,734 77		$234,465 31
Increase $34,730 54		

Between Quincy and Galesburg—100 miles:

	1861.	1862.
Freight.... ....$15,996 96		$23,204 86
Passengers....	6,801 45	11,100 90
Mails and miscellaneous	1,691 03	2,045 33
Total..... .....$24,490 44		$36,351 09
Increase.... ....$11,860 65		
For 310 miles $224,225 21		$270,816 40

Railroads in Michigan.

We have now in actual operation, within the State of Michigan, upwards of one thousand miles of railway, all of which is owned by six companies, viz: the Michigan Southern and Northern Indiana, (having a total length, with branches, of 549 miles,) the Michigan Central, (284 miles,) the Detroit and Milwaukee, (188 miles,) the Grand Trunk, (Detroit branch 57 miles,) the Flint and Pere Marquette, (35 miles,) and the Amboy, Lansing and Traverse Bay, (30 miles,) making a total of 1,143 miles now in working order.

The Trunk lines leaving the city of Detroit are, the Michigan Southern, Michigan Central, Detroit and Milwaukee, and Grand Trunk, all of which are doing excellently well. The Michigan Southern road has direct connections with Chicago, St. Louis, Milwaukee, Cincinnati, Toledo, Cleveland, Buffalo, Philadelphia, New York, Washington and Baltimore, besides its numerous branches diverging in all directions from its main line. At Buffalo and Dunkirk it affords a choice of routes to the eastern traveler, and along its whole line affords the most splendid scenery.

The Central road is regarded as the great avenue of travel between Chicago and the East, *via* the Great Western and Grand Trunk Railways of Canada, and is a connecting link in the great chain of railways from Portland, Maine, to St. Louis, Missouri.

The Detroit and Milwaukee road connects in this city with the Michigan Southern, Great Western, and Grand Trunk roads, forming the most direct route for Milwaukee and the great Northwest.

The Grand Trunk Railway offers to the Eastern traveler the inducement of an all iron rail route, with the most magnificent scenery that the world affords—at least the grandest through which a railway has yet been constructed.

The Great Western Railway, although not within the limits of the State, is properly one of the railroads of Detroit, as all its western connections are made in this city, and the principal part of its western traffic comes from this State.

The Flint and Pere Marquette, and the Lansing and Traverse Bay Railroads are interior lines, having a purely local business, at present, though destined, at some future day, to form a connecting link in a grand system of railways that is to develope the internal resources of our glorious State.—*Detroit Com. Advertiser.*

Shipments of Flour to Liverpool and Results.

The following is a regular commercial statement of a supposed transaction in flour, made up by an eminent house in the trade, and will serve as a guide to those persons who are desirous of understanding the details. The only corrections to be made are in the prices charged for the flour per bbl., and the freights, which, of course, change with the market from time to time.

Pro forma.

Invoice of 1,000 Barrels Flour shipped by ——— per ——— for Liverpool and consigned to ——— for sale on their account.

1,000 bbls. Flour, (say) at $5 50 per bbl..$5,500 00

CHARGES.

Brokerage, 3c. per bbl. $30 00
Cartage, 5c. per bbl. 50 00
80 00

$5,580 00

At 130 per cent. £965 15 7.
E. & O. E.
New York, July, 1862.

Pro forma.

Account sales of 1,000 Barrels Flour received July ——, 1862, ex ——— from ——— sold on account of ———

By ———

Terms 3 months.

July 6, 1862. By 1,000=990 bbls., at 29s. per 196 lbs., ex Quay £1,435 10 00

(If the above be stored the charge for cartage and storage for first month will be about 5 d. extra.)

CHARGES.

To Freight and Primage, at 3s. 6d and 5 p.ct.	£183	..	..
" Duty	32	16	5
" Dock and Town dues, Entry, etc.....	12	13	6
" Cartage, etc.....	....	....	
" Porterage....	12	10	0
" Advertising and Catalogues....	....	....	
" Postage	..	3	..
" Gauging and sample bottles	.....	..	
" Canvas, twine and mending	..	.....	
" Marine Insurance on £1,500, at 30 s. per cent. and policy...	23	12	6
" Warehouse rent.....	....	....	
" Fire Insurance	1	9	..
" Interest on charges..	3	7	4
" Bank commission, ¼ per cent.....	3	11	9
" Brokerage at .. p.ct.	....	....	
" Commission and Del-credere, at 4 p. ct..	57	8	5
			330 11 11

Nett proceeds due in cash, at 3 mo..£1,104 18 1
E. E.
Liverpool, July, 1862.

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds / Coupon Bonds — Under Act 15th April, 1842	$2,833,364	6	1862	104¼
Registered Bonds / Coupon Bonds — Under Act 28th June, 1847	9,415,250	6	1862	104¼
		6	1867	102½
		6	1867	102⅝
Registered Bonds / Coupon Bonds — Under Act 31st December, 1848	8,908,842	6	1868	101
		6	1868	101
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	98
Registered Bonds / Coupon Bonds — Under Act 14th June, 1858	20,000,000	5	1874	94
		5	1874	94
Registered Bonds / Coupon Bonds — Under Act 22d June, 1860	7,022,000	5	1871	92½
		5	1871	92½
Coupon Bonds (Oregon War Debt), Under Act June, 1861	307,900	6	1881	101½
Registered Bonds / Coupon Bonds — Under Acts 8th Feb. and 17th July, 1861	50,000,000	6	1881	104½
		6	1881	104½
Treasury Bonds (coupon) — Under Acts 17 J'y & 5 Aug '61	55,000,000	7.3	1864	106
Treasury Bonds (coupon) — Under Acts 17 J'y & 5 Aug '61	53,600,000	7.3	1864	106
Registered Bonds / Coupon Bonds — Under Act 25th February, 1862; redeemable at pleasure after 5 years	20,000,000	6	1882	----
		6	1882	----
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	7,757,600	6	2 y'rs	131
Under Acts 2 Mar. '61, & 17 Mar. '62 convert. into 20	10,000,000	---	Dem.	----
Under A's 17 Ju. & 5 Au.'61 & 17 Ma.'62 y'r b'ds due '81	50,000,000	---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	----------	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	50,000,000	5	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	100,000,000	6	1 year	99⅛
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	113
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	107⅞
Georgia—Coupon Bonds	525,000	7	'62-'74	----
" — " "	2,073,750	6	'63-'80	78
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	101
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	105½
" —Interest Stock of 1857	786,223	6	------	97
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	101
" —University Fund Interest Bonds of 1861	650,000	6	1879	105½
" —War Fund Bonds of 1861	1,020,400	6	1879	105½
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	100
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" — " " "	2,054,298	2½	18--	55
" —Canal Preferred Certificates	4,079,500	5	18--	----
" — " " (special) Certificates	1,216,737	5	18--	----
" —Deferred Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	98½
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	95
" — " " (banks)	600,000	5	18--	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	59
" — " " (bank)	5,298,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	699,000	6	Var.	107
" —War Loan of 1861	----------	---	------	----
Maryland—Inscribed Certificates	5,964,251	6	Var.	104
" — " " (sterling)	8,857,222	5	Var.	100
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	104
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,000	5	'61-'72	----
" — " " of 1861 "	247,000	5	'68-'72	116
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	----
" —Inscribed Certificates (loans to R. R. Cos.)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,006,177	6	1863	101¼
" — " "	216,000	6	1878	101½
" —War Loan: Coupon Bonds 1861	449,100	7	1881	100½
Minnesota—Coupon Bonds (State)	250,000	8	1867	104½
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	----------	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	439,000	6	'63-'83	56
" — " "	100,000	6	1862	56
" — " " (loans to Railroads)	23,101,000	6	'72-'86	71
" —War Loan 1861	----------	---	------	----
New Jersey—Inscribed Certificates	104,750	6	Var.	----
" —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	----
" — "	----------	6	'64-'65	103
" — " State Loan $6,756,654	----------	6	65-'66	103
" — " Railroad Loan 339,000	----------	6	'72-'75	116½
" — " Canal Debt—(old) 9,739,025	----------	6	1874	117
" — " " " —(new) 13,200,000	----------	5½	1885	----
" — " " " —(misc.) 642,585	----------	6	'66-'74	102
" — " " " —(floating) 2,500,000	----------	5	1863	102½
" — "	----------	4½	1864	----
" — "	----------	7	1864	105
" —War Loan of 1861	----------	7	1870	116½
North Carolina—Coupon Bonds	9,120,555	6	18--	70
Ohio—Inscribed Certificates	6,413,325	6	1860	103
" — "	1,025,000	5	1865	100
" — " "	2,183,561	6	1870	105
" — " "	1,000,000	6	1875	105
" — " "	2,400,000	6	1886	107
" —War Loan (1861)	1,500,000	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds (1st January, 1862	37,687,760	5	'61-'82	92½
" —Inscribed Certificates		5	'61-'82	89½
" — " "	400,630	6	1879	107½
" — " "	388,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	56
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	18--	109½
" —War Loan (1861)	----------	---	18--	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	65
" — " " (sterling)	1,865,000	5	1892	----
" —War Loan (1861)	100,000	6	Var.	----
Wisconsin—Inscribed Certificates	1,000,000	5	'77-'86	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)				
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " " "	265,000	6	'62-'76	----
" — " " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	----
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	100
" — " " (Balt. & Ohio R. R.)	5,000,000	6	------	100
" — " " (Water Works)	3,400,000	6	------	101
" — " " (Bank Stock)	553,966	6	------	----
" — " " (Improvement Stock)	4,963,215	6	------	----
Boston—Coupon (S. F.) Bonds (Municipal)	2,412,576	5	Var.	109¼
" —Coupon Bonds (Water)	6,243,680	5	Var.	109½
Chicago—Coupon Bonds (Municipal)	860,000	6	18--	100
" — " " "	609,000	7	18--	107½
" — " " (Sewerage)	822,000	7	18--	----
" — " " (Water Works)	1,133,000	7	18--	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " "	720,000	5	1898	----
" — " " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " "	2,140,000	5	1887	----
" —Public Education Stock	160,000	5	1873	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1863	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	----
" — " " (Municipal)	1,136,200	6	'61-'80	----
" — " " (Buildings, etc.)	532,000	6	'66-'95	----
" — " " (Sewers)	425,000	6	'70-'88	----
" — " " (Improvement Old Limits)	260,000	6	'71-'87	----
" — " " (Water Works)	497,000	6	'71-'83	----
" — " " (Harbor Improvement)	239,000	6	'63-'86	----
" — " " (Wharf Improvement)	166,000	6	'67-'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,243	6	1886	85
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	----
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	----
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	----
" " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	----
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	----
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	89
" " 2d " " "	3,980,670	6	1882	71½
" " Improvement " "	586,500	6	1870	----
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	38
" " Preferred Interest Bonds	227,569	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	43
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	94½
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,000,000	---	------	85½
Housatonic Preferred	1,180,000	8	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	82
Milwaukee & Prairie du Chien, 1st preferred	1,095,000	---	------	101
" " " 2d "	1,086,000	---	------	78
New York & Harlem, Preferred	1,500,000	---	------	53
Philadelphia & Reading, Preferred	1,551,800	7	------	50

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	535,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western:				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence:				
Dollar Bonds (Conpon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	95
" "	700,000	6	1880	92½
" "	1,128,500	6	1875	96¾
" "	1,000,000	6	1867	99½
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	$70,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie:				
1st Mortgage coupon	2,000,000	7	1877	100
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	106
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	99¾
Mort. (chgd from Sterl'g)	888,000	5	1864	99¾
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	100
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	110
2d Mortgage	600,000	7	1875	105
Central Ohio:				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	71
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	15
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	786,400	6	var.	102½
Chicago, Burlington & Quincy:				
Trust Mort. S. F., convertible	317,000	8	1883	116
" " " inconvertible	2,690,000	8	1883	----
Plain Bonds, dated Sept. 20, 1860	755,000	7	1890	----
2d Mortgage, inconvertible	922,000	4½	1890	----
Chicago and Aurora, 1st Mort.	230,000	7	1867	----
Central Military Tract, 1st Mort.	248,000	7	1864	----
" " " 2d Mort.	204,000	8	1868	----
" " " Plain	28,000	8	1876	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	109
Chicago and Northwestern:				
1st Mortgage (preferred)	1,250,000	7	------	100½
1st Mortgage (general)	3,600,000	7	------	81
Bonds issued for coupons of do.	756,000	7	------	91
2d Mortgage	2,000,000	6	------	36
Appleton Extension Bonds	184,000	7	------	87
Flagg Trust Bonds	245,000	8	------	----
Cincinn., Hamilton and Dayton:				
1st Mort age	394,000	7	1867	100
2d Mortgage	950,000	7	1880	96
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	90
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	25,000	7	1861	99
2d Mortgage	228,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Dividend Mortgage	900,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	100
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	100
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	92½
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	72½
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	299,000	7	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	1872	65
Junction 2d Mortgage	221,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	1863	75
Junction Income	27,500	7	1862	----
C. and T. Income Mortgage	104,400	7	1863	75
C. and T. Income (convertible)	174,000	7	1864	----
C. and T. Income (convertible)	256,000	7	1864	----
C. and T. Dividend (convert.)	151,495	7	1865	75
C. and T. Income (convertible)	39,000	7	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	1885	102½
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	115,900	---	var.	93½
Connecticut River:				
Mortgage	250,000	6	1878	----
Connecticut and Passump. Rivers:				
1st Mortgage	800,000	6	1876	95
Cumberland Valley:				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	92
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	110
1st Mortgage (E. Extension)	1,499,000	---	1875	107½
2d Mortgage	2,516,500	---	1881	108½
Income (due 1862, '65 and '67	14,101	---	var.	88
Detriot and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	69
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	---	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	275,000	6	var.	100½
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	450,000	6	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennessa.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655.000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Galena and Chicago Union:				
1st Mortgage Coupon	1,971,000	7	'62-'63	106
1st Mortgage (Extended)	22,000	7	1882	106¾
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	107¼
***Great Western, Ill.:**				
1st Mortgage Eastern Division	1,000,000	10	------	----
" Western "	1,350,000	7	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	71
Land Security	5,000,000	7	1881	50
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	103
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	200,000	7	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1886	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	115
2d Mortgage (S. F.)	2,000,000	7	1885	110¾
3d Mortgage	1,840,000	7	1875	104
Convertible	1,002,000	7	1867	98
Illinois Central:				
Optional Right bonds	38,000	7	1868	----
Construction	10,798,500	7	1875	105
Construction	4,115,000	6	1875	105
Eight per cent. bonds	326,000	8	1865	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650.500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,900	6	1870	107
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	26
2d Land Grant (Western Div.)	353,600	†	------	26
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	91
Long Island:				
1st Mortgage	500,000	6	1870	92
Extension Bonds	175,000	7	1880	100
Long Dock Co.:				
Mortgage Bonds	500,000	7	1882	----
Mortgages on Land	473,809	7	------	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	88
Marietta and Cincinnati:				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston:				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	1869	110
1st Mortgage (S. F.), convertible	4,434,000	8	1882	115
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	904,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	85½
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	103¼
Detroit and Toledo	684,000	7	1876	98
1st General Mortgage (S. F.)	3,030,000	7	1885	107¼
2d General Mortgage	2,672,000	7	1877	97
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	102
1st Preferred stock	1,060,000	---	------	95
2d Preferred stock	1,020,000	---	------	79
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oakaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	99
Preferred Stock	1,175,000	10	------	125
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4 '8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	568,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	109
Funding (S. F.) Bonds	1,553,000	7	1876	114½
Stock Exchange (S. F.) Bonds	680,000	6	1883	109
Real Estate (S. F.) Bonds	166,000	6	1883	105
Real Estate Bonds	391,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	105
Convertible Bonds	970,000	7	1876	115
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	108
New York and Erie:				
1st Mortgage	3,000,000	7	1867	114½
2d Mortgage	4,000,000	7	1879	113
3d Mortgage	6,000,000	7	1883	108
4th Mortgage	4,900,000	7	1880	100½
5th Mortgage	1,792,500	7	1888	97
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	111
2d Mortgage	1,000,000	7	1864	104½
3d Mortgage	862,300	7	1867	90
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	3,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	93
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	98½
2d Mortgage	3,077,000	7†	1861	8½
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	84
Chattel Mortgage	360,000	10	1883	101
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,050,000	†	1858	----
2d Mortgage	258,000	†	------	----
Construction	4,242,000	†	1858	17
Income	3,320,000	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage	4,990,000	6	1880	111
2d Mortgage	2,421,000	6	1875	104
2d Mortgage Sterling	2,126,400	6	1875	----
State Works Bonds	7,100,000	5	------	89
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	76
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	166,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	5	------	103
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	----
" 1836, "	192,000	5	1880	103
" 1849, "	3,103,600	6	1870	102
" 1861, "	436,000	6	1871	----
" 1843, "	1,548,300	6	1880	106
" 1844, (convertible)	863,000	6	1880	104
" 1848, "	124,000	6	1880	99
" 1849, "	83,000	6	1880	102
" 1857, "	3,586,500	6	1886	97
" 1856, "	1,475,000	7	1886	89½
Bonds and Mortg's—real estate	592,200	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1883	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	600,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	105
2d Mortgage	5,160,000	7	1911	95
3d Mortgage	2,000,000	7	1911	80½
Bridge Bonds, O. & P. R. R. Co.	188,000	7	1876	----
Chicago Depot Bonds	337,173	6	1865	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	42½
2d Mortgage	937,500	7	1863	3
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	30
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7	------	99½
2d Mortgage	1,535,000	7	------	----
3d Mortgage (Income)	1,000,000	10	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	103
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
St. Louis, Alton & Terre Haute:				
1st Mortgage (convertible)	1,000,000	7	'62-'72	99
2d Mortgage (convertible)	2,000,000	7	'68-'70	81
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	99½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	99½
2d M. (Toledo and Wabash)	1,000,000	7	1869	90
2d M. (Wabash and Western)	1,500,000	7	1899	90
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	23½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Dollar Bonds	802,000	6	1875	110½
Albany City Bonds	1,000,000	6	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	85
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1875	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	....	*Alabama and Florida*	1,451,236	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,762	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,303,922	122.4	252,906	359,144	149,477	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	364,136	14	142
31 Dec. '61	74.0	—	....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,398	225,292	25,565	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	—	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	....
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,8 0	808 060	301,979	—	....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,026	—	65
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	.....	—	406,182	870,000	271,877	1,607,684	84.3	136,631	138,970	47 466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	.....	43,525	744,920	—	5,024	749,544	5.0	.....	22,308	7,915	6¼	....
								FLORIDA.													
-- -- '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
-- -- '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
-- -- '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,178	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	—	8,500,000	4,500,000	.....	10,000,000	220.0	.....	1,098,465	452,693	4	....
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024,750	.....	12,176,115	168.0	1,067,025	1,551,227	679,772	—	107
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,845	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,828	—	....
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,008	—	7,545,220	228.4	765,949	1,054,764	415,971	5	82¼
10 Nov. '58	33.2	—	—	—	—	—	—	Fox River Valley	580,000	.....	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.2	1,123,454	1,720,396	811,185	5	86¼
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	.....	175.0	.....	.....	485,943	181,529	—	....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,497,988	*	—	15,829,095	15,277,500	172,929	33,504,024	768.3	2,458,023	2,965,758	1,150,903	—	82¼
-- -- --	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
-- -- --	148.0	—	—	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
-- -- --	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
-- -- '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,008	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000.000	100.0	oper. by	Bur. &	Quincy	—	....
-- -- --	1.0	—	—	—	—	—	—	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
-- -- --	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
-- -- --	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	364,122	400,397	133,009	—	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110 0	.....	448,858	230,834	9	40
31 Dec. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37,219	2,031,942	84.0	.....	277,962	119,745	—	....
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
-- -- '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,949	3,060,128	135.0	201,402	230,563	99,080	—	....
-- -- '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	....
-- -- '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '61	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,975,801	73 0	325,707	377,692	216,184	10	125
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's	85,239	46,771	—	....
31 Dec. '61	111.0	—	....	289.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	....
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,376	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
-- -- '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
-- -- '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13 0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	— }	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	....	— }				} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,775	245.911	98,679	4	96
1 Oct. '60	185.0	84.0	16.0	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,902	716,478	371,124	—	....
-- -- '59	18.8	—	....	70.2	—	—	....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
-- -- --	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	....
-- -- --	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug. '60	53.7	—	....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	110
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	25,404	—	—
31 May, '61	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	70½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	35
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	—	57.7	.....	449,051	128,733	7	102½
31 May, '62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	465,758	4,076,974	—	75,150	4,908,723	119.3	599,048	732,427	290,406	6	118½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	132,720	—	—	61.8	.....	588,871	272,429	8	124½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	—	83.6	.....	928,932	408,594	8	127½
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	—	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	—	52.3	.....	250,836	122,956	6	100½
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	90
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	—	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	—	71.6	.....	543,158	217,054	6	111
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	—	ope	r. by N.	H. & N'h	—	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	122
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	—	21.6	.....	123,015	24,907	2	67½
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	—	—	.....	—	—	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	—	—	.....	18,291	—	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	—	87.3	.....	505,320	219,608	6	114
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	—	—	.....	36,538	19,060	6	—
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	—	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	—	ope	r. by B.	and L'll	—	—	—
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	—	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	—	ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	—	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	—	ope	r. by T.	and B.	—	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	—	77.0	.....	200,648	95,739	—	17½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	138
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	—	45.7	.....	195,669	83,188	5.3	64
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,598	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	88½
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	44½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	—	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	—
31 Aug. '60	206.8	—	.....	—	—	—	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	2(
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	62
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	104½
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	88
31 Mar. '59	20.5	—	—	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	115
31 Mar. '59	52.7	—	4.0	—	2	4	60	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	65
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	.....	Belvidere Delaware	3,128,257	*	—	997,882	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	—	—	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	142
31 Dec. '60	60.2	—	.....	—	—	—	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	43.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	156
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	—	—	.....	New Jersey	3,609,089	400,378	1,249,621	4,397 820	688,000	—	5,628,931	33.8	.....	992,767	579,981	10	135
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	—	—	.....	—	—	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	—
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	90
31 Dec. '60	13 0	—	.....	47.0	—	—	—	West Jersey	280,273	—	—	216,794	.....	56,582	.....	.....	.....	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	oper. by Rens. & Sarat.				—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	oper. by Western.		—	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	25,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220	23.8	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	593 845	187,704	—	—
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	55
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	345,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by Erie.	24,000	—	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by Erie.	30,000	—	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by West'rn	—	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,758	1,989,013	566,461	—	70
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2.680	2,633,395	100.5	243,195	297,646	137,347	—	23
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,095	209,356	41,045,289	654.9	—	7,309,042	2,601,063	6	107½
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,616	1,979,108	—	58½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	133.0	1,200,243	1,144,980	391,253	—	24½
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.		60,000	6	—	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	90,061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	oper. by B., N. Y. & E.		4,996	—	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,731	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	oper. by Rens. & Sar.		—	—	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	—	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	898,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	oper. by Hudson River.		—	—	6	—
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	oper. by other Co's.		—	—	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.81	23,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	—	oper. by	Erie R. W. Co.		—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,453	363,441	164,672	6	85½
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	—	314,091	102,765	—	15
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	699,716	230,551	—	—
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	—	646,205	329,714	7½	98
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	135
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341.020	67.0	230,461	369,849	238,003	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,000	96.6	578,991	1,244,975	734,991	10	114
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	40½
31 May '62	109.2	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	71½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	oper. w. Lit. Miami.		177,371	8	87½	—
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	—	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	102,180	52,408	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	—	69,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	442,002	2,981,267	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	8	106
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	—	434,290	99,554	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	—	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	126.0	—	185,834	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper. by C., C. & C.		—	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	895,502	1,012,236	400,559	—	36½
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	61
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53,500	—	—	146.0	—	219,548	22,490	—	5½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	—	2,169,946	1,339,680	—	112
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	oper. by Buf. & S. L.		—	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	57½
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	63½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	oper. by C., W. & E.		—	—	—	22
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9,803,932	—	—	763,318	670,227	6	54
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	48
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	—	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364,225	282,124	—	10½
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	28,541,156	3,447 522	1,421,990	13,264,100	16,637,400	1,322,915	34,254,559	423.0	4,413,936	7,360 001	3,646,938	6	55
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	284,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288.657	157,194	—	51½
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,461	645,170	11,548,929	12,411,600	—	25,275,48	151.4	1,795,927	2,905,838	1,412,905	—	39½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by Cam. & Amboy			—	125½
1 Oct. '61	98.0	6.0	—	—	82	109	555	Phila., Wilmington and Balt.	7,021,713	744,425	142,840	5,600,000	2,475,500	140,993	8,742,000	200.5	439,780	1,516,985	675,484	6½	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '61	59.0	18.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	——	1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	——	——
31 Dec. '61	467.5	——	68.7	——	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 323	18,999,651	467.5	2,434,641	3,031,787	1,209,721	——	64
30 Sep. '59	31.0	——	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*	——	1,221,277	280,000	——	——	——	——	——	——	——	....
30 Sep. '59	54.0	——	3.0	——	7	7	26	Schuylkill and Susquehanna	1,258,700	*	——	1,258,700	97,000	——	1,355,700	54.0	——	——	——	——	....
30 Sep. '59	9.2	15.3	14.9	——	——	——	——	Schuylkill Valley	573,616	*	——	568,150	——	——	573,616	24.5	——	34,501	29,604	3½	....
31 Mar. '61	28.0	1.2	2.0	——	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	....	——	96,227	54,582	——	....
31 Dec. '59	148.0	——	20.0	140.0	....	....	....	Sunbury (Phila.) and Erie	6,393,712	107,252	——	4,506,920	4,369,070	861,271	10,169,860	148.0	——	114,126	61,848	——	16
30 Nov. '59	29.6	6.5	31.9	——	8	3	127	Tioga	703,349	85,932	——	97,550	396,000	——	——	29.6	——	83,072	47,007	6	47½
30 Sep. '59	26.4	——	2.1	——	4	11	9	Westchester and Philadelphia	1,410,638	74,677	——	682,170	944,169	52,434	1,679,301	26.4	——	125,597	4,502	——	——
30 Sep. '60	78.0	——	6.0	——	16	8	125	Williamsport and Elmira	4,050,314	*	——	1,500,000	2,200,000	293,895	——	78.0	199,878	238,420	860,339	——	17
								RHODE ISLAND.													
1 Jan. '60	50.0	——	2.0	——	12	17	103	N. Y., Providence and Boston	2,158,000	*	——	1,508,000	276,300	——	——	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	——	0.5	——	——	3	5	Providence, Warren & Bristol	448,666	*	——	447,917	8,500	——	——	13.6	——	26,454	6,914	——	——
								SOUTH CAROLINA.													....
31 Dec. '58	13.2	1.5	....	182.4	2	——	26	Blue Ridge	2,126,539	——	——	1,016,515	217,577	——	2,134,092	13.2	——	——	——	——	....
31 Dec. '58	54.9	——	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	——	——	——	——	....
31 Dec. '58	109.6	——	....	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	——	——	109.6	——	283,263	151,536	6	....
— — '58	40.3	——	....	——	....	....	....	Cheraw and Darlington	600,000	*	——	400,000	200,000	——	——	49.3	——	——	——	——	....
1 Jan. '59	143.2	21.3	....	——	....	....	....	Greenville and Columbia	2,439,769	324,161	——	1,429,008	1,145,000	345,540	2,919,554	164.5	——	341,190	125,871	——	....
31 Aug. '58	22.5	——	....	——	....	....	....	Kings Mountain	196,230	*	——	200,000	——	——	200,000	22.5	——	——	——	5	....
31 July '58	32.0	——	....	——	....	....	....	Laurens	543,403	*	——	400,000	106,218	——	575,729	32.0	——	27,568	8,527	——	....
28 Feb. '59	102.0	——	....	——	....	....	....	North-Eastern	2,011,652	*	——	985,743	960,410	108,172	2,067,325	102.0	——	220,014	96,145	——	....
31 Dec. '60	136.0	106.0	....	——	62	59	700	South Carolina	——	——	——	——	2,643,333	——	——	——	——	1,499,636	701,943	7	....
31 July '58	25.1	——	....	41.9	....	....	....	Spartanburg and Union	——	——	——	——	——	——	——	25.1	——	——	——	——	....
								TENNESSEE.													
30 Sep. '60	47.6	——	....	——	....	....	....	Central Southern (Tenn.)	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	——	29,967	19,187	——	....
1859	....	——	....	17.0	2	——	14	Edgefield and Kentucky	857,947	*	——	333,204	612,000	60,900	——	30.0	29,845	9,359	7,486	——	....
1859	30.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,673	2,020,000	200,000	——	140.0	——	318,718	187,466	——	....
1859	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,310,033	156,264	——	536,654	1,902,000	390,407	——	130.3	150,142	297,806	3 149,167	——	....
1860	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston	5,886,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,707	291.0	——	1,635,098	873,597	——	....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,000	——	——	——	——	——	——	....
1859	100.0	——	30.6	55.8	——	——	——	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	——	298,721	740,000	——	——	——	——	——	——	——	....
1859	59.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,285	554,949	319,518	——	59.4	69,870	177,256	60,029	——	....
1859	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	82,908	——	317,447	632,500	22,389	——	47.4	54,175	83,129	44,666	——	....
1859	34.2	——	7.0	——	12	2	81	McMinnville and Manchester	533,807	56,816	——	144,894	406,000	5,000	——	34.2	30,065	23,808	13,892	——	....
30 Nov. '60	149.7	44.0	7.9	——	39	17	319	Nashville and Chattanooga	3,632,882	*	——	2,056,544	1,731,000	——	——	159.0	——	734,118	337,384	ll	....
1859	....	——	....	——	....	....	....	Nashville and Northwestern	——	——	——	——	——	——	——	——	——	——	——	——	....
1860	45.8	——	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	——	595,922	660,000	204,544	——	45.8	57,950	127,953	87,243	——	....
1859	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	——	——	——	216,962	413,000	408,477	——	30.0	——	1,248	——	——	....
								TEXAS, (*all aided by State*).													
— — '58	32.0	——	....	153.0	....	....	....	Buffalo Bayou, Braz. & Col'r'do	——	——	——	——	——	——	——	32.0	——	——	——	——	....
— — '58	56.0	——	....	184.0	....	....	....	Galvest., Houst. & Henderson	——	——	——	——	——	——	——	56.0	——	——	——	——	....
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	——	——	275-000	240,000	171,560	——	50.0	31,300	32,670	——	——	....
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	——	455,000	975,000	369,000	——	70.0	102,200	282,846	196,568	——	....
— — '59	25.0	——	....	110.0	....	....	....	San Antonio & Mexican Gulf	——	——	——	——	——	——	——	25.0	——	——	——	——	....
— — '59	28.0	——	....	756.0	....	....	....	Southern Pacific	——	——	——	——	——	——	——	28.0	——	——	——	——	....
								VERMONT.													
31 May, '61	90.7	——	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	——	1,280,400	800,000	60 589	——	90.7	118,219	183,750	92,683	——	80
31 Aug. '60	119.6	——	13.0	——	26	18	600	Rutland and Burlington	3,989,708	617,743	——	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	——	....
31 Aug. '60	62.0	....	4.0	——	10	6	174	Rutland and Washington	1,771,683	*	——	960,000	——	——	——	62.0	142,839	150,318	30,288	——	....
31 Aug. '60	119.0	——	20.0	——	42	28	885	Vermont Central	8,402,055	*	——	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	——	....
31 Aug. '60	47.0	——	2.8	——	——	——	——	Vermont and Canada	1,350,695	——	——	1,350,000	——	——	1,380,695	ope	r. by Vt.	Central	——	——	130
31 Aug. '60	23.7	——	0.7	——	3	4	43	Vermont Valley	1,212,274	89,612	——	516,164	793,200	——	——	23.7	47,950	45,930	8,522	——	....
31 Aug. '60	54.0	10.5	....	——	——	....	....	Western Vermont	1,083,500	*	——	332,000	700,000	——	1,083,500	ope	r.b. Troy	& Bost.	55,858	....	....
								VIRGINIA.													
31 Aug. '59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	88,131	1,534,194	——	——	——	——	——	——
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	——	113.7	703,034	136,302	43,062	——	....
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	——	....
30 Sep. '59	103.5	——	....	——	8	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	——	——	103.5	345,427	248,004	loss	——	....
30 Sep. '60	88.3	68.4	10.0	——	16	16	175	Orange and Alexandria	——	——	——	2,063,655	2,517,500	590,056	——	167.7	270,846	450,427	222,214	——	....
30 Sep. '59	133.3	10.1	....	——	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	——	1,365,300	1,851,500	292,842	4,745,256	133.4	——	410,166	201,344	——	....
30 Sep. '59	59 2	21.3	....	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	——	326,554	213,852	7½	....
30 Sep. '60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	580,904	282,328	——	57
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	——	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	835,750	204,808	26,853	——	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	657,812	85,000	——	——	23.7	12,542	——	——	——	——
31 Jan. '60	80.0	——	....	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	——	240,446	121,053	7	....
30 Sep. '60	178.2	——	21.3	7.0	27	19	528	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	——	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	——	....
30 Sep. '59	32.0	——	2.5	——	5	4	49	Winchester and Potomac	516,830	59,000	——	300,000	120,000	24,736	——	32.0	30,000	49,971	14,469	——	....
								WISCONSIN.													
1 Dec. '59	55.0	——	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	——	800,000	700,000	25.000	——	55.0	——	——	——	——	....
31 Dec. '61	199.9	——	24.9	——	....	....	....	*Milwaukee and Minnesota*	7,400,000	*	——	4,940,000	2,460,000	——	——	199.9	——	756,476	329,580	——	....
31 Dec. '58	40.0	——	....	——	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	——	....
— — '57	42.0	——	....	27.8	....	....	....	Milwaukee and Horicon	919,757	*	——	1,101,200	——	——	——	42.0	10 mos.	60,066	——	——	....
31 Dec. '61	191.9	42.5	28.3	——	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	——	4,826,800	2,467,000	58,549	8,036,604	234.4	——	1,108,354	436,039	——	37½
— — '57	50.0	——	....	85.0	....	....	....	Milw., Watertown & Baraboo	514,238	——	——	345,861	132,000	——	——	50.0	——	121,401	——	——	....
10 May, '61	104.0	——	....	38 8	8	7	321	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	——	....
— — '58	10.0	——	....	55.0	——	——	——	Wisconsin Central	600,000	——	——	——	——	——	operated	by	Fox Riv	er Vall.	——	——	....
								CANADA.													
31 July '61	161.0	——	....	——	31	27	40	Buffalo and Lake Huron	7,056,450	*	——	6,819,800	188,000	——	7,150,000	16.10	400,075	1,771,780	363,670	——	....
— — '58	81.0	——	....	——	16	17	214	Montreal and Champlain	——	——	——	——	——	——	——	81.0	166,245	——	——	——	11
— — '58	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	——	——	——	——	——	——	——	48.0	——	——	——	——	12
30 Sep. '58	624.0	137.0	....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	——	15,603,128	31,351,133	——	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	....	——	87	128	1,689	Great Western	22,153,321	*	——	14,054,908	8,480,849	——	——	357.0	1,360,900	——	——	3	....
— — '59	24.0	——	....	——	2	2	52	London and Port Stanley	——	——	——	——	——	——	——	24.0	37,081	——	——	——	....
— — '59	95.0	1.6	....	——	17	20	337	Northern (O. S. & H.)	——	——	——	——	——	——	——	96.6	254,530	——	——	——	....
— — '59	54.0	——	....	——	5	8	118	Ottawa and Prescott	——	——	——	——	——	——	——	54.0	89,222	——	——	——	....
— — '59	25.0	——	....	——	4	——	57	Welland	——	——	——	——	——	——	——	25.0	——	——	——	——	....
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.0	12.0	——	14	18	235	European & North American	4,548,564	*	——	4,637,852	——	——	4,637,852	108 0	——	130,679	36,432	——	....
1 July, '61	60.0	——	....	——	——	——	....	New Brunswick and Canada	1,402,748	102,388	——	1,380,000	13,100	136,000	1,729,232	60.0	——	132,555	36,670	——	....
								NOVA SCOTIA.													
31 Dec. '61	61.5	——	....	60.1	——	——	....	Nova Scotia	4,268,717	*	——	——	——	——	——	61.5	——	120,918	26,803	——	....
								NEW GRANADA.													
31 Dec. '60	48.7	——	....	——	——	——	....	Panama	3,000,000	*	620,804	5,000,000	2,400,000	——	9,603,580	48.7	——	1,589,859	1,110,652	12	151

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15.
State Stocks:—						
California 7s	112	110½	110½	----	111½	113
Georgia 6s	----	----	----	----	----	----
Illinois Coup. bonds	----	----	----	----	----	----
Illinois War Loan	104	104	105	----	105	105
Indiana War Loan	----	----	----	98	98½	----
Kentucky 6s	----	----	95	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s, 1878	----	101½	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	56½	52¾	52¾	55	56	56
Do. iss. to H.&St.J.R.	74	71	----	69	71	71
New York 6s, 1874	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	70
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	----	----	----	103	----
Tennessee 6s, 1890	----	56	55½	55	56½	56
Virginia 6s	----	61	----	62	64	65
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. & Q.	107	105	106½	106½	107	107
Chicago & Rock Isl.	81½	81¼	81	82¼	83¾	82½
Clev., Col. and Cin.	132	133	133	134	135	----
Clev. and Pittsburg	41¼	38½	37½	40½	42½	40⅝
Clev. and Toledo	70⅛	69	68¼	71½	72⅝	71⅝
Del., Lack. & West.	111	110	111	111	112	----
Galena and Chicago	86⅛	83½	83¼	86¾	87⅛	86⅜
Hudson River	69⅛	67½	67¾	68¼	69¾	70
Illinois Centr. (scrip)	83	80½	79⅜	82	83½	83⅛
Michigan Central	87¼	84¼	85	88	88¾	88¼
M. S. & N. I. guar'd.	80¼	79⅞	77½	80¼	83⅛	82
M. S. and N. I.	44⅛	42	42	43¼	45⅝	44⅜
Mil. and P. du Chien	37⅛	36¾	37	----	37½	37½
M. & P. du C. 1st pref.	----	----	----	----	101	----
M. & P. du C. 2d pref.	78	----	----	----	----	----
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	104⅝	104	103⅜	104½	105⅞	107⅜
Erie	54⅛	55⅞	54⅛	58	59⅛	58⅜
Erie pref.	85¼	81½	81⅜	84⅜	85⅝	85½
" Ass. scrip	----	----	----	----	----	----
N. York & Harlem	34½	23½	23⅜	24½	25½	24⅝
N. Y. & H. "pref."	53	50½	50	52	53¾	53
Panama	147	146	147	147½	150	151⅛
Phila. and Reading	78⅛	76½	75	76	78¼	79
Pitts. Ft. W. & Chicago	65	60	61	60	65	64
Toledo & Wabash	36⅛	36½	35½	----	36	36½
" " Pref.	----	----	----	----	73	71
Railroad Bonds:—						
Buff., N.Y. & Erie 1 M.	----	----	98	98½	99	100
Chic. & N. W. 1st M.	82	81	----	----	----	----
" " 2d M.	35	32	34	34	36	----
" " S. F.	100	----	100½	----	100½	----
" " A. B.	----	62	62	62	63½	----
" " I. B.	----	----	----	----	----	91
" "Ap. Ext'n.	----	----	----	----	----	----
" " G.B. Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	100	----	----	----
" 3 M.	----	92½	----	----	----	----
" 4 M.	72	70	71	----	72	72½
Cl. & Tol. S. F. 7 p. c.	102½	103	102⅝	103	----	103⅜
Chi., Bur. & Q. 8 p. c.	----	----	116	----	----	----
Chi. & R. I. 1st M. '70.	----	----	----	----	----	----
D. L. & W. 1 M. 8p. '71-6.	----	----	----	----	----	----
" 2M. 8p.c. '81	----	----	----	----	----	----
Gal. & Ch. 1M. 7p.c. '63	106	----	----	----	----	----
" 2M. 7p.c. '75	----	----	----	----	----	----
" 1 M. Ex. '82	----	----	----	----	----	----
Hann. & St. J. bonds	----	----	----	50	----	----
Huds. R. 1 M. 7p.c. '69	----	----	----	----	114½	115
" 2M. S F.	110	----	----	----	----	110½
" 3M. 7p.c. '75	----	----	----	104	----	----
" conv. bonds	98⅛	----	----	98	----	----
Illinois Central bonds	106½	106	----	----	104	105
La Crosse & Mil. L.G.	----	----	----	----	----	----
Mil. & P. du C. 1st M.	102	----	----	----	102	----
Mich. Cen. S F. 8pc. '82	112½	113	----	113½	113¾	115
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. & N. I. 1 M. S. F.	106	106	----	----	106⅝	107⅛
" " 2 M.	97	95⅛	96½	96½	97½	97
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6p.c. certif. '83	108½	----	----	----	----	109
" 1 M. 7p.c. '64.	105	----	----	----	----	----
" bonds 1876	----	----	----	----	----	----
N. Y. & E. 1 M. 7p.c. '67	----	----	----	----	----	----
" 2M. 7p.c. '79	----	----	----	----	----	----
" 3M. 7p.c. '83	107	----	107	107	108	----
" 4M. 7p.c. '80	101¼	100⅛	100	100	100⅛	100⅛
" 5M. 7p.c. '88	98⅛	----	98	97	97	----
N. Y. & H. 1 M. 7p.c. '73	----	----	----	111	----	111
" 2 M. 7p.c. '64	104¼	----	----	----	----	----
" 3 M. 7p.c. '67	----	----	----	----	----	----
Pitts., Ft. W. & Ch. 1M.	103½	103½	103½	----	105	----
" " " 2d M.	94⅞	95	94¾	----	95	95
" " " 3d M.	78	78⅛	77	77	79½	80⅛
St. L., Alt. & Chi., 1 M.	----	----	----	----	99½	----
St. L., A. & T. H. 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Toledo & Wab. 1M.	99½	99	99	----	99½	99½
" " 2 M.	84⅛	85	86½	87⅛	89⅛	90
Miscellaneous:—						
American Gold	126½	129	128⅞	130	133⅛	137¾
Del. & Hud. Canal	110	108	110	----	111	111
Penn'a Coal Co.	108	106	----	----	109½	----
Pacific Mail S.S. Co.	131	122	124	127	129⅝	130½

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15.
Federal Stocks:—						
U. S. 5s, 1871	----	----	----	92½	----	----
U. S. 5s, 1874, coup.	93	92½	92⅔	----	93⅔	94
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	104½	----	103⅞	104½	104½	----
U. S. 6s, 1881, cou.	104¾	104⅞	104	104	104⅜	104⅞
U. S. 6s, '81, O.W.Ly.	101¼	----	----	----	----	----
U. S. 6s, 1881, " ⅓y.	----	----	----	----	----	101⅛
U. S. 6s, 1862	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, "	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. Demand Notes	122	123⅜	124½	125	128	131
U. S. 6s, 1 year certif.	99⅞	----	99⅝	99¾	99¼	99⅝
Treasury 7 3-10 Notes	106	105⅞	105⅞	105½	106	106

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15.
Boston and Lowell	102	102	102½	----	----	102½
Boston and Maine	118	118	----	----	118¼	118⅞
Boston and Providence	124½	124	124	----	----	124½
Boston and Worcest.	128	128	128	----	127⅝	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	90	90	89	88	89½	90
Eastern, N. H.	----	89	----	----	89½	89
Fitchburg	110	----	110	110	110	111
Manchester & Lawr'ce	----	----	115	----	----	----
Michigan Central	----	85	----	----	88	----
Northern, N. H.	----	----	65¼	65	----	65
Old Colony and Fall R.	114½	114½	----	----	114	----
Ph., Wil. & Baltimore	60	60	59⅝	60	59⅞	59⅞
Portl'd, Saco & Ports.	----	----	----	----	----	110
Vermont & Canada	----	130	130	----	----	----
Vermont & Mass.	17½	16⅞	16½	16¼	17	17¼
Western	138	----	138	----	----	----
Cambridge (Horse)	----	107½	108	----	----	110
Metropolitan "	60½	61	----	----	61	61
Middlesex "	91	91	90¾	----	----	91
Bohemian Copper Co.	----	----	----	----	----	----
Central "	24	23½	23½	----	25	25⅛
Copper Falls Co.	8⅛	8¼	8¼	8¼	8¼	8⅛
Franklin Copper Co.	46	44½	45½	47	49	49½
Isle Royale "	----	17⅛	17⅜	18½	19½	20½
Hancock "	7⅛	7⅜	7¼	7¼	7⅜	7⅜
Mesnard "	7½	7	7	7	7⅛	8⅛
National "	----	23⅜	----	23½	23½	----
Minnesota "	70	69½	69	69½	----	69½
Pewabic "	46	44	46½	46⅜	43⅛	----
Pittsburg "	----	----	----	----	67⅜	66⅞
Quincy "	58½	----	----	----	59	59½
Rockland "	17⅛	16½	16½	16⅛	17	17
Superior "	4½	----	----	4⅜	4½	4

Philadelphia Stock Exchange.

Actual Sales Prices for the week ending Oct. 14.

	W. 8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.
Alleghany Co., 6s	41	----	----	----	----	----
Beaver Meadow	61	----	----	60	----	61
Cattawissa	5½	5½	5½	4⅞	----	5½
" preferred	15½	15⅝	15½	14½	15	15⅜
Camden & Amboy	----	142	142	----	----	----
" " 6s, '67	100	100	----	----	----	----
" " 6s, '75	----	100	----	----	----	----
" " 6s, '83	100	100	100	----	----	----
" " 6s, '89	----	100	----	----	----	100
Elmira & W'msport	----	----	----	----	----	----
" " pref.	30	30	30	30	----	30
" " 7s	----	----	----	----	----	----
" " 10s	43⅜	----	----	45	----	45
Harrisburg	----	----	58¼	57½	----	----
Lehigh Navigation	----	----	----	----	----	54
" " 6s	----	101½	----	----	----	----
" " scrip	32½	----	32	31	----	32
Lehigh Valley R. R.	----	63⅛	----	----	----	----
" " scrip	----	15	----	----	----	----
" " 6s	----	107	107	----	----	----
Little Schuylkill R. R.	21	21	21	21	----	22
Long Island	22½	22½	22	22	22	23
" " 6s	----	----	----	----	----	----
Minehill	48⅜	48	48	47½	47½	48
North Pennsylvania	11	----	----	----	----	10½
" " 6s	----	84	84	----	----	84
" " 10s	102	102	----	----	----	101
Pennsylvania R. R.	55½	55	54½	53⅝	54½	55
" 1st m.	111	111	----	----	111	----
" 2d m.	104	104	----	104	----	----
Penn. State, 5s	95	95	95	----	94½	----
" " 5s, coupon	----	----	----	----	98	----
" " 6s, "	107	----	----	----	107½	----
Philadelphia City, 6s	100½	100⅜	101	101	----	101
" " new	104½	104½	----	104½	104½	----
Philad., Germ. & Nor.	51	51½	51½	----	51⅝	----
Phila. & Reading	39½	38⅝	38	37½	37¾	39⅜
" " 6s, '86	96	96	96	96½	97	----
" " 6s, '70	----	----	----	101½	101½	102
Philadelphia & Erie, 6s	----	101	----	101½	----	101½
Philad. & Sunbury, 7s	96	96½	----	----	----	----
Sunbury and Erie, 7s	103	103	----	103	103	----
Arch street, (Horse)	----	----	----	25	25⅞	26
Chestnut & Wal. "	----	----	----	----	45½	----
Girard College, "	27	----	----	----	----	----
Green & Coates, "	35	35	35½	35⅝	----	----
Race and Vine, "	----	10	----	9	----	----
2d and 3d streets, "	----	76	----	----	----	----
Spruce & Pine, "	15⅝	----	15½	15½	15⅜	16
13th & 15th sts., "	23	24½	24	----	24	25
West Philad., "	----	----	----	----	----	56
10th & 11th sts., "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 14.

	W. 8.	Th.9.	F.10.	Sat.14.	M.13.	Tu.14.
Baltimore City 6s, 1875	105	104	----	----	----	----
" " 1890	104	----	103½	----	104½	----
Balt. and Ohio	70	70½	70½	----	----	70⅜
" " b'ds, '62	----	----	70	----	----	70⅛
" " " '75	96½	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	92	94	94	----	94½	95
North. Central	35	35	----	----	----	----
" " b'ds, '85	91½	----	93	93	93	----
" " " '95	----	----	----	----	----	----
Washington Branch	125	----	----	----	----	125

London Stock Exchange.

The following were the closing prices for American Securities on the 3rd October:

Maryland 5s	69	to	71
United States 5s, 1874	69	"	71
Virginia State 6s	48	"	49
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	67	"	68
Erie shares, $100 (all paid)	32	"	33
Do., 7s, preference	57	"	59
Do., assessment scrip	1⅛	"	2⅛
Do., 7s, 1st mort., 1867	85	"	90
Do., 7s, 2d mort., 1859	78	"	83
Do., 7s, 3d mort., 1883	78	"	80
Do., 7s, 4th mort. x. c.	71	"	73
Do., 7s, 5th mort.	71	"	73
Illinois Central 6s, 1875	74	"	76
Illinois Central 7s, 1875 x. c.	74	"	76
Do. do. $100 shares, $90 paid, dis.	48½	"	47½
Do. do. $100 shares, all paid	50	"	52
Michigan Central 8s, Convertible, 1869	82	"	84
Do. do. S. F. 1st mort., do., '82. x. c.	83	"	85
Michigan S. and N. Indiana 7s, S. F., 1885	77	"	80
Do. do. do. $100 shares	18	"	20
New York Central 6s, S. F., 1883	80	"	82
Do. do. 7s, 1864	80	"	82
Do. do. 7s, S. F., 1876	85	"	85
Do. do. 7s, Convertible, 1876	83	"	85
Do. do. $100 shares	73	"	78
Panama, 1st mortgage 7s, 1865	102	"	104
Do. 2d mortgage 7s, 1872	99	"	101
Pennsylvania, 1st mort., 6s, Convertible	81	"	83
Do. 2d mort., 6s, do.	83	"	86
Do. $50 shares	37	"	39
Philadelphia and Reading, $50 shares	18	"	22

American Railroad Journal.

Saturday, October 18, 1862.

Stock and Money Market.

Since our publication of last week, the Stock and Money Market has been excited almost beyond description. That mysterious body of men who operate in Wall street and its vicinity have become an Estate in the land, and their operations from day to day affect the value of every man's possessions! The well known results of a paper currency are being realised in this country to an extent never dreamed of, and the fear of a long war, to become, like some European wars, one of suttlers and contractors, has its full influence on wary capitalists. It is according to the views these persons take for the time being, whether correct or not, that prices go up or down. Thus gold is esteemed the most valuable of all commodities, and next to it, such others as most easily are convertible into it. We have therefore many anomalies to record, which no one can explain.

The advance on stocks is not general and in proportion to that in gold, nor in Government securities, nor State.

Railway shares, particularly of those companies which are doing well, are handsomely appreciating, and if their Managers seize the opportunity of paying off their old debts, or of greatly curtailing them, their future will be one of decided prosperity.

Old demand notes keep pace with gold very nearly, being sold at 131 on Wednesday, thus showing the fact, that Government paper re-

ceivable at the Custom House for duties is as good as gold. It would then seem quite practicable, if he has the power, for Mr. Chase by a stroke of his pen to knock gold down to a low figure, and this by merely saying that all government notes of certain denominations should hereafter be received at the Custom House. The nearer he can bring Government paper to an equality with gold, the easier he can pay his interest in gold. So also the City Banks by putting out ten millions of gold at 135 to 40 as the price ranged, might make an enormous profit for their institutions, knock down the price one half and buy in again with currency at their leisure. Such at least are opinions of some of our ablest financiers. So of Exchange.

There must be an enormous profit somewhere. Flour is in demand abroad at a fair price, and brings cost and charges at least, if not a large profit. The shippers are paid in sterling and can draw on the proceeds at a rate which must pay immensely. This may be the secret of the large exportations from this port, and the secret also of our large importations. The actual demand for gold abroad, as due on the balance of trade (if any) is fully met by the California receipts, so that we do not wonder that the wisest bankers and merchants are "at their wits ends and stagger to and fro."

Money is easy and at low rates to good borrowers, and as hard as ever to those who do not write on gilt edges. At this moment, stocks are ruling lower than they did a week ago, the speculators finding other "metal more attractive" for the present. U. S. 7.30, the interest of which is paid in gold remains at about 105, and to our surprise, for it is evident that the holders by selling their dividends at 140 and buying in more of the 7.30 at the ruling rates, may compound their interest in an astonishingly rapid manner. We have no doubt but that a reaction in the specie market is not far off, unless all the rules of political economy are worthless. If specie flows where there is a demand for it, it must return here because we are able to pay for it in other commodities as good as gold. And if every capitalist is going into specie speculations, the business will by and by be overdone. Practically and in the every day business of life, its absence from general circulation is not felt in any other form than its convenieuce. Stamps are very passable currency but they wear out faster than even a three cent piece.

The following quotations are in add ition to those in the tables on the preceding page:

New York—Alton and Terre Haute 2d mort., pref., 79 to 82; do., income bonds, 60 and 61; U. S. 6s, 5-20s coupon bonds, 102½ and 103; N. Y. City 6s, 1876, 107; Illinois coupon bonds, 1862, 100 and 100½; do., 1869, 104; do., 1877, 103 and 105¼; do., 1879, 105½; Lackawanna and Western 1st mort., 107½; Illinois Central cancelled bond scrip, 60; Toledo and Wabash interest bonds, 88; Detroit, Monroe and Toledo 1st mort., 98; Illinois Canal registered bonds, 100; Norwich and Worcester 62 and 63; Rome and Watertown 85¼; Cumberland Coal preferred, 14 to 18; Canton Co., 16¾ to 17½. The latest quotations are: N. Y. Central 7s, 1876, 114½; do. convertible, 115; Erie 1st mort., 114½; do., 2d mort., 1879, 113; Michigan Central 8s, 1869, 110; Goshen Air Line 103¼; T. H. & Alton 2d mort., 81; Del., Lack. and Western 1st mort., 110; do., 2d mort., 108¼; Galena and Chicago 1st mort., extended, 106¾; do., 2d mort., 107¼; Chicago and Rock Island 1st mort., 109; Cleveland and Pittsburg 1st mort., 100.

Boston—Chicago City 6s, 98½ and 100; do., 7s, 104½ to 107½; Ogdensburg 1st mort., 89½; do., 2d mort., 8¼; Worcester and Nashua 64; Vermont and Massachusetts 6s, 100; Cheshire pref., 17¼; do., 6s, 100 and 102½; Union R. R. Co., 127 and 130; Boston City 5s, 1872, 1878 and 1882, 109 and 109¼; Massachusetts 6s, 1868, 116; do., 1875, 116½; New Hampshire 6s, 1873, 109¾; Western R. R. 6s, 1875, 110½; Connecticut River R. R., 100½; Concord (par $50) 62; Cheshire, 20; Nashua and Lowell 123; Augusta (Me.,) 6s, 1870, endorsed, 100¾; Connecticut 6s, 107¾; Rutland 1st mort., 42½; do., 2d mort., 3; Vermont Central 1st mort., 23½; Vermont State 6s, 109½; New Bedford and Taunton 67 and 67¼; Somerville, (horse) 27¾; Boston Water Power Co., 35; Pontiac Copper Co., 4; South side, 1; Toltec 3⅝; Huron, 9⅛; Petherick, 3¼; Bohemian 3¾; Northern Cliff, 1¾; East Boston Ferry bonds, 90.

Philadelphia—Sch. Nav., 6; do., pref., 16¾; do., 6s, 1882, 71¾; Sch. Canal, 5½; Susq. Canal, 5½; do., scrip, 34, do., 6s, 38; Union Canal bonds, scrip on, 43; Chesapeake and Del. Canal 6s, 85; Morris Canal 56; do., pref., 125; Philadelphia and Reading preferred, 50; do., 6s, 1844, 104; Delaware R. R. mort., 92; Camden and Amboy 6s, 1870, 100; Pennsylvania State 6s, reg. 107½; Tioga R. R., 47½; North Penn. Chattle scrip, 69; do., mort., scrip, 74; Fifth and Sixths sts., (horse) 50; West Branch bonds, 94¾.

Baltimore—Canton Co., 17½ and 18; Maryland 5s, 91; Sterling Maryland, 100; N. W. Va., 1st mort., 99; do., 2d mort., 93½ and 94½; Central Ohio R. R. 2d mort., 71, Baltimore City 6s, 1870, 104; Western Maryland bonds, 66; Springfield Mining Co., $2.50.

Improvements in Steam Engines.

Improvements in the forms of motive power have been very numerous of late years, and some of them would seem almost to have reached perfection. In the Marine Engine there have been considerable modifications of form, resulting from the general adoption of propellers instead of side wheel steamers. Thus the engines required to turn the screw must have high velocity, the crank axles have very different positions from those they had formerly, the space occupied by them in steam vessels is very much contracted, and the machinery more compact, is become more solid and strong. The beam, which is still retained in some of our own finest vessels is discarded abroad, direct action engines being adopted in preference. In the oscillatory engine there is no connecting rod, in the trank engine there is no piston rod, and the use of a double piston rod economises space for itself and the connecting rods. So economy of room is more studied in the position and form of the condenser and pumps. When the screw was found practicable after the famous experiments of the Steamer Archimedes in 1839, t began to be rapidly substituted, and is likely to upersede side wheels altogether. Most assuredly it will, on the ground of economy alone, as soon as the relative speed oi the two propelling forces becomes finally equal. But for this difference of speed, particularly in smooth waters and in rivers, very few side wheel steamers would even now be built. At first the revolution of the screw shaft was produced by gearing, but it is now driven by the engines themselves. The size and power of steam engines have also been greatly increased within a few years. In stationary engines considerable improvements have been latterly made, particularly in the condenser, and the application of the principle of expansion.

With regard to Locomotives, in the construction of which our machinists have no superior, the latest innovation is in the use of injectors in place of feed pumps, the supplying quick or Express trains with water without stopping, which is said to be successfully practised on the London and North Western Railway. The Austrian engineers are attempting to gain high velocities for their engines by using four cylinders instead of two, and by this also to secure a more equal application of power to the axle.

We intend to prepare in a popular form a series of articles on the various improvements connected with Railways, which have been brought to light at the British exhibition, as soon as we receive the full descriptive catalogue from our London agent.

Movements of Specie.

The monthly statement of movements of specie prepared by the *Journal of Commerce*, shows a continued decrease in the foreign exports, and a favorable increase in the receipts from hoards and from California.

	Rec'd from California.	Foreign Imports.	Rec'd from Hoards.	Foreign Exports.
Jan...	$2,199,533	$163,658	$921,794	$2,658,274
Feb....	2,250,795	62,007	3,142,406	3,776,919
March..	1,846,752	89,327	3,554,154	2,471,233
April...	1,834,117	26,152	3,553,406	4,037,675
May....	1,999,771	110,383	5,781,477	5,164,636
June...	1,911,099	61,023	6,382,492	9,867,614
July....	1,961,468	219,001	6,781,868	8,067,337
Aug....	2,070,198	92,703	1,619,631	3,713,532
Sept....	2,541,918	121,318	3,876,683	3,085,919
Total..	$18,655,651	945,577	35,593,911	42,843,139

Specie in Banks and Sub-Treas'y, Jan. 1, 1862	$29,030,000
Rec'd from California since Jan. 1	18,655,651
Foreign Imports	945,577
Rec'd from Hoards, etc	35,593,911
Total supply	$84,225,139
Foreign exports	42,843,139

Total in Banks and Sub-Treasury, September 1, 1862	$41,382,000
September 1, 1861	53,400,000
September 1, 1860	25,400,000
September 1, 1859	23,855,000

The above presents some notable themes for comment. The fact that the balance in Banks and Sub-Treasury, which was only twenty-nine millions on Jan. 1st, has increased now to upwards of forty-one millions, while nearly forty-three millions have been exported, is certainly a subject of surprise and congratulation. It will also be seen that the amount brought into the city from outside hoards since the beginning of the year has been nearly twice the amount received from California.

Interest and Dividends.

Duncan Sherman & Co;, will pay the San Francisco City water coupons, due Oct. 4, on presentation at their office.

The Treasurer of the Rome, Watertown and Ogdensburg Railroad Company gives notice to the bondholders that the 3 per cent Government tax deducted from coupons due Sept. 1, 1862, will be refunded at the Agency of the Company, on presentation of the bonds.

The Norwich and New York Steamboat Company have declared a dividend of 10 per cent. The Norwich and Worcester Railroad Company owns $200,000 of this stock.

The City Controller advertises that the 1st of November interest will be paid by the Chamberlain at the Broadway Bank. The transfer books closed on the 15th inst.

The Central Railroad Company of New Jersey have declared a quarterly dividend of two and a half per cent., clear of the government tax, payable on the 15th instant.

The coupons of the Brooklyn Central and Jamaica Railroad Company, due Oct. 1, 1862, will be paid at the Brooklyn City Bank.

Petroleum and Tuepentine.

American Petroleum oil has recently risen in the London market, from $45 per ton to $90, in consequence of the quantity of *turpentine* extracted from it. This must be a late discovery and will have a sensible effect on the price of the article here. We must say we doubt the truth of this statement as to the production of turpentine from petroleum, though when we resolve them into their original chemical constitutents, they re ot far apart.

The National Finances.

The receipts and expenditures of the United States for the quarter ending June 30, 1862, exclusive of trust funds, are as follows:

RECEIPTS.

From customs	$18,930,000
Direct tax	795,000
Sales of public lands	49,000
Miscellaneous	259,000
Three years' bonds, at 7 3-10ths per ct.	13,825,000
Five-twenty year bonds, act of Feb. 25, 1862	13,990,000
Stock for Washington and Oregon war debt	198,000
U. S. notes per acts of July 17, and Aug. 5, 1861	30,000
U. S. notes per act of Feb. 25, 1862	98,000,000
Certificates of indebtedness, acts 1st and 17th of August, 1861	44,252,000
Temporary loan, act of Feb. 25, 1862.	46,187,000
Total	$238,000,000

EXPENDITURES.

Civil, foreign intercourse and miscellaneous	$6,028,000
Interior—Pensions and Indian	700,000
War	160,034,000
Navy	14,800,000
Interest on public debt, including Treasury notes	3,969,000
Pay of Treasury notes issued by act of December 5, 1857	101,000
Pay of Treasury notes, issued by act of March 2, 1861	792,000
Redemption of United States notes, issued by act of July 17, 1861.	580,000
Reimbursement of temporary loan, by acts of Feb. 25 and March 17, 1862.	7,137,000
Deduct excess of repayments above expenses for pay of Treasury notes, per act December 17, 1860	33,000
Total	$194,000,000

Population and Property of San Francisco.

There are evidences without number of the increase of population, of permanent improvements, and of the rapid growth of the material wealth of San Francisco.

By the Assessor's roll, in round figures, the taxable property in San Francisco, is estimated thus:

Real Estate	$ 35,500,000
Personal Property	11,500,000
Mining Stocks	2,500,000
Mortgages	8,800,000
Vessels	1,600,000
Total	$59,900,000

But when the Board of Equalization concludes its labors, this aggregate will be reduced, it is thought by some million of dollars. So that the corrected aggregate will be within one hundred thousand dollars of fifty millions. The total annual assessments for the past three fiscal years, ending June of each year, are as follows:

1850-51	$21,621,214
1856-7	30,368,254
1862-3 ..... estimated	50,000,000

The respective increase of men, women, children, Chinese and negroes, during the year, may be seen by the following tables:

1861.		1862.	
Men	30,500	Men	32,500
Women	14,783	Women	18,000
Children	23,000	Children	28,000
Chinese	3,130	Chinese	3,000
Negroes	1,800	Negroes	1,800
Float'g population	10,000	Float'g popul'n.	7,000
Total	83,213	Total	90,000

Railroad Earnings--Weekly.

The traffic of the Great Western Railway of Canada for the week ending Oct. 3rd, 1862, was as follows:

Passengers	$27,052 87
Freight and live stock	33,790 91
Mails and sundries	1,374 61
	$62,218 39
Corresponding week of last year	54,135 38
Increase	$8,083 01

The receipts of the Grand Trunk Railway of Canada for the week ending September 27, 1862, were:

Passengers	$39,363 80
Mails and sundries	2,962 10
Freight and live stock	49,318 41
Total	$91,644 31
Corresponding week of last year	80,674 81
Increase	$10,969 50

The Galena and Chicago Railroad earned the 1st week in October, 1862 ..... $44,761 26
Do., 1861 ..... 47,258 52

Decrease $2,497 16

The earnings of the Milwaukee and Prairie du Chien Railroad for the 1st week in October, 1862, were $31,248 85
Do., 1861 ..... 34,610 06

Decrease $3,361 21

The Chicago and Northwestern Railroad earned in the 1st week of October, 1862 ..... $22,447 55
Corresponding period, 1861 ..... 20,473 48

Increase $1,974 07

The earnings of the St. Louis, Alton and Chicago Railroad for the 1st week in October, 1862, were $26,949 59
Do., 1861 ..... 21,560 99

Increase $5,388 60

The Illinois Central earnings for the 1st week in October show an increase of $25,000.

The Michigan Central Railroad earned in the 1st week of October, 1862 ..... $67,073 50
Do., 1861 ..... 64,447 86

Increase $2,025 64

The Cleveland and Toledo Railroad earned the 1st week of October, 1862. ..... $24,982 00
Do., 1861 ..... 19,266 00

Increase $5,716 00

The Michigan Southern Railroad earned for the 1st week of October, 1862. ..... $64,639 00
Do., 1861 ..... 57,630 00

Increase $7,059 00

The Chicago and Rock Island Railroad earned the 1st week in October, 1862. ..... $35,218 00
Do., 1861 ..... 36,919 00

Decrease $1,701 00

Atlantic and Great Western Railway.

This great work is being pushed rapidly forward. Mr. Kennard, the Engineer-in-Chief, in a late letter to the London bondholders, expresses the opinion, that he will have the whole line completed to Akron and the oil wells by the end of October. Two thousand men are at work upon the road between Meadville and Akron, and the track between Meadville and Corry is more than half completed. Two first class locomotives from Danforth, Cooke & Co., of Paterson, New Jersey, have just been placed upon the line at Ravenna, to assist in laying the track eastward.

The completion of this road will tend greatly in relieving the pressure of eastern bound freights at Cleveland. Should the managers of this road see fit to adopt the suggestions made in this paper many years ago, of changing their route from Akron to this point, by purchasing the Akron and Millersburg and Wilmington and Zanesville roads, and building the links between Millersburg and Zanesville, and Morrow and Cincinnati, they will have one of the most important and independent routes to the east that has yet been built, for by so doing they tap the finest agricultural portions of Ohio, which have heretofore found outlet by means of broken and disconnected roads to Philadelphia, Baltimore and the Ohio river, and render valuable two roads that are now comparatively worthless for the want of proper and independent termini.—*Cincinnati Railroad Record.*

A Railroad Battery.

The Jackson (Tenn.) correspondent of the Chicago *Times* gives the following description of a new railroad battery which has been constructed:—

The iron clad railroad battery is constructed upon a platform car thirty feet long by eight wide. The sides and ends are first constructed of two and one-half inch oak plank, upon which boiler iron is riveted. The sides lean inward sufficient to glance a ball upward; one end is perpendicular, and the other pitched to a sharp angle. The sides are two and one-half feet high. In the centre of the car is the circle upon which the gun carriage revolves, and the whole arrangements of the gun designed with reference to counteracting the recoil at the firing.

A 6 inch James rifle cannon is mounted so as to sweep in every direction, and it has already been tested with shell and ball sufficient to prove that all contingencies have been provided for.

Others, similar to this one, but designed to carry heavier guns, are about being constructed. This one was constructed at the railroad shop here, under the immediate superientendence of Captain Trecilian, of General Logan's staff.

I also understand it is the purpose to construct bullet proof cars, with port holes for rifles, to accompany these batteries. When they are all completed, and a set of them placed at the ends of each train, or for special purposes are placed at each end of an engine, it may be calculated that attacks on trains or railroad bridges are about over.

The Tax on Deeds.

The following correspondence explains itself:

150 NASSAU STREET, N. Y., Sept. 30.

SIR:—Will you please inform me whether under Schedule B certificates of acknowledgment on deeds and other instruments require a ten cent stamp.

2. Whether the form of verification of an affidavit "Sworn before me," &c., is a certificate, and requires such stamp.

3. Are assignments of mortgages included in the tax list under the term mortgages, so as to pay on them the same rates as on mortgages?

Your most obd. WM. HENRY ARNOUX.

To Gov. Boutwell, Comr., &c.

(Answer.)

TREASURY DEPARTMENT,
OFFICE OF INTERNAL REVENUE,
October 7, 1862.

SIR:—The ordinary acknowledgment by the grantor before a justice of the peace or a notary public is a part of the deed and does not require a separate stamp; but a certificate that A. B. was a justice, etc., would require a stamp.

The form of affidavit, "Sworn, etc.," is not a certificate under the law and therefore requires no stamp.

I think the mere transfer of a mortgage does not require a stamp. Your obedient servant,

GEO. S. BOUTWELL.

TO WM. HENRY ARNOUX, Esq.

Real Estate Sales and the Tax Law.

The following correspondence in relation to the operation of the tax law upon real estate is important:

No. 106 BROADWAY, NEW YORK, Oct. 9.

To the hon. the Commissioner of Internal Revenue:

SIR: Referees have many sales of real estate under foreclosure proceedings where there is a prior mortgage upon the property: and very often the amount bid is so much "over and above the prior mortgage," and in the referee's deed is inserted the amount of the bid with the words, that "the property is conveyed subject to said prior mortgage."

Supposing the fact to be that a referee sells a lot of ground for $6,500, subject to and over and above prior mortgage of $5,000. The deed names $6,500 as the consideration money, and also contains an announcement that the property is sold subject to said prior mortgageof $5,000. Now I desire to know whether the samp duty is to be paid on the amount of the bid only (viz: $6,500), or on the amount of the bid, including the the mortgage, (viz: $11,500).

Again. By section 76 of tax bill it is enacted that there shall be levied, collected and paid on all sales of real estate * * * at auction, a duty of 1-10th per cent. on the gross amount of such sales—provided that no duty shall be levied under the provisions of this section upon any sales by judicial or executive officers making auction sales by virtue of a judgment or decree of any court. I desire to be informed:

First—Whether the duty is to be charged on the amount of the bid, or on the amount of the bid including amount of the prior mortgage.

Second—Whether "referees" appointed by the court to sell in foreclosure or partition suits are considered by you as judicial or executive officers.

By giving this your immediate attention you will much oblige. Yours, respectfully,

CHAS. H. HIENAU.

REPLY OF COMMISSIONER BOUTWELL.

TREASURY DEPARTMENT,
OFFICE OF INTERNAL REVENUE,
WASHINGTON, October 13.

SIR: Your letter of the 9th instant is at hand. You ask if a piece of ground is sold subject to a mortgage on what amount must the stamp duty be paid. I answer, upon the amount of the consideration named in the deed—any fraud in naming the amount would invalidate the instrument.

Your second inquiry upon sales of mortgaged real estate at auction is upon the same principle. The tax on the sale will only be required on the amount bid and paid over the mortgage.

I am of opinion that "referees" appointed by the court to sell in foreclosure or partition suits cannot be regarded as judicial or executive officers.

Very respectfully,

GEO. S. BOUTWELL, Commissioner.

CHAS. H. HINNAU, Esq., 106 Broadway, N. Y.

Finances of Boston.

The annual report of the City Auditor, for the year ending April 30, 1862, has been published:

The balance on hand and in the treasury at the commencement of the year was		$132,966 61
The receipts on city account during the year were	4,175,212 76	
The receipts on county account were	30,418 80	
Making a total of		$5,038,598 17
The payments were:		
On city account	$4,157,707 78	
On county account	168,661 14	
		$4,326,368 92
Leaving a balance in the treasury at the close of the year of		$712,229 92
The whole debt of the City, funded and unfunded, at the close of the financial year, April 30th, 1862, was		$9,095 037 65
Of which the Water Works owed	6,143,172 32	
Leaving the debt of the City proper at that time		$2,951,865 33
The amount last year was	2,799,368 81	
Net increase		$152,496 52
The payments have been the following:		
On City Debt proper		$195,792 00
On Water Debt		442,500 00
		$638,292 00

To meet the debt we have a cash balance to the credit of the Committee on the Reduction of the City Debt, amounting to $429,484 00, and Bonds and Mortgages to the amount of $358,345 20. Total, $737,829 20.

The debt has increased $897,912 37 during the last 10 years.

The amount borrowed this year was $775,000, of which $200,000 was expended for school purposes, $223,000 for street purposes, $160,000 for war expenses, and $100,000 for new city hospital.

The expenditure for the schools and schoolhouses was $574,567, against $628,549 the previous year. There was an increase in the current expenses of the schools, but less expenditure for new school-houses.

For the first time there has been an excess of income over the cost of carrying on the Water Works and the extension of the same. This excess has been $2,132 35. Dudley Pond, capable of furnishing a supply sufficient for the consumption of the city for about three weeks, has been connected with Lake Cochituate at an outlay of $14,000.

From the tables accompanying the report we learn that the following sums were paid out for the objects specified: Maintaining the Fire Department, $93,567; Fourth of July celebration $15,-254; Public Library, $25,012; Police, $253,235; Public Institutions, $116,939; paving, grading, repairing and widening streets, $386,861; care and improvement of the Common, $3,639; exterminating dogs, $224; City Committees for various purposes, and entertainment of strangers of distinction, $5,845; carriage hire for committees and officers of the City Government, $1,340; lighting streets, $141,774; Overseers of Poor, $67,139; families and dependents of volunteers, $129,309; steamer Henry Morrison, $9,442; clothing and equipments for troops, 45,726; subsistence while at forts, $20,603; subsistence and entertainment of military prior to their departure and while on their way to the seat of war, $10,533, of which $4,300 was for Maine and New Hampshire regiments; expenses of Mayor, with members of the City Government, to New York, Washington and Fort Monroe, $2,000; miscellaneous military expenses, $11,288.

The Effect of a Redundant Currency upon Prices at the Stock Exchange.

The most important question now engaging the attention of the commercial community is unquestionably that of the *currency*. During the past week the price of gold advanced largely, selling, at one time, at 129½, with a tendency, apparently, to a still higher price. Numerous causes are assigned for the advance, but the prevailing opinion is, that it is due to the demand for export, and to apprehensions as to the future, which have induced several of our leading importers to lay in large stocks. This appears to be a very obvious solution of the question, but we still insist that the increased price of gold is but another name for the inflation of the currency. We are trying the experiment of substituting for a costly currency, one which really cost nothing in the outset, (except the expense of issuing it) to the party putting it in circulation. The difference of price is simply one of value. The phenomenon exactly expresses the law, or fact. We are aware that few will accept so simple a solution of the matter—previously expressed opinions, or national pride, leading us to accept, gladly, any cause but the true one, which is a debasement of the currency by the voluntary act of Government and the people—a debasement which must continue to increase, and to add to our perplexities, till we retrace the step we have taken, and adopt some remedy for the errors already committed.

The remedy is, of course, the retirement of the irredeemable currency—the Treasury Notes. Banks will not make their own obligations equal to gold and silver, so long as they hold the obligations of Government which are legal tender in all contracts. So long as Government keeps its notes afloat, the immunity of the Banks is complete. They, consequently, are co-adjutors of the former in increasing the inflation. For all this there is but one remedy, and that not immediately available. Government must make it an object for the holders of its notes to convert them into its long bonds. This is the only way in which they can be retired, at least for a long time. Provision is, in fact, made for such conversion into *five*-year bonds bearing six per cent. interest, but the early maturity of thes e will prevent conversions to any considerable amount.

The principal inconvenience that has so far resulted, has been in the import trade, caused by the rapid advance in exchange. Importers who have sold their goods at 10 per cent. profit, have, in many instances, lost more than their profits in the rapid advance in foreign bills, by means of which their payments were made. The effect of the present enormous premium on such bills is undoubtedly to check importations, and may be an advantage to us in the present state of affairs. Economy in all branches of expenditures is the first duty of our people, and the more completely we can

supply, by our own industry, our wants, the better. Still what we gain on the one hand, may be more than lost on the other. We shall find it no easy task, with the most favoring circumstances, to get back again to a sound basis. We have so far seen only the agreeable side of the picture.

For the present the inflation must go on. Its effects are, in fact, every day becoming more and more visible. It has been a matter of surprise that these have been delayed so long. Real property is everywhere low, even measured by the standard of rents or income. The ordinary necessaries of life have not yet felt, to any considerable extent, the inflation; the advances in prices where they have taken place, being chiefly due to other causes. So with prices at the Stock Exchange, though the effect of a redundant currency is probably more conspicuous there than anywhere else. Cheap money always acts first upon the Share Market, because it stimulates speculation. The advance of prices in the Stock Exchange has undoubtedly been considerably accelerated by the cause referred to, but this advance, in a great majority of cases, has not carried Securities to the figures at which they stood for a long time, with a specie basis, and with money very active at seven per cent. A good six per cent. is worth par, but a large number of first-class seven per cent. railroad bonds are, to-day, selling at such figures. They are regarded as high, simply from the depressed prices at which they were selling a year or two ago. Within the present year, Erie 5ths, sold at 65. Other securities equally valuable sold at vastly lower rates. The advance in all has been enormous, but in many cases has not reached figures that would be reached, in six months more, with a currency equivalent to gold and silver. In other words, the Share Market has hardly begun to feel the full effects of our depreciated currency. At the specie standard, New York Central is selling at 75, fifteen or twenty per cent. below its general range in times past. It is an unquestioned six per cent., and is worth par, in gold. First class seven per cent. bonds are worth, in the long run, from 115 to 120; eight per cents from 125 to 130. Yet compared with a specie standard, the best of these securities are selling at from 70 to 80!

These well established facts prove that the inflation in the currency has hardly begun to exert its proper effect upon prices, particularly at the Stock Exchange. It has tended to accelerate an advance in prices which was inevitable, and which, with a currency the equivalent to specie, would be still low. Without such inflation, the present prices would have been reached in a short time, and would only express the actual value of the securities to which they referred. Confidence is not only being steadily restored in the perpetuity of our political institutions, but in the intrinsic value of Railway property. The increase in the earnings of our roads is beyond all precedent. The Erie Railroad earned the past year $7,700,000 against $5,600,000 for 1861,—an increase equalling nearly 40 per cent. The advance in the value of the securities of this Company, great as it has been, has only kept pace with its increased earnings. So with other roads, almost without exception. Prices so far do not in a great majority of cases exceed values. Such being the case a great advance upon those at present ruling is inevitable—in other words, prices have yet to feel the inflation. This is not a matter of theory, or fancy, but a simple question in physics. Military reverses will also accelerate the advance, as the currency must be increased in ratio to the Governmental expenditure. Such is in fact the conviction of every intelligent person. As the currency becomes distrusted, every holder of paper money will become all the more eager to convert it into securities that have a substantial value, and which will not mature till after specie payments will be resumed. The Stock Market, consequently, instead of having culminated under the influence of an excessive issue of paper money, has hardly begun to feel such a stimulus, and must, for all dividend paying securities, show a further advance, approaching in some degree the present premium paid for gold.—*Hallett's Financial Circular.*

The Clearing House System.

As a Railway Clearing-House may be a convenient mode of arrangement for systems of connected roads in this country at some no very distant day, we publish the following description of the English House, as it is given by Dr. Lander in his *Railway Economy:*

When some progress had been made in the completion of the vast network of iron roads which now overspreads the United Kingdom, and when railway after railway, to the number of some thirty or forty, had been successively opened for traffic, and had effected junctions with each other, so as, in reality to form one connected system of internal communication, though under numerous independent administrations, an inconvenience arose which for some time appeared to menace the operations of railway establishments with insurmountable difficulties.

The exigencies of the transport had no relation with the arbitary limits which separated the domain of one company from that of another. Passengers and goods required to be booked and continously transported from one point of the kingdom to another. But no company possessed the power to do more than carry the passenger or the goods to the limits of its own line; there they were handed over to another company, who, in like manner, carried them over its territory, and transferred them to a third, and so on. Each company had its own independent machinery of transport, consisting of engines, carriages, wagons and vehicles of every description. It had its own system of financial operations and accounts, and its own tariff; the consequence of which was, that the traveler was compelled, in passing every boundary between the rails of two adjacent companies, to pass from one carriage to another, with his luggage, no matter what might be the inconvenience attending such an operation, arising from inclemency of weather, or from the hour of night.

Great as was this inconvenience, that which attended the transhipment of goods was infinitely more grave. The wagons had to be unloaded, and their contents discharged upon wharves and platforms; and these had again to be reloaded upon the wagons of the other company.

Such an operation was not only attended with great expense which must necessarily fall upon the expeditor of the goods, but also with serious delay, damage, and risk of loss. In short, the inconvenience to the public was so enormous, and the clamor which it excited, both among the commercial classes, and those who traveled by the railways, was so irresistible, that it became manifest that some arrangement must be adopted by which the public would be accomodated, and the traffic, both in goods and passengers, expedited over the railways of different companies without being rebooked, repacked, or transhiped.

The point was practically conceded, and the traffic of all descriptions carried without interruption from the lines of one company to those of another.

But this immediately produced grave inconveniences and difficulties among the companies. A portion of the receipts which was paid into the hands of each company at various stations, had to be paid over to other companies upon whose lines the traffic, whether in goods or passengers, was carried. But besides this, the vehicles of every sort, belonging to one company were unavoidably used to carry traffic upon the lines of other companies.

Hence arose an intolerable chaos of cross accounts, out of which sprung vexatious disputes and much litigation.

The confusion and difficulty were at length removed, and this system of complicated debits and credits was reduced to perfect clearness and order by a happy thought suggested by the operations of the London bankers. The similarity of the reciprocal claims of the railway companies arising out of the operations just explained, to those of the London bankers arising from the bills and checks drawn upon the others, received by each of them daily, struck the mind of Mr. K. Morison, who suggested the plan of establishing a railway clearing house, founded on principles identical with those which had been so successfully brought into operation in the Bankers' clearing house.

It is known that a check drawn upon any London banker may be paid to any other London banker, and placed to the credit of the customer who presents it; the banker reciving it undertaking to obtain its liquidation from the banker on whom it is drawn.

This, however, is offered only in an indirect manner; and, as we shall see, the liquidation is accomplished without the actual presentation of the check, or its payment in cash.

It is now about three quarters of a century since the banking operations of London became so extensive and complicated that the difficulties arising from the daily settlement of the bills and checks respectively payable by each London banker to the others called into existence the establishment now known by the name of the "Clearing house," which is located in Lombard street, in the building formerly occupied by the Post Office. This establishment is placed under the direction of a committee delegated by bankers, who mutually associate for this purpose. Two salaried functionaries, called inspectors, have its immediate management, and are there present for the transaction of business. From time to time during the day, the bankers severally transmit to this office the checks and bills which they receive, and which are payable by other bankers. As fast as they arrive they are sorted, and classed according to the bankers by whom they are payable, so that the checks and bills payable by each banker to the various other bankers are classed together.

The clerks from the several bankers who bring to the clearing house the bills and checks receivable by them take at the same time an account of the bills and checks which have arrived at the clearing house, and which are payable by them, and are thus enabled, toward the close of the day, to make up in their private books an account, as well of the checks and bills payable by them, as of those receivable by them.

The reception of bills and checks is continued at the clearing house until four o'clock, after which it ceases; and the interval from that time till about half past five is devoted to the adjustment of the accounts, which is accomplished in the following manner:

The clearing house, by a fiction, makes itself the common debtor and the creditor of all the bankers. It debits each banker with the amount of the checks and bills payable by him to every other banker, and it credits him with the amounts of all the checks and bills receivable by him from every other banker. This operation is facilitated and expedited by a simple printed form, which occupies a sheet of paper consisting of three columns; the left and right hand columns being left blank for the debits and credits, and the centre column being printed with the names of the bankers associated in the clearing house alphabetically arranged.

One of these accounts is filled up after four o'clock, as between the clearing house and each banker. The amounts of the bills and checks receivable by such banker are written on the right hand or credit column, opposite to the names respectively of the bankers by whom such bills o

checks are payable, and the amounts of the bills or checks payable by such banker are written on the left hand or debtor column, opposite respectively the names of the bankers to whom such bills or checks are payable.

These statements, thus filled up, may be considered as a debtor and creditor account between the clearing house, representing all the bankers collectively, and the single banker with whom such account is formed.

When thus filled up, the statement is examined by the clerk of the banker in question, and each item is by him verified by reference to the clerks of the several other bankers. When thus verified, it is returned to the inspector, who signs it, and either receives or pays the balance which appears at the foot of each account, according as the credits exceed the debits.

It is clear that the sum of the balances receivable by the clearing house must be precisely equal to the sum of the balances payable by it, so that the amount which it receives on the one hand liquidates the amount which it has to pay on the other; and, in reality, as must necessarily have been the case, it becomes the mere agent or channel through which the payments pass from one bank to the other.

In the practical working out of the business, there are numerous details, such as certain mutual settlements between clerk and clerk, with the sanction of the inspector, which, being of no importance to the principle of the institution, need not be noticed here.

To render clearly intelligible the operations effected by the railway clearing house, which has been established upon principles analogous to those of the bankers,' it will be necessary, first, to explain the reciprocal interchange of business which takes place, creating systems of mutual credits and debits between company and company.

The number of companies who have combined their operations in this manner is at present (Nov., 1849) forty-five, comprising all those whose railways lie north of a line passing from Bristol through London to Harwich; in fact, all the railways of the kingdom, except the Great Western, the Southwestern, the London, Brighton and South Coast, the Southeastern, and their branches and collateral lines.

These railways possess 887 stations, at any one of which traffic may be booked for any other; the consequence of which is, that there are nearly four hundred thousand different pairs of places within the circle of operations of the united companies, between which traffic may be transmitted. In passing from any one such station to any other, the traffic may pass over part of any or all of the lines of the combined companies with as much continuity of progress as if the whole system were under the government of a single company.

The service of the transport, whether of passengers or goods, consists, first, in the service of embarkation, which includes all the formalities observed at the station of departure, consisting of booking, weighing, loading, packing, &c.; secondly, of the transport, properly so called, which is represented by a mileage; and, thirdly, of the formalities and services of the stations of arrival, where the traffic is unloaded, discharged, and delivered, and frequently sent to the domicile of the party to whom it is addressed.

A certain rate of charge, according to the nature of the traffic, being agreed upon for each of these parts of the service of transport, the sum receivable for each object of transport must be divided among the companies over whose lines it passes, including those at whose stations the traffic is received and delivered. But the sum payable for such transport is received either by the company at whose station it is delivered, or partly by one and partly by the other.

Two companies must be therefore debited with the sums they thus receive, and they, as well as other companies intermediate between them, over whose lines the traffic may have passed, must be credited in the stipulated proportion according to the mileage.

The first object to be attended to by the railway clearing house is to adjust these complicated debits and credits, as well for passengers as for every species of goods with simplicity, clearness, and dispatch, and in such a manner as not to give rise to subsequent disputes.

But besides the interchange of credits for traffic, a most complicated account arises, out of the circumstance already explained, for the use of the rolling stock. The wagons of each of the numerous companies which enter into the union of the clearing house are driven indifferently over the lines of all the others, carrying traffic for various companies, and sometimes transporting a load no part of which is to be credited to the company owning the vehicle in which it is borne.

By mutual agreement, a certain fixed rate is charged for the use of each class of vehicle, and every company over whose lines the vehicles of other companies pass, being in the first instance credited for the traffic carried by these vehicles, is debited for the use of the vehicles themselves in which such traffic is carried. A mileage account must therefore be kept of all the rolling stock of all the combined companies, so that the course of each vehicle may be traced from day to day and from hour to hour, so that its mileage may be debited to such companies as may have shared its use; and in case of undue delay at the stations of any company, a demurrage may be charged, according to a stipulated condition, proportional to such delay.

To adjust in a satisfactory and equitable manner these accounts for the mutual use of the rolling stock is the second function of the clearing house.

The passenger traffic being liable to a government duty payable on booking to the company at whose station passengers are embarked, must necessarily pay this duty in advance, and must pay it for the entire trip for which the passenger is booked. This duty, however, is chargeable in the proportion of a mileage to all the companies over whose lines the passenger travels. Hence an account must be kept in which the booking company will be credited for the duty thus paid, and the several companies over whose lines the passenger is carried would be debited in proportion to the mileage for their respective shares of the amount.

When the claims of one company upon another, arising out of these transactions, are not liquidated within a stipulated time, they are subject to interest at a rate agreed upon. An interest account must therefore be kept between company and company.

Luggage, parcels, and other objects of traffic being liable to be lost or unduly delayed, claims and complaints arise between company and company. The settlement of such claims enters into the class of operations to be transacted by the clearing house.

Such are the principal fuctions which the institution of the clearing house is called on to discharge.

(To be continued.)

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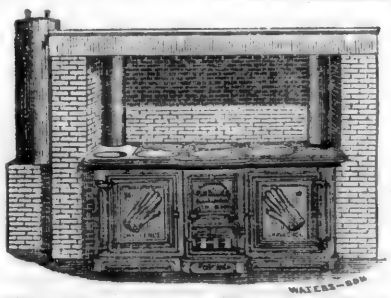
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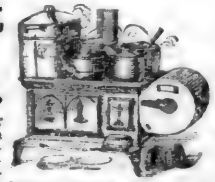
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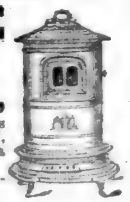
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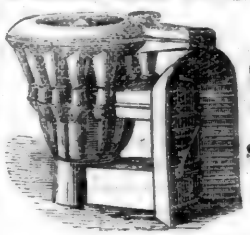
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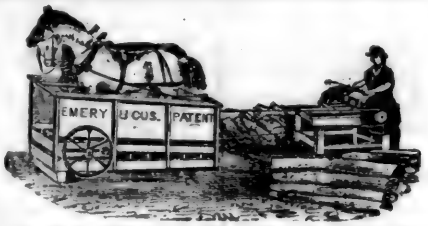
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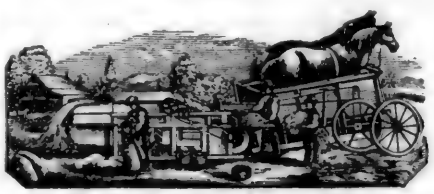
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They are very extensively introduced into all the grain-growing sections of this country and the world. They are especially adapted to the force of the above Horse Powers and can be driven by Steam or Water power with equal advantage. They will be furnished on the most liberal terms and warranty.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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American Railroad Journal.

New York, Saturday, October 25, 1862.

☞ Letters, Communications, Pamphlets, etc., intended for this JOURNAL, should be addressed to the *Editor and Proprietor*, JOHN H. SCHULTZ.

NOTICE.—Inventors and scientific men wishing to introduce valuable improvements to the notice of the public, particularly such as relate to Railroads, Locomotives and Steam Navigation, will henceforward receive due attention from this JOURNAL, on the receipt of communications containing proper descriptions of those improvements; a gentleman competent to the task being connected with the proprietor for this purpose.

☞ Works on Railways and Railway Improvements, Steam and Steam Navigation, Science and Art generally, will hereafter be received at this office, and impartially reviewed.

☞ We have the pleasure of announcing to the readers of the RAILROAD JOURNAL that we are hereafter to be favored with editorial contributions from the pen of S. DEWITT BLOODGOOD, Esq., a gentleman extensively known in this country and abroad for his literary and scientific attainments, and for having during his whole life been an active friend and supporter of all useful public improvements.

The leading article in this number is from his pen.

☞ In another column we publish the Prospectus of the American West India Company, which having a large and fertile domain in St. Domingo, offers very great inducements to settlers, particularly to the colored race. It is so descriptive in itself, that we need add nothing more than to say, any enterprise with which HIRAM KETCHUM, J. W. FABENS, a former agent of the U. S., and Mr. KIMBALL, a distinguished lawyer and literateur, are engaged, must have high and benevolent purposes.

An Economic View of the Present Contest.

"United we stand, divided we fall."

Under the surface of all national glory, under all the glare of Governments and all the patriotic devotion of loyal citizens to their country, there is at the bottom a common sense principle on which even the noblest sentiments and the very obligations of duty rest. In other words, however great or honorable may be the character and conduct of any people, it will be found that whatever is admirable has arisen from and out of their material stability, the constant development of their resources, the extension of their enterprise, their uninterrupted progress and their security "in life, liberty and the pursuit of happiness." Take these away from any nation, and it retrogrades at once into anarchy, yields to the chain of despotism, or sinks into the grave of oblivion.

All the renown we have gained up to this period, has been accompanied by a solid and accumulating success, the result of our enterprise, and industry, of our natural resources developed, of our genius for appreciating them, and a Government strong enough for their protection.

This miracle of a fabric, the inspired work of our fathers, unhappily for them and for us, ceased to be what it was in the eyes of our unbelieving brethren of the South. They have therefore sinned against light and knowledge, they have drawn the sword of treason against their country, and with parricidal fury point it at the hearts of their kinsmen and brothers.

The gravest of all questions has arisen in consequence, and we are called in self-defence to consider what course is left to the North to pursue, the most just, the best for the present and for all time to come. Shall we recognize the right of secession, shall we permit another Government to place itself side by side with our own, on the streams, and rivers and bays which head in and emerge from our own territory—to receive all they float to the sea, and endeavor by peaceful submission to a new and opposing policy, to smooth down all the differences and asperities about to arise from new boundaries, new associations, new interests and new intentions.

This is evidently the wish of a large number of very good people even in the North, who are naturally averse from war and bloodshed, who deplore the waste of money and the loss of life, who think no human struggle worth such an outlay, and with perhaps an interested feeling, are fearful that their hard earned, or easily gained wealth as the case may be, is about to disappear before the unappeasable demands of war and taxation.

Nevertheless we hold that this view of the subject is wholly unsound and inadmissable. If for the sake of the personal comfort of such individuals we abandon our present position, beyond all question we shall entail on our posterity, of whom millions are to follow us, whole centuries of misery and misfortune. We might have a temporary lull of present calamity, by an armistice, a convention and a separation, but whirlwinds, hurricanes and tornadoes would follow with more than tropical fury for ages to come, and wreck us on a shore from which there would be no escape.

United we stand, divided we fall.

This is one of the wise sayings of the past, never truer than at this moment, and it is to its consideration, we earnestly desire to call the attention of our readers, and passing by all the usual arguments of the forum, or the stump we now appeal to their material interests and their good sense alone.

Let us never forget that all our greatness has been derived from the protecting power of the Republic. Its unity of constitution and of law has made the people of this country until now a band of brothers, and the obstacles to our progress have been comparatively nothing: nothing in the character of our institutions has ever retarded it for a moment. Thus all our public works have had a noble national character. Our Erie Canal though purely a state work, opened a pathway to remote States, and actually benefitted them as much, if not more than ourselves. It depressed

the price of land East, and raised it at the West; it lessened the value of grain here, it enhanced it there, yet its construction increased the comfort, the wealth and the happiness of millions, and these in a reciprocity guided by interest, have crowded our marts, and have given us a full share of their general prosperity. So of our railways; these have been stretching themselves along mile after mile, until all the States, North, South, East and West were connected by apparently indissoluble ties. The pulse of business beat regularly through the body politic alike through all its veins, and the current of life and activity was full, healthy and strong. So in the navigation of our rivers and lakes. The steamers built in New York plied on Southern waters as if in their "native element." The merchant was one day at his counting-house in the city, the next day transacting peacefully his business at St. Louis, and two days afterwards at New Orleans. In every form, in all varieties of action and business relations, we were homogeneous, friendly and prosperous. All the States had one grand and powerful representative and an Egis that protected all.

Ours was a national Government, with strength and authority enough not only to decide all domestic differences before a common and a venerated tribunal, but to shield the humblest citizen, native or adopted in every part of the world.

But let us imagine for a moment what is to become of us and ours, if the Union is to be severed, and what is to be the end of even a peaceable separation.

In the first place all further security in our future political engagements and contracts is gone for ever. If the solemn agreement of the people to remain for ever in "perpetual union," (for this was the compact,) can now be broken with impunity, what in this world can we ever trust again? If the present faultless constitution of the country, once at least the Palladium of our liberties, and which like its ancient prototype, appeared to have descended to us from heaven, shall be destroyed by those who once professed for it the greatest love, what other mortal form of words can be substituted with the hope of success and permanence. Who of us can ever trust to any compact again; who will have faith in any other that man can devise. No. The day that marks its destruction by separation of the Union will be the darkest of days, it will be followed by a long dreary night, on which no cheering ray will ever break again.

But besides destroying all future confidence in political constitutions, it will leave the States in the most unprotected and hopeless condition. Internal differences which can not possibly exist under the constitution as it is, will rise up in endless forms when we have none. The weaker States now politically as strong as the strongest, will have to seek alliance and protection from their nearest and more powerful neighbors. These, if human experience is a guide and history not a lie, will not give the required protection without some equivalent for the service, which will be a state of vassalage at once. The question of boundaries will be a source of perpetual wrangling, the navigation of the western rivers which pass through many territories and empty into the Gulf, those which debouche in the Atlantic or the Lakes, will be interrupted by local duties, as on the Elbe and the Rhine, for each party will seek to diminish its own taxation by laying it on others. Long lines of connecting railways will become an impossibility without tribute of tolls, or payments for right of way, and for the same reason. The tariffs on imports will be as numerous as the States that are in want of money. The currencies and coins of these will also be different, and as unstable as the legislation which creates them, for this will always be for local advantage, and of course always selfish. Travel from one part of the country to the other will be embarrassing, restricted by passports perhaps, and at every few miles in advance it will be through sections politically unfriendly. Confidence in commercial transactions will depart, for want of agreement in interest, from uncertainty in collections, and the costly necessity of appealing to foreign tribunals for the recovery of debts, for such the Courts of the States would then practically be. In short a perfect chaos would be produced out of these fragments of our ruined republic.

Nor would industry nor even capital be protected in this condition of things. Every State, and every association of States, would be compelled for self-defence to commence the construction of forts on its borders, just as we have seen them constructed already in the States which have been the seat of war, their capitals would require fortifications, just as Washington and Richmond now do, every pass in the mountains would have to be guarded, and bristle with artillery, every navigable river open to the sea would require batteries at its mouth, or on its cliffs. The whole country would have to be trenched to protect the States against each other. And forts and navies would require hundreds of thousands of soldiers and sailors to man them. Who then would escape taxation? Whose pockets would then be beyond the reach of the Collector. And in addition to all this, each State or association of States would be compelled to establish for itself a system of foreign relations and diplomatic service crowding the Capitals on this continent and the Courts of Europe at an enormous expense, with third rate demagogue ministers to keep up the semblance of sovereignty and independence. What advantage could be gained by a change to such a system of small republics? Absolutely nothing, but a loss too great to be at present computed.

All the causes of war usual among nations, would be multiplied here in exact proportion to the number of the parties interested, and no amount of industry or commerce could stand the exactions of such internal wars. If we take the cost of fortifications, armaments, navies, seamen and soldiers, which each new fragmentary republic would have to provide, we will find the sum total so vast, as to exceed the actual resources of the States for generations to come. Indeed the sums we are spending to put down this rebellion are nothing in comparison with those which the new republics would have to expend for self defence if not for existence itself. Let us illustrate by an example. Holland, or the Netherlands has a population of about two millions and a half, a million or so less than the State of New York, but its area is only about one quarter as great. If there is a country in the world which deserves to be prosperous it is Holland, noted for her bravery, her persevering industry, and her love of liberty. Yet she has ever been the victim of ambitious powers. Decimated alike by the ruthless Spaniards and the insurrectionary French, she still staggers along under a debt of four hundred millions of dollars, absolutely the price of her efforts to maintain her national life. What would Delaware, or New Jersey, or Rhode Island or any of the small States, with an area less than 11,000 square miles, that being the extent of the country of the Netherlands, what would they do with a future debt of four hundred millions? What would even our great Empire State do with such a debt, when it groans under one of thirty millions incurred for public improvements, now making the richest returns to the treasury.

But it may be said the separation of the Southern States will not lead to any further divisions. He is no Statesman who says this. If the Southern States hold the Gulf of Mexico as their share of the plunder of our nationality, they hold the navigation of the Mississippi, the Missouri, all their tributaries east and west, and will even tap the Pacific Railroad itself. The Western and North Western States will be compelled to form treaties for their own protection with the Southern States, to which New England can have no claim to be a party, and against which she will have no right to interfere.

The day will come when divisions between the Eastern and Middle States will arise on various questions, perhaps peculiar to New England. Will New York consent to pay a bounty to the fishermen of Cape Cod?

But we assume the broader principle, that once the unity of the country gone, there is no security any longer for any one of the divided States. Leaders bold, mercenary, ambitious and unscrupulous, will rise all around us, mushrooms of the hour, just as they have risen in the South, and seizing the reins of power will never let go, till they have fully aggrandized themselves and their families at the expense of the people at large. Let the Union once be divided and the subsequent divisions will be innumerable.

Will not our readers then come to the conclusion with us, that this Union must and shall be preserved. That the loss of money and of life so far is nothing to that which disunion will cost, when we shall be forever divided; the States shot madly from their spheres, armies, navies, taxes all around us, one perpetual state of war and confusion, national debts piling up by millions of dollars everywhere, no more internal free trade, no strong arm to protect us, no flag, no country, no nationality, a prey to domestic robbery and foreign foes. Such will be the end of this conflict if the Union is destroyed. Merciful heaven and shall this be? Shall we listen for a moment to anything like a compromise, which admits the right or principle of secession?

Let us lay aside all other questions then, and every political error which so easily besets us, and attend solely to the solution of the present difficulty by force of arms. There is no other salvation for us. It will even be a mercy to the Southern rebels to conquer them. They would be utterly ruined by any form of Government they have adopted or could adopt. They have been told so by their greatest men long before the rebellion began.* The masses of the people at the South

perceive they have gained nothing by the war, and are secretly expressing their disgust and disappointment with their leaders. Let the war continue to the bitter end. There is no other way to save the North or the South. The Union must be restored or both are ruined forever.

Petroleum.

This recently introduced illuminating fluid is being presented in enormous quantities for use, and if the statements relative to its comparative cheapness be correct, there is little doubt that its consumption will be on a corresponding scale. There appears to be no reason to doubt that as this oil is furnished from the vast laboratory of nature it can be made to undersell all other kinds of oil for lighting purposes; and there is every reason to imagine that further discoveries will result from the chemical analyses provoked by present discussions concerning its nature and properties:—

Export of Petroleum Oil from America.—From the 1st of January to the 8th of September, 1862, from New York, 3,772,414 gallons; from other ports, 2,117,522 gallons; total, 5,889,936, gallons, or 150,000 barrels in eight months.

Illuminating Power of Petroleum. It has been very rightly remarked that the difference of price per gallon is not always difference of cheapness between two burning fluids for illuminating purposes. A mixture of alcohol and turpentine may be bought for half-a-crown, and yet it is more expensive, when the quantity of light given is taken into account, than sperm oil costing three shillings and sevenpence. The low price of refined petroleum having of late caused its extensive use, the experiments of Professor Booth and Mr. Garret, of Philadelphia, as to its illuminating powers are very interesting. They were mainly made to test the relative illuminating power of mineral oil in respect to that of common coal-gas. Four kinds of oil were tried, but there was very little difference between them. It was found that 2.599 gallons of mineral oil give a a light equal to 1,000 cubic feet of gas, while it required no less than 11.669 gallons of burning fluid (alcohol and turpentine) to produce an equal amount of light. Various experiments were also made to determine what form of flame gave the most intense light with the least quantity of oil, and it was found that a clean straight-cut wick gave the best results. With a clean straight-cut wick, 2.576 gallons of oil gave a light equal to 1,000 cubic feet of gas, while with an arched flame 2.846 were required. Losses of from 4 to 20 per cent. were observed with different trimmed wicks. Other experiments showed that to produce a light equal to 1,000 cubic feet of gas took 35.53 lbs. of paraffin, 41.16 of spermaceti, and 47.18 of adamantine candles. The relative costs of the lights were —gas, 8s. 9d.; petroleum, 4s. 5½d.; spermaceti candles, £4. 3s. 4d.; paraffin candles, £2. 8s. 8d.; adamantine candles, £2. 11s. 5½d. Judging from these experiments, therefore, petroleum is the cheapest known source of artificial light.—*London Money Market Review.*

In our last number we gave the most recent advance in this article.

The Clearing House System.

We conclude in this week's Journal the interesting article on the Clearing House System in England taken from Dr. Lardner's valuable work on Railway Economy:

Let us now consider the manner in which these operations are effected.

The central clearing house is established in London, in a building situate near the Euston station of the Northwestern Railway. It is placed under the direction of a body of managers elected by the companies, in which each company is represented.

This central office has agents at all the stations comprised within the circles of the united companies.

In adjusting the mutual debits and credits of the companies, no company is regarded either as the debtor or creditor of any other, but the clearing house is the common creditor and the common debtor of all. We shall explain successively the mode in which each class of claim is arranged, beginning with the most important.

THE GOODS TRAFFIC AND LIVE STOCK.

From each of the 887 stations goods are, or may be, forwarded daily to any or all of the other 887 stations. An account of such goods, so forwarded, with the sums paid and received for each parcel, is kept at each of these stations, and a copy of this account, written in *black ink*, is forwarded daily to the central clearing house in London.

In like manner, at each of the 887 stations a quantity of goods is, or may be, received daily from any or all of the other stations, an account of which is kept. A copy of this, written in *red ink*, is daily forwarded to the central clearing house in London.

The central clearing house thus receives, or may receive, 887 black and 887 red accounts daily; the black reporting all the goods which have been received at all the stations.

Now, as it is evident that the goods which are received can neither be more nor less than the goods which are forwarded, the red accounts must correspond exactly with the black accounts, although the items will occur in a different order. A parcel of goods dispatched from one station must have arrived at some other, and a parcel of goods which has arrived at any station must have been dispatched from some other. Thus an entry in the black accounts must have a corresponding entry in the red accounts, and an entry in the red accounts must have a corresponding entry in the black accounts.

This is what ought to take place, supposing no error in the accounts, and no miscarriage in the transport: but in practice it is found that this perfect accordance is never realized, and that there is, upon an average, somewhere about thirty per cent. daily of entries in the one which have no corresponding entries in the other. This discrepancy arises from one of three causes, *first*, from an entry being made of an object dispatched, which object has been accidentally, or, through error, mislaid; *secondly*, from an entry being omitted of an object received, although that object may have been received; and, *thirdly*, from a miscarriage *en route*.

At the central clearing house, where the two statements of accounts, black and red, are compared, and their discrepancies detected, letters are written to such of the stations where the errors have been committed, giving notice of the omission, and demanding explanation. Rectifications and explanations ensue, and the accounts are finally adjusted.

The central clearing house having opened an account with each of the companies, credits each with the sums which appear to be receivable by it from the system of accounts explained above, and debits it for the sums with which it appears to be chargeable.

At the close of each month, these several accounts between the clearing house and the companies respectively are balanced. In some of these the balances are in favor of the clearing house, in others in favor of the company; but from the nature of the transactions, these sets of balances must be precisely equal; the sum due to the clearing house by the debtor companies must be equal to the sum owing by the clearing house to the creditor companies. The debtor companies having liquidated their balances, the clearing house distributes the sum it receives between the creditor companies, in the proportion of their respective balances.

But if the debtor companies, or any of them fail to liquidate their balances within a specified time, then the clearing house debits such companies with interest on such balance at the rate of five per cent.; and it credits those creditor companies whose balances it fails to liquidate, in consequence of such delay, with interest at the same rate. Thus the interest credits will be exactly equal to the interest debits.

PASSENGER TRAFFIC.

When passengers are booked at any railway station for any other station, they pay their full fare, and receive a stamped ticket, on which is indicated the place, day and hour of their departure, and the place of their destination.

On arriving at their destination they deliver up this ticket to the agents of the station of arrival. Carriages and horses booked are represented in like manner by tickets or checks, which are delivered up on their arrival. Parcels and baggage are entered on a way bill, in which are indicated the places of their destination, and the sums paid, or to be paid, for them.

Each station sends daily to the central clearing house a statement of the number of passengers of each class which it has booked, with their places of destination, and the sums received. It sends, also, a statement of the horses, carriages, and parcels, booked, with like particulars.

Each station likewise sends to the central clearing house all the tickets which have been delivered by passengers who have arrived there daily, as the checks for carriages and horses, and likewise a statement of the parcels and luggage which it has received.

At the central clearing house the tickets are examined and classed, and their number in the gross of each class compared with the number in the gross of the passengers who have been booked. These two ought to correspond, and any discrepancies are notified, and ultimately explained and adjusted. This operation is facilitated by a course observed in all the booking offices, in consequence of which the passenger tickets of each class are issued in numerical order, each ticket being stamped with a seperate number, and the numbers following each other consecutively for each class daily from 1 to 10,000.

The account for parcels is dealt with in a manner precisely similar to that which has been already explained in the case of merchandise.

The clearing house debits the companies respectively for the sums they have received for all these objects, and it credits them according to the stipulated rate for the mileage, embarkation, or delivery of such as have passed over their lines for such as they have booked and embarked, and such as they have discharged and delivered.

These accounts are balanced monthly, and dealt with in the same manner, exactly as has been already explained in the case of goods.

The passenger tickets, after having been duly examined and classed, so as to regulate the clearing house accounts, are returned to the companies respectively.

A separate account is kept of the government duty payable for passengers, and which, as has been observed, is exacted from the company with whom the passenger is booked, though chargeable to all the companies over whose lines the passenger is carried, in proportion to their respective

---

* In 1851, the Hon. W. W. Boyce, addressed the following protest against secession, to the people of South Carolina: "South Carolina cannot become a nation. God makes nations, not man. You can not extemporize a nation out of South Carolina. It is simply impossible; we have not the resources. We could exist by tolerance, and what that tolerance would be, when we consider the present hostile spirit of the age to the institution of slavery, of which we would be looked upon as the peculiar exponent, all may readily imagine. I trust we may never have to look upon the painful and humiliating spectacle.

"From the weakness of our national government, a feeling of insecurity would arise, and capital would take the alarm and leave us. But it may be said, Let capital go. To this I reply that capital is the life-blood of a modern community, and in losing it, you lose the vitality of the State.

"Secession, separate nationality, with all its burdens, is no remedy. It is no redress for the past; it is no security for the future."

mileage. The clearing house credits the company which books for the entire amount of the duty it has paid, and then debits all the companies over whose lines the passengers are carried, including the booking company itself, with their respective proportions of the duty according to the portion of the lines over which the passengers have been carried.

Although the clearing house accounts are only furnished monthly to the several companies, yet a weekly abstract of the account for the traffic in passengers and goods is sent to them respectively, to enable them to make up, as is customary, their weekly returns of traffic.

CARRYING STOCK.

The clearing house has agents posted at all the points of junction of the lines of different companies at which traffic is liable to pass from one to another. The duty of these agents is to register the number and quality of each vehicle, which passes from one line to another, indicating its owner. They also register the number of the tarpaulins by which wagons are covered, and which do not necessarily constitute a part of the wagon, nor always belong to the same owners.

The clearing house agents at all the stations keep a similar register. A comparison of all these registers, copies of which are sent up to the central clearing house, enables the authorities there to trace the course of every wagon over the network of lines, and to ascertain its daily mileage on each line, and the time it has been detained at the stations respectively. The clearing house by these means is enabled to debit the companies respectively at a stipulated rate of mileage for the use of the wagons or of the tarpaulins, as the case may be, and to credit the companies who own the same for like sums. A statement of accounts representing the use of the rolling stock is thus opened between the clearing house and the companies respectively. In each of these accounts there appears on the credit side the sum due to the company for the use of its wagons and tenders by other companies, and on the debit side of the sums due by it for the use of the wagons and tenders of other companies upon its lines. The balances of these accounts are settled monthly, and are subject to precisely the same observations as the balance of the traffic.

Finally, all questions and claims respecting lost luggage or parcels are made and arranged through the agency of the clearing house. When any parcel or other object has failed to arrive at its destination, or when any passenger misses a portion of his luggage, notice is sent to the Lost Luggage Office and the clearing house, with an indication of the route over which the passenger traveled, or the station at which the lost object was booked. A communication is immediately sent to all the stations along the line indicated, with a description of the object lost, and answers are duly received. In general the object is recovered if lost upon the road.

The enormous extent of the transactions in the settlements of which the agency of the clearing house is employed may be imagined from the following circumstances:

The number of communications made daily from the central clearing house to the provincial stations respecting errors and omissions in the reports of traffic are estimated at two hundred and fifty. The number of distinct accounts settled and balanced monthly for the goods traffic alone is estimated at about five thousand.

The monthly account furnished to each of the companies who are united in the establishment of the clearing house contains for each station of each company a statement of the weights of each object of traffic, the distances on the respective lines over which it is carried, the expenses of its embarkation and disembarkation, and the balance on the total traffic at each station.

These monthly accounts are considered final so far as respects their settlement, and in case the companies fail to liquidate them they are chargeable with interest; but any errors or omissions which may be detected in them are corrected and allowed for in the accounts of the subsequent month.

As an example of the complexity of the accounts settled by this establishment, it may be mentioned that in the parcel department alone the majority of parcels booked are under twelve pounds weight, and the total charge for their embarkation, transmission, and delivery, frequently does not exceed four shillings. Thus, for any part of London the charge, including cartage and delivery, is only one shilling, and the charge between London and the remotest part of Scotland is only four shillings. These charges have to be debited among all the companies over whose lines and in whose wagons the objects may have been conveyed. In this way one shilling has sometimes to be credited to three companies.

The principle which has been brought into successful operation in the clearing house admits of still more extensive application, which doubtless it will receive.

The practical effect of the arrangement, even so far as it is hitherto developed, is to facilitate such an interchange of the use of the rolling stock, and the service of the stations between company and company, as to render their benefits in a great degree common to all. Each company by this expedient maintains a stock not only for its own traffic, but to some extent for the traffic of other companies, and in exchange receives the benefit of the stock and the stations of other companies.

The perfection to which this system tends would be, that a common rolling stock should be kept for all the companies, in the support of which they should as it were club, each contributing a share to its maintenance, in proportion to the quantity of traffic transported by it.

At present the interchange is limited to the vehicles of transport, the engines of each company being confined in their movements to the lines of the company to which they belong; but there is nothing which should prevent, under proper arrangements, the same interchange of locomotive power as now takes place with so much advantage in the carrying stock.

In fine, the clearing house may ultimately grow into an establishment for the maintenance of a general locomotive and carrying stock for the use of all the railways, to be supported by the railways in common, and charged to them in the proportion in which they use it.

So far as regards the management of the traffic, there is nothing which should limit the operation of the clearing house to the railways of the United Kingdom.

By proper arrangements, the same reciprocal conveniences now obtained by the railway companies in reference to the traffic booked through, as it is technically called, might be extended to the entire continent of Europe, so that passengers or goods might be booked at any station on any continental railway. The fare might be received on booking either wholly or partially, and might be distributed between the various lines over which the traffic should pass, in the same manner as it at present is among the railways which are united under the clearing system.

Atlantic and Great Western Railway.

The reports just received from the engineers of this road show that the works are rapidly progressing; it is now certain that 110 additional miles will be open by the end of this month, including the branch of twenty-seven miles to the Old Springs at Titusville. When these are completed, a large increase of traffic will accrue. The return for the month of August shows an increase of $5,989. The great rise which has occurred in the value of petroleum, and the large trade that will take place in it, must ensure an enormous traffic to the Atlantic and Great Western Railway from this source alone, as it will have the monopoly of the carriage.

Chicago and Northwestern Railway.

The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for September, and for six months ending October, 1861 and 1862:

September,	1862.	1861.
Passenger	$43,292 37	$30,713 47
Freight	58,141 27	53,579 29
Express	887 50	807 03
Mail	1,695 83	1,695 83
Miscellaneous	77 28	49 50
Car mileage	185 53	321 79
Total	$104,279 78	$87,166 91
Increase		$17,112 87

For 6 mos. from April 1, to Oct. 1.	1862.	1861.
Passenger	$173,567 27	$156,152 79
Freight	323,914 19	279 881 48
Express	5,244 53	4,766 40
Mail	10,174 53	9,662 88
Miscellaneous	1,384 72	356 01
Car mileage	1,178 36	2,301 70
Total	$515,464 05	$453,121 26
Increase		$62,342 79

STATEMENT OF INCOME ACCOUNT, Oct. 1, 1862.

Balance to credit of Income Account, as per Report to April 1, 1862 ..... $562,615 35

By gross earnings from April 1, 1862, to Oct. 1, 1862:

From passengers	$173,567 27	
" freight	323,914 19	
" express	5,244 53	
" mail	10,174 98	
" miscellaneous	1,384 72	
" car mileage	1,178 36	
	$515,464 05	
Less for—		
Operating expenses	$258,989 58	
Int'st on Flagg Trust b'ds, due July 1, 1862	9,800 00	
Int'st on Preferred 1st Mort. b'ds, due Aug. 1, 1862	43,750 00	
Int'st on Appleton Extens'n b'ds, due Aug. 1, 1862	6,440 00	
Interest on debt	5,721 44	
Exchange	455 20	
Insurance	2,554 87	
Taxes	429 73	
On acc't Bellville accid't	370 50	
Expenses of Directors	137 39	
Expenses of New York office	4,030 49	
	332,679 19	
Leaving surplus of earnings over operating expenses, and amount paid for interest on bonds, exchange, etc., from April 1, 1862, to Oct. 1, 1862.		182,784 86
Leaving balance to credit of Income Account, being excess of earnings over operating expenses, and am'nt paid for interest on bonds, exchange, etc., from June 1, 1859, to October 1, 1862		$745,400 21

☞ There is a call on the shares of the Buffalo and Lake Huron Railway for this month of $10 per share.

Tow-boat Companies as Common Carriers.

TOWING CANAL BOATS. COMPANIES LIABLE FOR THE UNSKILFULNESS OF THEIR AGENTS. WHEN SPECIAL CONTRACTS ARE VOID FROM PRINCIPLES OF PUBLIC POLICY.

An action was brought in the Supreme Court of New Jersey against the Pennsylvania Steam Towing and Transportation Company, proprietors of the Steam tug Henlopen to recover damages for negligently towing the canal boat, Free Trader, belonging to the plaintiffs, on the Delaware River, by reason of which alleged negligence she was sunk and lost.

The agreement was to tow the boat from Bordentown to Schuylkill and back for the sum of seven dollars, "at the risk of the master and owner of said boat, and subject to the stipulations following; first, the said master expressly agrees to have a competent man at the helm of his said boat at all times while the tow is in motion; second, the said master expressly guarantees that his said boat is seaworthy, and reasonably fit for the trip undertaken."

The Free Trader with thirteen other boats were arranged and fastened together in three tiers of four abreast, and two abreast in the rear; the tow line being some sixty feet in length. When nearly opposite Rancocas creek, at about the hour of twelve or one o'clock in the morning, the steam-tug suddenly struck on a bar or other obstruction and became fast; the tow was thrown into confusion coming into collision with the steam-tug, and the boats with each other; the stern line of the plaintiff's boat parted or gave way. It swung around on the Pennsylvania side, and in the general jostle it was injured and sunk, and had not since been raised.

The plaintiff's boat was not shown to have been unseaworthy; but it was proved and admitted that there was no person at the helm at the time of the occurrence, and had not been for some fifteen or twenty minutes, although there were persons on board. The justice charged the jury at the trial, that if the steamer was out of her course, and had struck upon a bar in consequence, and if this was occasioned by the want of ordinary care and prudence, such as a prudent person would take of his own property, the defendants would be liable for the loss, notwithstanding the written agreement aforesaid. And that if the sinking of the boat was the inevitable consequence of the grounding of the steamer, and if a man at the helm could not have been of any possible service in saving the boat, then his absence from the helm at the moment of the accident, could not affect the plaintiff's right to recover.

The jury rendered a verdict for the plaintiffs. The defendants appealed, contending for a new trial, on the ground that the special contract above referred to exempted them from all liability to the plaintiffs; the plaintiffs having assumed in such contract "all the risk."

The Court refused to grant a new trial, and held, that under this agreement, if the boat to be towed was seaworthy, the only risks that the towing company were exempt from were the risks incidental to ordinary careful navigation, and they were not exempt from liability for damages caused by the negligence or unskilfulness of their agents or servants; and that the failure of the master and owner of the canal boat to perform the stipulations of the agreement did not affect the liability of the party towing the boat, unless such failure to perform contributed to the accident.

The following is a portion of the opinion delivered at the decision of the case by

VAN DYKE J.—The principal defence in this case is, that here was a special contract between the parties by which the plaintiffs agreed to incur all the risk of such a loss as occurred; and the first question which seems to present itself is, can common carriers lawfully make a special contract, changing their liability from that which was imposed on them by the common law? I can see no reason why they may not, under proper circumstances make contracts with their employers not contrary to public policy, by which their liability may be regulated, lessened or limited. * *

But a more important, as well as a much more difficult question, is the extent to which a common carrier, may, by a special contract exempt himself from liability. This question has given rise to much discussion, to various *dicta*, and a number of decisions upon the whole not very harmonious, so far from being so in fact, as to leave the law on the subject far from being settled. * *

While therefore, it seems to be very well established that special contracts may be made between the parties, the great weight of authority seems to be, that carriers cannot be permitted to make contracts by which to shelter and protect themselves in courts of law against their own clear and palpable wrongs, either of omission or of commission. They may contract for exemptions against such accidents as common prudence could not force or guard against, and when no actual fault can be ascribed to them; but it has been repeatedly held contrary to public policy to sustain a contract by which a carrier might be tempted into dishonesty or a relaxation of his faithfulness and duty. It seems to be conceded that he cannot contract against his own fraud; but fraud is but one of the forms of wrong of which a carrier may be guilty, and against which he cannot lawfully contract; but it is no more repugnant to law than any other mode, by which the owner of property, confiding it to the care and custody of others to be carried, is cheated, swindled, or otherwise deprived of it by the clear wrong, fault or misconduct of the carrier, and it matters but little to the owner whether the loss occurs by the one mode or the other. Gross negligence is held to be presumptive evidence of fraud, and the omission to exercise proper skill, when skill is presumed and required, is considered gross negligence. The rule to be drawn from the great preponderance of authority, the one which is demanded by public policy, and which is sustained by correct legal principles, is this, that a carrier taking exclusive custody and control of the property of another to transport from one place to another for hire, should be allowed to make no contract by which he can justify himself in or defend himself against his own clear positive wrong, default, or misconduct, whether it arise from his own wilfulness, recklessness, incapacity, want of skill, or the failure to exact it. If the loss arise in part or in whole from the conduct of the owner, this is always a defence, and always has been, whether there is a special contract or not; but if it in fact arise from the failure to exercise an ordinary and reasonable amount of care and skill, and the exercise of which, by the carrier, would have prevented the loss, it should fall upon him, and no contract should protect him against it. * * * * * *

I think that the defendants were public carriers or transporters for hire, I think that, for a price fixed by themselves, they undertook to transport the plaintiff's boat and cargo from Bordentown to Schuylkill; that for that purpose they took the entire custody, control and management of her, and must be responsible for her loss, unless they have some exemption by which they are to be freed from it. * * * *

The contract was a proper and legal one rightly understood. It was intended to exempt the company from a class or set of accidents, for which they would be liable as common carriers, but are such as ordinary care and prudence cannot forsee nor prevent, but was never intended to permit them to take advantage of or justify their own wrong, or to shelter them against their own frauds, faults, misconduct, incapacity, or clear negligence or carelessness of any kind—for all these they still remained responsible. * * *

Whose fault was it that she did strike? Certainly it could not have been the plaintiffs; it must have been the defendants. Fault or great negligence there must have been. It was a case where skill was presumed and required, and if unskilful or incompetent persons were put in charge of the steamer, it was gross wrong and gross negligence, amounting to fraud upon the owners of the property. If the necessary skill existed and was not exercised when the exercise of it would have prevented the loss, it was also gross negligence and gross wrong; nor is it possible to doubt that if the necessary skill had been present, and had been properly exercised and exerted the accident would not have occurred.

* * * * * * *

A man at the helm could not have prevented the parting of the stern line, nor the collision of the boats, nor their swimming around the steamer. All the use he could have made of the helm, had he been at it all the while, would have been to steer, or attempt to steer the boat. This, it seems to me, must have been perfectly futile. But this question was submitted to the jury by the Chief Justice, in a charge which the defendants have no reason to complain of. They have found under that charge, and under the evidence that the loss of the plaintiff's boat was the inevitable result of the striking or grounding of the steamer, and that nothing which could have been done by a man at the helm could possibly have prevented it.

I think, therefore, that the charge of the Chief Justice, as to the law of the case, was correct, and I can find nothing in the facts to justify the setting aside of this verdict.

Literary Notices.

THE BANKER'S MAGAZINE AND STATISTICAL REGISTER, J. S. HOMANS, JR., Editor, October 1862.

This excellent work has a speciality, like ourselves, and is a standard authority with its friends the Bankers and Insurers. I. is edited in an elevated and careful spirit, and its range of thought is wide, practical and philosophical. Mr. Homans, Sr., now in the Treasury Department at Washington, and a principal contributor, is one of the ablest and most correct statisticians in this country, and has a corresponding reputation at home and abroad.

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds / Coupon Bonds... } Under Act 15th April, 1842	$2,833,364	6	1862	104¼
		6	1862	104
Registered Bonds / Coupon Bonds... } Under Act 28th June, 1847	9,416,250	6	1867	102½
		6	1867	102½
Registered Bonds / Coupon Bonds... } Under Act 31st December, 1848	8,908,842	6	1868	101
		6	1868	101
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	98
Registered Bonds / Coupon Bonds... } Under Act 14th June, 1858	20,000,000	5	1874	94
		6	1874	93
Registered Bonds / Coup n Bonds... } Under Act 22d June, 1860	7,022,000	5	1871	92½
		6	1871	92½
Coup n Bonds (Oregon War Debt), Under Act June, 1861	307,900	6	1881	101½
Registered Bonds / C upon Bonds... } Under Acts 8th Feb. and 17th July, 1861	50,000,000	6	1881	103½
		6	1881	104
Treasury Bonds (coupon) / Treasury Bonds (coupon) } Under Acts 17 J'y & 5 Aug '61	55,000,000	7.3	1864	10[illegible]
	53,600,000	7 3	1864	105½
Registered Bonds / Coupon Bonds... } Under Act 25th February, 1862; redeemable at pleasure after 5 years...	20,000,000	6	1882	----
		6	1882	----
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	7,757,600	6	2 y'rs	128½
Under Acts 2 Mar. '61, & 17 Mar. '62 / Under Acts 17 Ju & 5 Au.'61 & 17 Ma.'62 } convert into 20 y'r bds due '81	10,000,000	---	Dem.	----
	50,000,000	---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	----------	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	50,000,000	5	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	100,000,000	6	1 year	99
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1884	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	113
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1861	107½
Georgia—Coupon Bonds	525,000	7	62-'74	----
" — " "	2,973,750	6	'63-'80	78
Illinois—Liquidation Bonds of 1849	250,899	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	101
" —Interest Bonds: new Int. Improvement Stock	1,482,966	6	1877	105½
" —Interest Stock of 1857	786,223	6	------	97
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	101
" —University Fund Interest Bonds of 1861	630,000	6	1879	105½
" —War Fund Bonds of 1861	1,020,400	6	1879	105½
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	100
" — " " " " not registered	1,524,656	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18...	80
" — " " "	2,084,298	2½	18...	55
" —Canal Preferred Certificates	4,079,540	5	18...	--
" — " " (special) Certificates	1,216,747	5	18...	----
" —Deferred Certificates (State)	1,242,500	5	18...	----
" —Deferred (special) Certificates (State)	4 9,076	5	18...	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1891	100
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,444	6	'68-'72	95
" — " " (bank)	600,000	5	18...	----
" —War Debt (loan from banks)	1,515,000	5	1864	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	59
" — " " (bank)	5,39[illegible],533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	699,000	6	Var.	107
" —War Loan of 1861	----------	---	------	----
Maryland—Inscribed Certificates	5,964,251	6	Var.	107
" — " " (sterling)	8,857,2-2	5	Var.	100
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	108
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53, 00	5	'61-'72	----
" — " " of 1861 "	247,000	5	'65-'72	115
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	----
" —Inscribed Certificates (loans to R. R. Co's)	5,844,465	5	Var.	----
Michigan—Coupon Bonds	2,006,177	6	1863	101½
" — " "	216,000	6	1878	102
" —War Loan: Coupon Bonds 1861	449,100	7	1881	104
Minnesota—Coupon Bonds (State)	230,000	8	1867	104½
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	----------	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	439,000	6	'63-'83	56
" — " "	100,000	6	1862	53½
" — " " (loans to Railroads)	23,101,000	6	'72-'96	71
" —War Loan 1861	----------	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates	----------	---	'61-'62	----
" — "	----------	---	'64-'65	103
" — " State Loan	----------	---	65-'66	103
" — " Railroad Loan 339,00	----------	---	'72-'75	120
" — " Canal Debt—(old) 9,759,025	----------	6	1874	117
" — " " —(new) 13,200,000	----------	5½	1865	----
" — " " —(misc.) 642,585	----------	5	'66-'74	102
" — " " —(floating) 2,500,000	----------	5	1883	102½
" — "	----------	4½	1864	----
" — "	----------	7	1864	105
" —War Loan of 1861	----------	7	1870	116½
North Carolina—Coupon Bonds	9,139,555	6	18...	68½
Ohio—Inscribed Certificates	6 413,325	6	1860	103
" — " "	1,025,000	5	1865	100
" — " " "	2,183,531	6	1870	105
" — " " "	1,600,000	6	1875	105
" — " " "	2,400,000	6	1886	107
" —War Loan (1861)	1,500,000	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds / —Inscribed Certificates } (1st January, 1862	37,687,760	5	'61-'82	97
		5	'61-'82	94½
" — " " "	400,630	6	1879	107½
" — " " "	388,200	4½	'63-'82	----
" — " " "	100 000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,108,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,510,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,126,000	---	Var	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,190,000	6	Var.	54
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	18...	109½
" —War Loan (1861)	----------	---	1...	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	63½
" — " " (sterling)	1,865,000	5	1 92	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon Bds ($100, $500, and $1,000)	1,000,000	5	'77-'80	----
City Loans.				
Albany—Coupon Bonds, (municipal)	1[illegible]0,000	5	'64-'74	----
" — " " "	265,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	500,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	8..0,000	6	70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'85-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	----
Baltimore—Inscribed Certificates (Pittsb & Conn R. R.)	1,000, 00	6	1886	100
" — " " " (Balt. & Ohio R. R.)	5,000,000	6	------	100
" — " " " (Water Works)	3,400 000	6	------	101
" — " " " (Bank Stock)	883,996	6	------	----
" — " " " (Improvement Stock)	4,965,215	6	------	----
Boston—Coupon (S. F.) Bonds (Municipal)	2,412,678	5	Var.	109½
" —Coupon Bonds (Water)	6,243,820	5	Var.	109½
Chicago—Coupon Bonds (Municipal)	860,000	6	18...	100½
" — " " "	609,000	7	18...	110
" — " " (Sewerage)	824,000	7	18...	----
" — " " (Water Works)	1,13 ,000	7	18...	----
New York—Public Building Stock, No. 3	200,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	18.3	----
" —Central Park Fund Stock	3,058,000	6	1857	103
" — " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3 500,000	6	1876	107
" — " " " " "	2,140,000	5	1857	----
" —Public Education Stock	1,0,000	5	1870	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,00,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1865	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,000,000	5	'69-'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,59[illegible],000	6	1-'76	----
" — " " (Municipal)	1,136,,00	6	'61-'86	----
" — " " (Buildings, etc.)	552,0 0	6	6-'88	----
" — " " (Sewers)	425,000	6	'70-'88	----
" — " " (Improvement Old Limits)	200,000	6	'71-'81	----
" — " " (Water Works)	49 ,000	6	1-'88	----
" — " " (Harbor Improvement)	25[illegible],000	6	63-'80	----
" — " " (Wharf Improvement)	105 000	6	67-'8.	----
San Francisco, Cal.—Coupon (S. F.) Bonds Municipal)	1,354,500	10	1871	----
" — " " " (Fire)	17[illegible],500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1870	----
" — " " (City and County)	1,134,000	6	1885	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	18 3	----
" — " " "	180,000	6	1867	----
County Loans				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18...	----
Jefferson, O.—Coupon Bonds	186,000	7	18...	----
Muskingum, O.—Coupon Bonds	584,000	7	18...	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201 000	7	18...	----
Ross, O.—Coupon Bonds	243,880	7	18...	----
Scioto, O.—Coupon Bonds	110,000	7	18...	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,743	6	1886	85
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	----
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63 '65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	----
" " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	152,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	656,250	6	1876	----
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	----
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,350	6	1882	89
" " 2d " " "	3,980,670	6	1882	71½
" " Improvement " "	5 6,500	6	1870	----
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993.000	6	1878	38
" " Preferred Interest Bonds	227,589	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	43
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon Bds	450,000	6	1878	94½
Wyoming: 1st Mortgage Coupon Bonds	867,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,000,000	---	------	93
Housatonic Preferred	1,180,000	8	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	52½
Milwaukee & Prairie du Chien, 1st preferred	1,095,000	---	------	101
" " " 2d "	1,0[illegible]6,000	---	------	78
New York & Harlem, Preferred	1,600,000	---	------	51½
Philadelphia & Reading, Preferred	1,551,500	7	------	50

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1868	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	----	----
Mortgage	109,500	7	----	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'60-'78	----
Androscoggin and Kenebec:				
Million Doll r Loan	468,600	6	'61-'64	70
$1,100,000 Loan	533,100	6	1890	70
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western:				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'69-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	96½
" "	700,000	6	1880	92½
" "	1,128,500	6	1875	97
" "	1,000,000	6	1867	101
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2 1 Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	----	----
4th Mortgage Coupons	200,000	7	----	----
Sinking Fund	200,000	6	----	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie:				
1st Mortgage coupon	2,000,000	7	1877	100
2d Mortgage coupon	330,000	7	----	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	103
Income ½ in '59, ½ in '62)	200.000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	----	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	----	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	99½
Mort. (chgd from Sterl'g)	888,000	5	1834	99½
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	102½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,040,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1885	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65 '70	110
2d Mortgage	600,000	7	1875	105
Central Ohio:				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	71
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	15
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	----	----
2d Mortgage	1,000,000	7	----	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	786,400	6	var.	102½
Chicago, Burlington & Quincy:				
Trust Mort. S. F., convertible	317,000	8	1883	116½
" " " inconvertible	2,690,000	8	1883	----
Plain Bonds, dated Sept. 20, 1860	755,0 0	7	1890	----
2d Mortgage, inconvertible	922,000	4½	1890	----
Chicago and Aurora, 1st Mort.	230,000	7	1837	----
Central Military Tract, 1st Mort.	748,000	7	1864	----
" " " 2d Mort.	204,000	8	1868	----
" " " Plain	28,000	8	1876	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	----	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	109
Chicago and Northwestern:				
1st Mortgage (preferred)	1,250,000	7	----	101½
1st Mortgage (general)	3,600,000	7	----	81
Bonds issued for coupons of do	756,000	7	----	92½
2d Mortgage	2,000,000	6	----	33½
Appleton Extension Bonds	184,000	7	----	87
Flagg Trust Bonds	245,000	8	----	----
Cincinn., Hamilton and Dayton:				
1st Mort age	394,000	7	1877	100
2d Mortgage	950,000	7	1880	96
***Cincinn., Wilm. and Zanesville**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	----	----
3d Mortgage	158,000	7	----	----
Income	250,500	7	----	----
Tunnel Right	1,000,000	7	----	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	----	90
2d Mortgage	469,000	7	----	----
3d Mortgage	344,100	8	----	----
Clev., Painesville and Ashtabula				
1st Mortgage	25,000	7	1861	99
2d Mortgage	228,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Dividend Mortgage	900,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	100
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	100
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	92½
4th Mort. (M. L.) or 3d Extension	1,154,000	7	----	70
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	503,000	7	64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	299,000	7	1857	65
Junction 1st Mortgage 2d Div.	219,000	7	1872	65
Junction 2d Mortgage	221,000	7	1862	----
Tol., Nor and Clev. 1st Mort.	521 000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	1863	75
Junction Income	27,500	7	1862	----
C. and T. Income Mortgage	104,400	7	1863	75
C. and T. Income (convertible)	174,000	7	1864	----
C. and T. Income (convertible)	256 000	7	1864	----
C. and T. Dividend (convert.)	151,495	7	18 5	75
C. and T. Income (convertible)	30,000	7	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	1885	104
Columbus and Xenia:				
Dividen l (due 1860, '61, '62, '66)	115,900	---	var.	93½
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	6	1876	95
Cumberland Valley:				
1st Mortgage	161,800	8	----	----
2d Mortgage	109,500	8	----	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	----	----
2d Mortgage	2,212,000	8	----	----
Dayton and Western:				
1st Mortgage	300,000	7	----	50
2d Mortgage	----------	7	----	40
Delaware:				
1st Mortgage	500,000	---	----	95
Guaranteed	65,000	---	----	----
State Loan	170,000	---	----	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	110
1st Mortgage (E. Extension)	1,492,000	---	1875	108
2d Mortgage	2,516,500	---	1881	108½
Income (due 1862, '65 and '67	14,101	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	60
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	550,000	8	----	----
Dubuque and Pacific:				
New Construction	800,000	---	----	----
Dubuque Western:				
1st Mortgage	344,000	†	----	----
Eastern (Mass.):				
Income (due $75,000 annually)	275,000	6	var.	100½
2d Mortgage (convertible)	710,000	5	62-'72	98
3d Mortgage (convertible)	450,000	6	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	----	----
Endorsed by State of Tennessee	150,000	---	----	----
Mortgage (ordinary)	790,685	---	----	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	----	----
Endorsed by State of Tennes.	200,000	---	----	----
1st Mortgage (after State)	100,000	---	----	----
Redeemable in Stock	66,950	---	----	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	----	----
Florida:—				
Internal Improvement (State)	1,655 000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Galena and Chicago Union:				
1st Mortgage Coupon	1,971,000	7	62-'63	106
1st Mortgage (Extended)	22.000	7	1882	106½
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	110
***Great Western, Ill:**				
1st Mortgage Eastern Division	1,000 000	10	----	----
" Western "	1,350,000	7	----	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	----	71
Land Security	5,000.00	7	1881	50
Mortgage (convertible)	1 800,000	7	1883	----
Mortgage (not convertible)	1,200.000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	103
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	203,000	7	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210.000	---	----	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	115
2d Mortgage (S. F.)	2,000,000	7	1885	111½
3d Mortgage	1,840,000	7	1875	104
Convertible	1,092,000	7	1867	98
Illinois Central:				
Optional Right bonds	38.000	7	1868	----
Construction	10,738,500	7	1875	106
Construction	4,115.000	6	1875	106
Eight per cent. bonds	320.000	8	1865	----
Indiana Central:				
1st Mortgage (convertible)	600.000	7	1866	----
2d Mortgage	284.500	10	----	----
Income	281,500	10	----	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400.000	7	----	46
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	----	----
Jeffersonville:				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230.000	6	1861	----
3d Mortgage	250,000	6	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160.000	6	----	----
1st Mortgage	260.000	7	----	----
2d Mortgage (convertible)	1,000,000	7	----	----
3d Mortgage	600,000	7	----	----
Guaranteed by Covington	200,000	6	----	----
Cincinnati (exchanged)	100,000	6	----	----
Keokuk, Ft. D. Moines and Minn.				
City of Keokuk, 20 years	400.000	8†	----	----
City of Keokuk, (special tax)	150.000	10	----	----
Lee Co nty, 20 years	150,000	8	----	----
Keokuk, Mt. Pleas't and Muscat.				
Lee County	150,000	8	----	----
City of Keokuk	200.000	8	----	----
Henry and Louisa Company's	50,000	8	----	----
Lehigh Valley:				
1st Mortgage	1,500,900	6	1870	107
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903.000	†	----	89
2d Mortgage (Eastern Div.)	1,000,000	†	----	----
1st Land Grant (Western Div.	4,000 000	†	----	26
2d Land Grant (Western Div.	35 000	†	----	26
3d Mortgage (whole road)	1,700,000	†	----	----
Farm Mortgage	1,087.700	†	----	----
Unsecured Bonds	1,785,00	†	----	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	----	----
Little Miami:				
Mortgage (Coupon)	1.300,000	6	1863	91
Long Island:				
1st Mortgage	500,000	6	1870	92
Extension Bonds	175,000	7	1890	100
Long Dock Co.:				
Mortgage Bonds	500.000	7	1882	----
Mortgages on Land	473,500	7	----	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	----	----
1st Mortgage	248,000	---	----	----
Louisville and Nashville:				
State (Tenn.), 1st Lien	300.000	6	----	----
1st Mortgage	2,000,000	7	----	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State (Tenn.)	372.000	6	----	----
Mortgage	24.000	7	----	----
Mortgage	10 000	6	----	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	83
Marietta and Cincinnati:				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston:				
State Tenn.) Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	----	----
Memphis, Clarkesv. and Louisv.				
State (Tenn.) Loan	910,000	6	----	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	---
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	94
1st Mortgage (convert.) Dollar	2,598,000	8	1869	113
1st Mortgage (S. F.), convertible	4,434,000	8	1882	116
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	944,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	85½
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	103½
Detroit and Toledo	684,000	7	1876	99
1st General Mortgage (S. F.)	3,030,000	7	1885	108
2d General Mortgage	2,572,000	7	1877	98
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	102
1st Preferred stock	1,060,000	---	------	95
2d Preferred stock	1,020,000	---	------	79
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	8	------	----
Tennessee State Loan	674,866	6	------	----
Alabama State Loan	388,416	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	378,033	6	1888	----
Mississippi State Loan	200,870	--	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	--	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	99
Preferred Stock	1,175,000	10	------	125
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	109
Funding (S. F.) Bonds	1,553,000	7	1876	114½
Stock Exchange (S. F.) Bonds	680,000	6	1883	109
Real Estate (S. F.) Bonds	166,000	6	1883	105
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	105
Convertible Bonds	970,000	7	1876	115
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	108
New York and Erie:				
1st Mortgage	3,000,000	7	1867	115
2d Mortgage	4,000,000	7	1879	113
3d Mortgage	6,000,000	7	1883	107
4th Mortgage	4,900,000	7	1880	100½
5th Mortgage	1,792,500	7	1888	99½
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	111
2d Mortgage	1,000,000	7	1864	105
3d Mortgage	862,300	7	1867	90
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	3,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	93
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	90
2d Mortgage	3,077,000	7†	1861	8
North Missouri:				
State Loan (30 years)	4,350,000	6	------	---
North Pennsylvania:				
Mortgage	2,500,000	6	1875	84
Chattel Mortgage	360,000	10	1883	103
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,050,000	†	1858	----
2d Mortgage	258,000	†	------	----
Construction	4,242,000	†	1858	17
Income	3,320,000	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	45
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage	4,990,000	6	1880	111
2d Mortgage	2,421,000	6	1875	107
2d Mortgage Sterling	2,126,400	6	1875	----
State Works Bonds	7,100,000	5	------	89
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	76
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	--
2d Mortgage (Coupon)	288,800	6	1876	--
3d Mortgage (Coupon)	156,600	6	1871	--
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., German'n and Norris't'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	5	------	103
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	----
" 1836, "	192,000	5	1880	103
" 1849, "	3,103,600	6	1870	103½
" 1861, "	436,000	6	1871	----
" 1843, "	1,548,300	6	1880	109
" 1844, (convertible)	863,000	6	1880	109
" 1848, "	124,000	6	1880	99
" 1849, "	83,000	6	1880	102
" 1857, "	3,586,500	6	1886	97
" 1856, "	1,475,000	7	1886	89½
Bonds and Mortg's—real estate	592,200	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	800,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	996,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	105
2d Mortgage	5,160,000	7	1911	94½
3d Mortgage	2,000,000	7	1911	78
Bridge Bonds, O. & P. R. R. Co.	188,000	7	1876	----
Chicago Depot Bonds	337,173	6	1865	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1869	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1880	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	45
2d Mortgage	937,500	7	1863	3
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	30
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	800,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	--	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7	------	99½
2d Mortgage	1,535,000	7	------	----
3d Mortgage (Income)	1,000,000	10	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'mspt)	1,000,000	7	1877	103
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
St. Louis, Alton & Terre Haute:				
1st Mortgage (convertible)	1,000,000	7	'62-'72	99
2d Mortgage (convertible)	2,000,000	7	'63-'70	51½
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1868	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	99½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	99½
2d M. (Toledo and Wabash)	1,000,000	7	1869	53
2d M. (Wabash and Western)	1,500,000	7	1899	55
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	23½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Dollar Bonds	802,000	6	1875	110½
Albany City Bonds	1,000,000	6	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	85
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	—	50.6	—	—	—	*Alabama and Florida*	1,451,736	*	—	877,753	503,500	105,255	1,515,704	54.0	—	101,102	37,886	—	—
28 Feb. '59	30.3	—	—	58.1	2	2	19	*Alabama and Mississippi*	461,595	30,991	—	335,010	109,500	21,632	518,985	30.3	—	55,791	31,852	—	—
31 May '60	109.6	—	—	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,0.3	109.6	—	207,626	111,239	—	—
																57.0	236,791	76,773	21,006	—	—
30 Jun. '59	57.0	—	—	171.3	—	—	—	*Mobile and Girard*	1,500,000	*	—	—	—	—	—						
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431						
1 May, '61	469.3	13.5	—	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	—	—	—	—			1,402,858	695,370	—	—
29 Feb. '60	88.5	28.4	—	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,429,769	922,622	23,579	2,582,505	116.9	—	505,156	260,269	6	—
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	—	—	—	—	—	—	—	—	—	—	—	—	—
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '58	38.5	—	—	107.5	—	—	—	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	611,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	—	230,251	104,594	—	—
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	—	23.8	45,543	77,928	24,886	16	—
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,435	302,511	—	1,936,739	1,810,500	319,444	4,3?3,933	124	254,000	359,141	149,477	—	—
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,296	254,000	102,888	2,350,000	927,000	1?,?3?	3,9 5.0??	73 0	—	323,491	712,576	354,136	14	142
31 Dec. '61	74.0	—	—	—	11	12	25?	Housatonic	2,247,708	207,320	8,559	2,000,000	185,000	42,747	2,?2?,?50	120 0	—	189,358	225,292	25,565	—
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,581,800	*	—	1,031,800	289,750	21,408	1,?32,958	57.0	—	137,813	248,209	94,591	8	—
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,528	750,000	156 429	1,644,967	62.0	—	127,390	135,072	—	—
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	—	120,671	149,317	149,317	5	—
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	—	145,762	116,897	102,722	2	—
31 Mar. '62	61.3	1.0	63.8	—	32	74	388	New York and New Haven	4,643,849	710,403	—	3,000,000	1,890 000	—	5,626,549	117 4	456,8 0	80? 060	301,976	—	66
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	892,300	62,477	—	66.4	—	288,512	108 626	—	66
								DELAWARE.													
31 Oct. '60	84.3	—	13.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,651	138,970	41 166	—	—
31 Oct. '61	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	—	22,308	7,915	6	—
								FLORIDA.													
— — '62	154.2	—	—	150	—	—	—	*Florida*	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	195,000	75,894	619,119	32.0	—	7,657	3,535	—	—
— — '62	59.9	—	5.0	—	—	—	—	*Fla., Atlantic and Gulf Central*	—	—	—	—	—	—	—	—	—	—	—	—	—
— — '62	100.0	3.9	10.0	153.6	—	—	—	*Pensacola and Geo gia*	—	—	—	—	—	—	—	29 4	—	—	—	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	—	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,?50,000	126,000	—	1,597,385	86 7	—	418,030	265,527	8	125
— — '62	92.6	—	8.7	70.6	—	—	—	Atlantic and Gulf—M. Trunk	—	—	—	—	—	—	—	50 0	—	—	—	—	—
31 Dec. '60	53.0	—	—	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	—	53.0	—	165,998	95,672	—	—
20 Apr. '60	43.5	—	—	23.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	—	—	—	31.0	—	—	—	—	—
30 Nov. '60	191.0	—	—	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,?90,1??	220 0	879 468	1,?18,0??	??4,5??	10	—
31 Mar. '60	171.0	61.0	—	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,50	—	8,123 34?	232 0	—	1,?59,1??	528,0??	8	60
30 Nov. '60	102.5	—	—	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,29?	1,?58,97?	102	226,2?1	4?4 0?8	212,6??	29	62
31 July '59	50.0	—	—	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026 858	50.0	—	202,734	110,516	8	—
1 May, '58	68.1	—	—	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,276,901	10,200	180,621	1,4?3,1?0	71 6	—	—	—	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770 425	*	—	2,921,900	596,500	19,91?	3,822,91?	28.8	—	—	388,8??	13	—
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own d by State.				138.0	—	832 8??	454,541	—	—
								ILLINOIS.													
31 Dec. '61	220.0	—	—	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	—	—	5,500,000	4,500,000	—	10 000,000	220.0	—	1,098,465	452,693	4	—
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024 750	—	12,176,115	168.0	1,087,025	1,551,227	679,772	—	105?
31 Dec. '58	45.0	—	—	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,?55	188,055	2,050,06?	45 0	14 mo.	243,282	135,294	—	—
1 Apr. '62	242.0	—	—	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,67?	11,817,527	2?3.0	—	849,719	414,829	—	—
31 Mar. '62	181.8	—	—	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,94?	1,054,704	415,971	3	82
10 Nov. '58	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	—	84.0	—	—	—	—	—
31 Dec. '61	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	201.?	1,123,4?4	1,720,?96	811,185	5	84?
31 May, '61	175.0	—	—	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	—	175.0	—	485,943	281,529	—	—
31 Dec. '61	454.8	252.5	—	—	112	94	2,347	*Illinois Central*	27,497,988	*	—	15,829,095	15,277,500	172,929	33,504,024	7?3.3	2,458,023	2,965,7??	1,150,903	—	81
— — —	—	—	—	81.5	—	—	—	Illinois River	—	—	—	—	—	—	—	—	—	—	—	—	—
— — —	143.0	—	—	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	—	143.0	—	—	—	—	—
— — —	46.6	—	—	—	—	—	—	Peoria and Bureau Valley	—	—	—	—	600,000	—	—	ope	by Chic.	& R. Is.	125,000	—	—
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	—	—	—	—	—	—	—	—	—	—	—	—	—
— — '58	186.0	—	—	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	—	186.0	—	—	—	—	—
31 Dec. '58	100.0	—	—	—	—	—	—	Quincy and Chicago	1,973,565	*	—	800,000	1,200,000	—	2,000,000	100 0	oper. by	Bur. &	Quincy	—	—
— — —	1.0	—	—	—	—	—	—	Rock Island Bridge	—	—	—	—	—	—	—	oper	by Chic	& R. Is.	—	—	—
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,968	628,487	—	3,026,903	5,035,615	741,040	8,866,25.	208.3	—	823,767	—	—	—
								INDIANA.													
— — —	108.0	—	—	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	—	108.0	—	—	—	—	—
— — —	29.0	—	—	73.0	—	—	—	Cincinnati, Peru and Chicago	—	—	—	—	—	—	—	29.0	—	—	—	—	—
31 Aug. '57	109.0	—	—	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	—	249,867	119,342	—	—
31 Dec. '60	72.4	—	—	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,0 0	1,178,000	40,550	2,108,011	109.0	36?,122	400,397	153,009	—	58
31 Dec. '58	89.8	20.2	—	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,6?8,900	1,36?,?81	140,6?8	3,458,108	10 0	—	448,858	230,534	9	46
31 Dec. '60	84.0	—	—	—	—	—	—	Ind., Pittsburg and Cleveland	1,846,214	*	10,000	835,971	1,023,384	37,219	2,031,942	84.0	—	277,952	119,746	—	—
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,234	1,015,907	706,000	75,505	2,18?,?81	108.?	303,161	297,958	121,416	—	—
— — '59	64.0	—	—	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	—	—	—	—	—
31 Dec. '60	86.0	49.0	—	—	23	—	—	Madison and Indianapolis	2,647,704	*	356,755	1,648,050	1,285,300	87,949	3,060,128	135.0	201,402	230,563	99,080	—	—
— — '58	288.0	—	—	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	—	645,827	371,40	—	—
— — '58	74.0	—	—	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	520,000	80,000	2,000,000	74.0	—	—	—	—	—
30 Nov. '61	73.0	—	—	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,976,801	73 0	325,707	317,892	216,164	10	125
								IOWA.													
1 Jan. '58	75.5	—	—	201.5	—	—	—	*Burlington and Missouri*	1,514,257	*	—	702,733	665,000	92,663	1,542,768	50 0	—	—	—	—	—
31 Dec. '59	98.0	—	—	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,0 4	—	86.0	7 mo's.	85,239	46,771	—	—
31 Dec. '61	111.0	—	—	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	—
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	—	—	—	245,000	755,000	—	—	—	—	—	—	—	—
1 Jun. '58	38.5	—	—	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	—	38.5	11 mo's.	455 821	21,356	—	—
1 Jun. '59	11.2	—	—	57.3	—	—	—	Keok., Mt. Pleasant and Musc.	746.703	*	—	548,216	414,000	60,452	1,022,608	11.2	—	—	—	—	—
— — '59	55.0	52.6	—	312.0	—	—	—	Mississippi and Missouri	4,198,000	*	—	—	—	—	—	107.6	—	—	—	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	—	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,99?	111.8	—	426,408	227,534	—	85
30 Jun. '57	20 0	—	—	113.0	—	—	—	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0 00.	—	—	20 0	—	—	—	—	—
— — '58	13.0	—	—	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	—	13 0	oper. by	Cov. &	Lex.	—	—
30 Jun. '61	29.0	—	—	—	13	10	230	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,313	29 0	—	108,944	43,267	—	80
30 Jun. '61	65.1	—	—	—				Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,?51	65.1	—	244,773	245,911	4	96
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,80?	716,478	371,12	—	—
— — '59	18.8	—	—	70.2	—	—	—	Maysville and Lexington	—	—	—	—	—	—	—	18 8	oper. by	Cov. &	Lex.	—	—
								LOUISIANA.													
— — —	22.0	—	—	—	—	—	—	Clinton and Port Hudson	750,666	*	—	—	—	—	—	22 0	—	—	—	—	—
— — —	27.0	—	—	—	—	—	—	Mexican Gulf	662,911	*	—	—	—	—	—	27.0	—	—	—	—	—
31 Dec. '60	80.0	—	—	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	451,922	223,649	—	—
31 Mar. '61	206 0	—	—	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	—	2,685,000	1,150,717	—	206.0	—	1,232,624	555 434	—	—
31 Aug. '60	58.7	—	—	135.3	—	—	—	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	58.7	—	—	—	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	.....	.....	—	4	4	21	Androscoggin	757,381	*	—	151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	188,817	2,345,574	137.0	.....	318,505	94,038	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,257,779	1,250,000	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,988	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	110
31 May, '59	37.5	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,408	23,404	—	—
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	379.6	7.2	.....	—	235	121	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	72½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	786,145	—	35
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,380	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	102½
31 May, '62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	465,758	4,076,974	—	76,150	4,965,723	119.3	599,048	732,427	240,406	6	120½
30 Nov. '61	47.0	7.0	32.5	—	22	27	219	Boston and Providence	3,057,900	102,100	—	3,160,000	122,720	—	.....	61.8	.....	588,871	272,429	8	126½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	128,104	.....	83.6	.....	928,932	408,594	8	127½
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	.....	52.3	.....	250,836	122,956	6	100½
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,955,684	315,165	264,102	2,853,400	1,885 000	34,000	4,908,862	120.7	432,100	585,939	246,402	4	58
30 Nov. '61	19.8	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.2	73.5	—	29	28	666	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	.....	71.6	.....	543,158	217,054	6	111
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,925	55,450	5,900	333,884	26.4	.....	33,820	7,668	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,656	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	123
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	67½
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,393	133,585	.....	.....	.....	18,391	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	116
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308 228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	—
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usatonic.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	17½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	128½
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,158	5.5	65½
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....
30 Sep. '60	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '62	284.8	—	29.4	—	98	85	2,669	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	83½
31 Mar. '62	246.0	281.0	.....	—	88	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,013,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	44
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	...	...	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	.....	.....
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364.134	*	—	1,782,886	10,571,000	156 643	12,513,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	263,577	78,220	—	.....
-- -- --	—	—	—	.....	...	...	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	30
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	788,200	84,327	3,163,731	63 6	.....	327,741	125,159	—	20
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	62
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	104½
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mass.	.....	—	88
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	883,400	33,800	108.259	1,005,459	ope	r. by Con	cord.	88,577	8	115
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282 504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	26,800	3,393,900	82.0	268,657	353,101	187,136	4	64½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	—
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,128,287	*	—	997,862	2,082,000	103,879	3,183,741	76 0	.....	274,204	162,841	—	.....
31 Dec. '61	63.9	32.5	.....	8.0	...	...	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124 2	.....	2,058,989	918,829	12	145
31 Dec. '60	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,829,473	—	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	678,443	10	156
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	978,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	.....
31 Dec. '58	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,167,800	340,000	1,766,236	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '61	33.5	—	.....	—	—	—	—	New Jersey	3,609,089	400,378	1,249,621	4,397 820	688,000	—	5,628,931	33.8	.....	992,767	579,981	10	140
31 Dec. '6a	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	90
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	63,682	.....	.....	.....	15,344	3,268	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,425	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,035	—	439,005	1,575,099	50,000	—	oper. by Rens. & Saratoga.					
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	oper. by Western.				6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	2,076	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,450	97,690	750,220	23.8	677,687	122,103	37,512	8	—
30 Sep. '61	28.5	—	26.9	2.0	—	169	—	Brooklyn City	1,084,289	284,437	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176.0	483,412	595,845	187,704	—	—
30 Sep. '61	68.3	—	14.5	—	28	34	825	Buffalo and State Line	2,267,888	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,565	940,042	417,458	10	55
30 Sep. '61	34.6	—	33.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by Erie.	24,000	—	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by Erie	30,000	—	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'n)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by West'n	—	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	685	Hudson River	10,709,104	1,340,445	—	3,788,406	9,137,600	775,411	13,665,877	269.0	1,116,758	1,929,013	566,461	—	65½
30 Sep. '61	94.0	0.5	—	—	15	46	126	Long Island	2,586,325	354,111	—	1,852,716	777,998	2,680	2,633,396	100.5	243,196	297,646	137,347	—	22½
30 Sep. '61	297.8	258.1	313.6	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	684.9	—	7,309,042	2,661,663	6	106
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,625	—	11,000,000	25,526,305	2,074,795	38,401,300	81.0	3,817,175	5,911,418	1,979,108	—	42½
30 Sep. '61	3.0	—	—	—	2	5	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	264,098	26,517	14,884	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,355,739	650,804	—	5,717,100	5,537,664	42,789	11,298,553	166.0	1,200,240	1,144,980	391,258	—	22½
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.			66,000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	3,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	552,400	425,687	140,061	—	—
30 Sep. '61	35.9	—	2.2	—	6	15	49	Oswego and Syracuse	718,285	82,619	—	396,340	215,500	4,875	614,715	68.1	70,714	116,302	62,734	6	—
30 Sep. '61	75.8	—	2.2	—	6	4	35	Pottsdam and Watertown	1,529,505	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,25	91,789	32,467	—	—
30 Sep. '61	25.2	—	2.0	—	6	15	70	Rensselaer and Saratoga	702,950	157,048	—	610,000	249,750	—	859,750	24.2	142,468	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	669,249	1,776	—	557,600	150,000	13,480	721,080	oper. by B., N. Y. & E.		4,290	—	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	70,240	1,322	—	30,859	—	57,262	88,151	19.0	23,867	4,731	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,000	oper. by Rens. & Sar.				5	—
30 Sep. '61	40.8	6.6	3.9	—	5	11	84	Saratoga and Whitehall	924,623	77,584	—	500,000	376,000	15,398	891,398	51.5	109,788	142,442	31,686	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,918	327,708	13.—	.....	16,543	6,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,154	113,739	2,957,022	88.6	295,157	281,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	5	125	Troy and Boston	1,371,576	198,937	—	600,911	603,500	271,097	1,686,508	38.4	247,896	271,105	134,955	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	oper. by Hudson River.				6	—
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	oper. by other Cos.				—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.61	34,310	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	.....	oper. by Erie R. W. Co.			—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,455	353,441	164,672	6	85½
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	163,952	35,572	—	—
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,285,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	—
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,500	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	.....	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,056	102,391	3,114,954	171.0	323,064	477,554	285,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,600,000	*	4,709	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	.....	.....	.....	.....	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	32.0	.....	.....	.....	.....	—	—
31 Dec. '60	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	.....	314,091	102,765	—	15
1 Aug. '61	137.0	—	.....	—	41	39	568	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,678,000	1,126,456	6,810,432	141.0	.....	699,716	230,551	—	.....
31 Mar. '62	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	.....	3,818,784	198.3	.....	646,205	329,714	7½	58
31 Dec. '60	30.0	—	.....	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	.....	.....	—	25
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	.....	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	584,621	10	125
31 Dec. '60	67.0	—	.....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,7.4	3,000,000	1,654,000	80,000	4,888,080	96.6	578,991	1,241,975	734,991	10	114
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,415	772,093	352,093	4	39
31 May '62	109.2	79.4	.....	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,350,525	148,660	7,628,820	188.6	610,292	1,008,457	543,468	3	70½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	150	Columbus and Xenia	1,407,347	250,262	558,862	1,490,500	318,900	50,400	2,186,717	oper. w. Lit. Miami.			177,371	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	.....	375,002	212,107	—	—
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	—	36.6	.....	62,025	3,566	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	102,180	52,401	—	—
-- -- '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,355,867	.....	.....	.....	.....	—	—
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,359	.....	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,128	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3 532.2 16	500 524	4 2,002	2,981,26	1,4 ,000	.....	4,900, 80	138.0	81-,90	1,3 6,991	632,114	8	15
31 Jan. '62	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	.....	434,290	96,454	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	14
31 Aug. '58	177.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '61	168.9	52.0	.....	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,554	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,568,876	125.0	.....	185,934	34,167	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	.....	.....	193,000	150,000	3,500	346,500	oper. by C. C. & C.				—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Aug. '61	242.4	—	.....	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	895,502	1,012,236	400,559	—	21
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	62,624	.....	45.0	61,634	94,342	48,161	—	.....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1 410,900	2,000	.....	1,412,900	20.5	.....	311,201	164,554	10	61
31 Dec. '61	68.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,360,000	53,500	.....	.....	146.0	.....	219,544	22,490	—	4½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	986,900	270,500	.....	1,308,919	52.5	161,087	249,778	159,581	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173 466	*	423,200	5,293,552	4,915,500	744 579	11,780,945	202.0	.....	2,169 946	1,339,860	—	114
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	—
30 Sep. '59	18.6	—	4.0	—	.....	.....	.....	Erie and Northeast	700,000	.....	.....	600,000	400,000	.....	1,000,000	oper. b. Buf. & S. L				10	—
31 Aug. '60	86.9	18.6	21.9	—	.....	.....	.....	Harrisburg and Lancaster	1,882,555	.....	.....	1,087,100	661,000	.....	1,883,348	55.5	.....	436,237	153,334	6	58½
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,386,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,260	67,60.	—	—
30 Nov. '60	45.7	—	22 3	20.2	15	6	—	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	.....	.....	45.7	183,500	679,908	342,623	6	83½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256.100	942,500	85,000	3,299,600	oper. by C., W. & E.				—	21
31 Dec. '60	20.0	—	4.0	—	.....	.....	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,950	3,413,871	303 927	9,803,932	.....	.....	763.318	670,227	6	84
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	.....	2,800,000	.....	.....	2,921,150	72.3	.....	556,192	379,97.	10	48½
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	—	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364 225	262,124	—	10½
31 Dec. '61	331.1	28.1	391 7	—	229	119	3,651	Pennsylvania	28,541,156	3,.47 522	1,421,980	13,264,100	16,687,400	1,822,915	34,234,569	423.0	4,413,089	7,800 001	3,645,938	6	84
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....	20.0	.....	1,687	.....	—	—
30 Sep. '59	17.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,383	24.0	.....	288,657	167,194	—	81½
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11 548,9.9	12,411,600	.....	25,2 8 48	151 4	1,796,92.	2,905,888	1 412,605	—	39
31 Dec. '59	28.0	—	.....	—	.....	.....	.....	Philadelphia and Trenton	1,000,000	.....	.....	1,000,000	.....	.....	1,000,000	28.0	oper. by Cam. & Amb.	.....	.....	—	140
1 Oct. '61	99.1	6.0	—	—	82	109	566	Phila., Wilmington and Balt.	7,021,718	744,425	242,840	5,600,000	2,475,500	140,993	8,742,000	200.5	439,760	1,616,965	676,494	6½	69

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railronds are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Siddings	Road in progress or projected	Equipment. Engines	Cars. Passenger	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotive with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '61	59 0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	——	1,756,436	1,500,000	85,312	3,423,836	22.0	11,408	70,223	21 217	——	----
31 Dec. '61	467.5	——	68.7	——	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 32	18,999 5-1	467.5	2,434,641	3,031,787	1,299,721	——	60
30 Sep. '59	31.0	——	----	11.0	——	——	----	Pittsburg and Steubenville	1,947,482	*	——	1,221,277	280,000	——	——	——	——	——	——	——	----
30 Sep. '59	54.0	——	3.0	——	7	3	26	Schuylkill and Susquehanna	1,258,700	*	——	1,258,700	97,000	——	1,355,700	54.0	——	——	——	——	----
30 Sep. '59	9.2	16.3	14.9	——	——	——	——	Schuylkill Valley	573,616	*	——	568,150	——	——	573,616	24.5	——	34,501	29,604	3½	——
31 Mar. '61	28.0	1.2	2.0	——	4	1	446	Shamokin Valley & Pottaville	1,241,487	95,838	363,004	864,450	739,970	60,821	1,724,227	——	——	96,227	64,582	——	16
31 Dec. '59	148.0	——	20.0	140.0	——	——	——	Sunbury (Phila.) and Erie	6,393,712	107,252	——	4,506,920	4,369,070	861,271	10,169,889	148.0	——	114,126	61 848	——	——
30 Nov. '59	29.6	6.5	31.9	——	8	3	127	Tioga	703,349	85,932	——	97,550	396,000	——	——	29.6	——	88,072	47,007	6	47½
30 Sep. '59	26.4	——	2.1	——	4	11	9	Westchester and Philadelphia	1,410,638	74,677	——	682.170	944,169	52,434	1,679,801	26.4	——	125,597	4,502	——	——
30 Sep. '60	78.0	——	6.0	——	16	8	123	Williamsport and Elmira	4,060,314	*	——	1,500,000	2,200,000	298,896	——	78.0	199,878	238,420	880,339	——	18
								RHODE ISLAND.													
1 Jan. '60	50.0	——	2.0	——	12	17	102	N. Y., Providence and Boston	2,158,000	*	——	1,508,000	276,800	——	——	62.0	240,443	331,522	106,782	5	55
30 Nov. '61	13.6	——	0.5	——	——	3	5	Providence, Warren & Bristol	445,606	*	——	4 .5, 17	8,500	——	——	13.6	——	26,454	6,914	——	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	——	26	Blue Ridge	2,126,539	——	——	1,916,515	217,577	——	2,134,092	13.2	——	——	——	——	----
31 Dec. '58	54.9	——	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,268	197,905	1,099,536	51.9	——	——	——	——	----
31 Dec. '58	109.6	——	----	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	——	——	109.6	——	283,263	151,536	6	----
—— —— '58	40.3	——	----	——	——	——	——	Cheraw and Darlington	600,000	*	——	400,000	200,000	——	——	49.3	——	——	——	——	----
1 Jan. '59	143.2	21.3	----	——	——	——	----	Greenville and Columbia	2,439,769	324,161	——	1,429,008	1,145,000	245,546	2,919,554	164.5	——	341,190	125,871	——	----
31 Aug. '58	22.5	——	----	——	——	——	----	Kings Mountain	196,230	*	——	200,000	——	——	200,000	22.5	——	——	——	5	----
31 July '58	32.0	——	----	——	——	——	----	Laurens	543,403	*	——	400,000	106,218	——	575,729	32.0	——	27,568	8,527	——	----
28 Feb. '59	102.0	——	----	——	——	——	----	North-Eastern	2,011,652	*	——	985,743	960,410	108,172	2,057,325	102.0	——	220,014	96,145	——	----
31 Dec. '60	136.0	106.0	----	——	62	59	790	South Carolina	——	——	——	——	2,643,333	——	——	——	——	1,499,636	701,943	7	——
31 July '58	25.1	——	----	41.9	——	——	----	Spartanburg and Union	——	——	——	——	——	——	——	25.1	——	——	——	——	——
								TENNESSEE.													
30 Sep. '60	47.6	——	----	——	——	——	----	Central Southern (Tenn.)	1,021,439	58,183	——	505,214	514,000	99,110	1,137,707	47.6	——	29,967	19,187	——	----
1859	——	——	——	17.0	2	——	14	Edgefield and Kentucky	857,947	*	——	333,204	612,000	60,900	——	30.0	29,845	9,359	7,486	——	----
1859	30.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,673	2,020,000	200,000	——	140.0	——	318,718	187,466	——	----
1859	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,310,033	156,264	——	536,654	1,902,000	390,407	——	130.3	150,142	297,806	3 149,167	——	----
1860	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston	5,866,578	878,069	120,364	3,809,949	2,659,000	280,112	7,627,707	291.0	——	1,636,096	873,597	——	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,000	——	——	——	——	——	——	——
1859	100.0	——	30.6	55.8	——	——	——	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	——	298,721	740,000	——	——	——	——	——	——	——	——
1859	59.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,285	554,949	319,518	——	59.4	60,870	177,256	60,029	——	----
1859	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	82,908	——	317,447	632,500	22,389	——	47.4	54,175	83,129	44,666	——	----
1859	34 2	——	7.0	——	12	2	81	McMinnville and Manchester	533,807	56,816	——	144,894	406,000	5,000	——	34.2	30,065	28,808	13,892	——	----
30 Nov. '60	149.7	44.0	7.9	——	39	17	819	Nashville and Chattanooga	3,632,882	*	——	2,056,544	1,731,000	——	——	169.0	——	734,118	337,384	6	----
1859	——	——	——	——	——	——	——	Nashville and Northwestern	——	——	——	——	——	——	——	——	——	——	——	——	——
1860	45.8	——	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	——	595,922	860,000	204,544	——	45.8	47,960	127,953	87,243	——	----
1859	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	——	——	——	216,962	413,000	408,477	——	30.0	——	1,248	——	——	——
								TEXAS, (*all aided by State*).													
—— —— '58	32 0	——	----	158.0	——	——	----	Buffalo Bayou, Braz. & Col'rdo	——	——	——	——	——	——	——	32.0	——	——	——	——	——
—— —— '58	56 0	——	----	184.0	——	——	----	Galvest., Houst. & Henderson	——	——	——	——	——	——	——	56.0	——	——	——	——	——
—— —— '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	——	——	275-000	240,000	171,563	——	50.0	31,300	32,670	——	——	——
1 May '60	70.0	——	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	——	455,000	975,000	369,000	——	70.0	102,200	282,846	196,568	——	----
—— —— '59	25.0	——	----	110.0	——	——	----	San Antonio & Mexican Gulf	——	——	——	——	——	——	——	25.0	——	——	——	——	——
—— —— '59	28.0	——	----	756.0	——	——	----	Southern Pacific	——	——	——	——	——	——	——	28.0	——	——	——	——	——
								VERMONT.													
31 May, '61	90.7	——	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	——	1,280,400	800,000	60 589	——	90.7	118,219	183,750	92,683	——	80
31 Aug. '60	119.6	——	13.0	——	26	18	600	Rutland and Burlington	3,989,708	617,743	——	2,233,376	3,172,550	579,119	6,385,046	119.6	349 440	334,368	113,318	——	----
31 Aug. '60	62.0	——	4.0	——	10	6	173	Rutland and Washington	1,771,683	*	——	950,000	——	——	——	62.0	142,889	150,318	80,288	——	----
31 Aug. '60	119.0	——	20.0	——	42	28	835	Vermont Central	8,402,055	*	——	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	——	----
31 Aug. '60	47.0	——	2.8	——	——	——	——	Vermont and Canada	1,350,695	——	——	1,350,000	——	——	1,380,695	ope	r. by Vt.	Central	——	——	130
31 Aug. '60	23.7	——	0.7	——	3	4	43	Vermont Valley	1,212,274	89,612	——	516,164	793,200	——	——	23.7	47,950	45,930	8,522	——	----
31 Aug. '60	54.0	10.5	----	——	——	——	----	Western Vermont	1,083,500	*	——	332,000	700,000	——	1,083,500	ope	r.h.Troy	& Bost.	55,858	——	----
								VIRGINIA.													
31 Aug. '59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	88,131	1,534,194	——	——	——	——	——	——
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	——	113.7	703,034	136,302	43,062	——	----
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16.332	——	----
30 Sep. '59	103.5	——	----	——	8	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	——	——	103.5	345,427	248,004	loss	——	——
30 Sep. '60	88.3	68.4	10 0	——	16	16	175	Orange and Alexandria	——	——	——	2,063,855	2,517,500	590,056	——	167.7	270,846	450,427	222,214	——	----
30 Sep. '59	123.3	10.1	----	——	19	13	279	Petersburg and Lynchburg	3,040,636	374,998	——	1,365,300	1,851,500	292,842	4,748,256	133.4	——	410,166	201,344	——	----
30 Sep. '59	59 2	21.3	----	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	——	326.554	218,852	7½	77
30 Sep. '60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	——	57
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,980	643,960	96,828	——	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	835,750	204,808	26,853	——	43.5	1,058,064	163,758	79,586	6	60
30 Sep. '5-	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	657,812	85,000	——	——	23.7	12,542	——	——	——	——
31 Jan. '60	80.0	——	----	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	——	240,446	121,053	7	----
30 Sep. '60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 988	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	——	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	——	----
30 Sep. '59	32.0	——	2.5	——	5	4	49	Winchester and Potomac	516,830	59,000	——	300,000	120,000	24,736	——	32.0	30,000	49,971	14,469	——	----
								WISCONSIN.													
1 Dec. '59	55.0	——	2.0	121.0	8	2	40	Kenosha and Rockford	1,500,000	55,000	——	800,000	700,000	25 000	——	55.0	——	——	——	——	——
31 Dec. '61	199.9	——	24.9	——	——	——	----	*Milwaukee and Minnesota*	7,400,000	*	——	4,940,000	2,460,000	——	——	199.9	——	756,476	329,580	——	----
31 Dec. '58	40.0	——	----	——	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	——	----
—— —— '57	42.0	——	----	27.8	——	——	----	Milwaukee and Horicon	919,757	*	——	1,101,200	——	——	——	42.0	10 mos.	60,066	——	——	——
31 Dec. '61	191.9	42.5	28.3	——	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	——	4,826,800	2,467,000	58,549	8,036,804	234.4	——	1,108,354	436,039	——	36
—— —— '57	50.0	——	----	86.0	——	——	----	Milw., Watertown & Baraboo	514,238	——	——	345,861	132,000	——	——	50.0	——	121,401	——	——	——
10 May, '61	104.0	——	----	38 8	8	7	321	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	22 ,850	68,438	——	----
—— —— '58	10.0	——	----	55.0	——	——	——	Wisconsin Central	600,000	——	——	——	——	——	operated	by	Fox Riv	er Vall.	——	——	——
								CANADA.													
31 July '61	161 0	——	----	——	31	27	40	Buffalo and Lake Huron	7,056,450	*	——	6,819,800	188,000	——	7,150,000	16.10	400,075	1,771,780	363,670	——	----
—— —— '58	81.0	——	----	——	16	17	214	Montreal and Champlain	——	——	——	——	——	——	——	81.0	166,245	——	——	——	14
—— —— '58	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	——	——	——	——	——	——	——	48.0	——	——	——	——	12
30 Sep. '58	324.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	——	15,603,128	31,351,133	——	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
—— —— '58	229.0	128.0	----	——	87	126	1,689	Great Western	22,153,321	*	——	14,054,908	8,480,849	——	——	357.0	1,360,900	——	——	3	——
—— —— '58	24.0	——	----	——	2	2	52	London and Port Stanley	——	——	——	——	——	——	——	24.0	37,081	——	——	——	——
—— —— '58	95.0	1.6	----	——	17	20	337	Northern (O. S. & H.)	——	——	——	——	——	——	——	96.6	254,530	——	——	——	——
—— —— '58	54.0	——	----	——	5	8	118	Ottawa and Prescott	——	——	——	——	——	——	——	54.0	89,222	——	——	——	——
—— —— '58	25.0	——	----	——	4	——	57	Welland	——	——	——	——	——	——	——	25.0	——	——	——	——	——
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.2	12 0	——	14	18	235	European & North American	4,548,564	*	——	4,637,852	——	——	4,637,852	108 0	——	130,678	36,432	——	——
1 July, '61	60.0	——	----	——	——	——	——	New Brunswick and Canada	1,402,748	102,388	——	1,290,000	13,100	136,000	1,779,232	60.0	——	132,556	36,670	——	----
								NOVA SCOTIA.													
31 Dec. '61	61.5	——	----	60.1	——	——	——	Nova Scotia	4,268,717	*	——	——	——	——	——	61.5	——	120,918	26,303	——	----
								NEW GRANADA.													
31 Dec. '60	48.7	——	----	——	——	——	----	Panama	8,000,000	*	620,804	5,000,000	2,400,000	——	9,608,530	48.7	——	1,539,859	1,110,653	12	150

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 22.

	Th 15.	F.17.	Sat.18.	M 20.	Tu.21	W.22.
STATE STOCKS:—						
California 7s	112	114½	115½	115	114	113
Georgia 6s	----	----	----	----	----•	----
Illinois War Loan	105	105	----	----	105	
Indiana War Loan	100½	----	----	----	100	100
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s, 1878	----	----	----	----	102	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	54½	54½	54	----	55	53½
Do. iss. to H. & st. J. R.	70	----	70	----	70	----
New York 6s, 1874	----	----	----	----	----	----
North Carolina 6s	71	----	----	----	68	68½
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	----	----	----	103	----
Tennessee 6s, 1890	55½	56	55	54½	53½	54
Virginia 6s	65½	65	----	64½	63	63½
RAILROAD SHARES:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl & Q.	104½	107	101	105½	105½	105½
Chicago & Rock Isl.	82½	82½	82½	81½	81½	82
Clev., Col. and Cin.	134	134	134	133½	135	135
Clev. and Pittsburg	39	39	39½	38½	38½	39
Clev. and Toledo	71½	71½	71	70½	69½	70½
Del., Lack. & West.	114	114	114	114	----	114
Galena and Chicago	85½	85½	85½	84½	84	84½
Hudson River	69	69	67½	67½	67½	68½
Illinois Centr. (scrip)	82½	82½	81½	80½	81½	81
Michigan Central	88½	88½	87½	87½	87	88½
M. S. & N. I. guar'd.	83	83	81½	81½	81½	82½
M. S. and N. I.	44½	44½	43½	43	42	44
Mil. and P. du Chien	----	----	36	36	----	----
M. & P. du C. 1st pref.	----	----	----	----	----	----
M. & P. du C. 2d pref.	----	----	----	----	----	----
New Jersey	----	----	----	----	----	140
New Jersey Central	----	----	----	----	----	----
New York Central	107½	107½	106½	106½	105½	103½
Erie	59½	59½	59½	59½	61½	63½
Erie pref.	85	87	86½	87½	90½	93
" Asa. scrip	----	----	----	----	----	----
N. York & Harlem	23½	23½	23	22½	21½	22½
N. Y. & H. "pref."	51½	51½	51½	50	50	51½
Panama	150½	151	151	150	150	150
Phila. and Reading	78½	78½	78½	78½	77½	78½
Pitts. Ft. W. & Chicago	60½	61½	60	59	59	60
Toledo & Wabash	35½	35	35	31	31	----
" " Pref.	----	----	----	71	71	----
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	----	100	100	----	----	----
Ohio. & N. W. 1st M.	----	----	----	----	----	----
" " 2d M.	----	35	33½	----	----	33½
" " S. F.	----	----	101½	101½	101½	101½
" " A. B.	61	61	60	----	60½	60
" " I. B.	----	92½	----	----	----	----
" "Ap. Ext'n.	----	----	----	----	----	----
" " G. B Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	100	----	----	----
" 3 M.	----	----	----	----	----	----
" 4 M.	72	72	71	70	70	----
Ol. & Tol. S. F. 7 p. c.	103½	104½	104½	----	104	104
Chi., Bur. & Q. 8 p. c.	----	116½	----	----	----	----
Chi. & R. I. 1st M. '70	----	----	109	----	----	----
D. L. & W. 1 M. 8 p. '71-5	----	----	----	----	----	----
" 2 M. 8 p. c. '81	----	----	----	----	----	----
Gal. & Ch. 1 M. 7 p. c. '63	----	----	----	----	----	----
" 2 M. 7 p. c. '75	----	----	----	----	----	110
" 1 M. Ex. '82	----	----	----	----	----	----
Hann. & St. J. bonds	50	50	----	----	----	----
Hude. R. 1 M. 7 p. c. '69	115	115	----	115	----	----
" 2 M. S. F.	111	111	----	----	----	111½
" 3 M. 7 p. c. '75	104	----	----	104	----	----
" conv. bonds	----	----	----	----	----	98
Illinois Central bonds	105½	105	105	105½	105½	106
La Grosse & Mil. L. G.	----	----	----	----	----	----
Mil. & P. du C. 1st M.	102	----	102½	102½	----	----
Mich. Cen. S F. 8 pc. '82	114½	116	115	----	----	116
" conv. 8 p. c. '69	----	----	----	----	----	113
M. S. & N. I. 1 M. S. F.	107½	107½	107½	107½	108	108
" " 2 M.	98	98½	98½	98	97½	98
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p. c. certif. '83	----	109	----	109	109	----
" 1 M. 7 p. c. '64.	104½	----	----	----	----	105
" bonds 1876	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p. c. '67	----	----	----	----	115	----
" 2 M. 7 p. c. '79	----	----	----	----	----	----
" 3 M. 7 p. c. '85	103½	----	103	107	----	----
" 4 M. 7 p. c. '80	101½	102	101½	101	100½	100½
" 5 M. 7 p. c. '88	----	99½	----	----	----	99½
N. Y. & H. 1 M. 7 p. c. '78	----	----	----	----	----	----
" 2 M. 7 p. c. '64	----	105	----	105	105	105
" 3 M. 7 p. c. '67	----	----	----	----	----	----
Pitts., Ft. W. & Ch. 1 M	105	105	104½	104½	104½	105
" " " 2d M.	95	95	94½	94½	94½	94½
" " " 3d M.	79½	79½	----	73	----	----
St. L., Alt. & Chi., 1 M.	99½	----	----	----	----	----
St. L., A. & T. H. 1 M.	----	99½	99	99	99	----
" " 2 M pref.	81½	----	81	81½	80½	81½
" " Int. b'ds.	60	60	60	----	----	60
Toledo & Wab. 1 M.	99½	99½	99½	99½	----	----
" " 2 M.	89½	89	88½	88½	88½	88
MISCELLANEOUS:—						
American Gold	135½	132½	130½	129½	130½	133½
Del. & Hud. Canal	111	----	----	110	110	----
Penn'a Coal Co.	110	109½	----	----	----	----
Pacific Mail S.S. Co.	127½	128	126	126	125	122½

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22.
FEDERAL STOCKS:—						
U. S. 6s, 1871	----	----	----	----	----	----
U. S. 5s, 1874, coup.	93½	----	93½	93½	----	93
U. S. 5s, 1865	----	----	96½	----	96	----
U. S. 6s, 1881, reg.	----	----	----	104	104	104
U. S. 6s, 1881, cou.	104	104½	104	104½	104	103½
U. S. 6s, '81, O. W. L. y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1862	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, "	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	103	----
U. S. Demand Notes	127	127½	125	124½	125½	124½
U. S. 6s, 1 year certif.	99½	----	99½	99½	----	99½
Treasury 7 3-10 Notes	105½	105½	105½	105½	105½	105½

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22.
Boston and Lowell	103½	----	103½	----	104	----
Boston and Maine	118½	118½	119½	120	120	120½
Boston and Providence	125	125	----	125½	125½	124½
Boston and Worcest	127	----	----	128	128	----
Connecticut River	101	101	101	----	103½	----
Eastern, Mass.	----	83½	84½	83½	83½	83
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	111½	111½	111½	111½	111½	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	88½	88½	----	87	----
Northern, N. H.	----	65	----	----	----	64½
Old Colony and Fall R.	114½	115	115	115	----	116
Ph., Wil. & Baltimore	59½	59½	60	59½	59½	59
Portl'd, Saco & Ports.	----	----	----	110½	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	----	18½	19	18½	18½	----
Western	138	138	----	138½	138½	138½
Cambridge (Horse)	111½	112	112	112½	----	112½
Metropolitan "	----	----	61	61	61	----
Middlesex "	----	91	92	91	----	91
Bohemian Copper Co.	----	4	----	----	----	----
Central "	----	25	----	25½	26	25½
Copper Falls Co.	----	8½	8½	----	8½	8
Franklin Copper Co.	----	48½	48½	49½	49	49
Isle Royale "	----	19	19½	19½	19½	----
Hancock "	----	7½	7½	7½	7½	7½
Mesnard "	----	8	9	9½	8½	8½
National "	----	29½	29½	29½	----	30
Minnesota "	----	71½	75	75½	75	----
Pewabic "	----	49	49	49	48½	48
Pittsburg "	----	----	----	----	68	----
Quincy "	----	59½	61½	62	62	62½
Rockland "	----	----	17½	18	18	18
Superior "	----	----	4½	4½	5	5

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.
Alleghany Co., 6s	----	43	----	----	43½	----
Beaver Meadow	----	61½	61½	----	----	61
Cattawissa	5½	5½	5½	5½	5	4½
" preferred	16½	16½	16½	16	15½	15½
Camden & Amboy	141½	142	----	----	----	145
" " 6s, '67.	----	----	----	----	----	----
" " 6s, '75.	----	----	----	----	----	102½
" " 6s, '83.	100½	100	101½	101½	102	----
" " 6s, '89.	100	101	101	----	102	----
Elmira & W'msport	----	----	----	18	----	18
" " pref.	----	----	----	----	----	30½
" " 7s	97½	98	98	98	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	58	58½	----	----	----	58½
Lehigh Navigation	----	55	55½	----	55	----
" " 6s	----	----	----	----	----	----
" " scrip	33	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	110	----
Little Schuylkill R. R.	22	----	----	----	20½	21
Long Island	23½	23	----	----	22	22½
" " 6s	99½	----	----	99½	----	----
Minehill	48½	----	48½	48½	48½	48½
North Pennsylvania	11	----	10½	10½	----	10½
" " 6s	85	85	85	----	----	----
" " 10s	102	102	----	----	103	103
Pennsylvania R. R.	55½	56	56	54½x	54	54
" 1st m.	----	----	112½	113	113	----
" 2d m.	----	----	106½	106½	106½	107
Penn. State, 5s	94½	94½	----	----	94½	94½
" " 6s, coupon	----	----	----	----	97½	98
" " 6s, "	----	----	----	----	----	107½
Philadelphia City, 6s	----	----	101	101½	----	102
" new	104½	104½	104½	104½	104½	105½
Philad, Germ. & Nor.	----	----	55	55½	51½	----
Phila. & Reading	39½	39	39½	39½	37½	38½
" " 6s, '86.	----	----	98	----	98½	----
" " 6s, '70.	102	103	102½	----	102½	103½
Philadelphia & Erie, 6s	102½	----	----	103	----	----
Philad. & Sunbury, 7s	----	96½	100	----	----	----
Sunbury and Erie, 7s	----	105	----	106	106	----
Aron street, (Horse)	26½	28½	26½	26½	----	----
Chestnut & Wal. "	45	----	45	----	----	----
Girard College, "	----	----	----	----	----	----
Green & Coates, "	36	----	----	----	----	----
Race and Vine, "	----	9½	9½	----	8½	----
2d and 3d streets, "	----	----	78	----	78	----
Spruce & Pine, "	16½	16½	17½	17	17½	17½
13th & 15th sts., "	25½	----	25	25	25	----
West Philad., "	----	----	----	----	----	----
10th & 11th sts., "	----	----	----	35	35	----

Baltimore Stock Exchange.

Actual Sales Prices for the week ending Oct. 21.

	W. 15.	Th.16.	F.17	Sat.18.	M.20.	Tu.21.
Baltimore City 6s, 1875	105	----	----	----	----	----
" " 1890	106	107	----	----	----	105
Balt. and Ohio	----	----	73	73½	----	72½
" " b'ds, '62	----	----	----	----	----	71½
" " " '75	----	----	----	----	----	97
" " " '80	----	----	----	----	----	----
" " " '85	95	96	94	94½	----	96½
North. Central	84	----	84½	----	----	----
" " b'ds, '85	----	----	----	94½	95	----
" " " '95	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 5th October:

Maryland 6s	70	to	72
United States 5s, 1874	69	"	71
Virginia State 6s	49	"	50
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	69	"	71
Erie shares, $100 (all paid)	32	"	33
Do., 7s, preference	56	"	58
Do., assessment scrip	1½	"	2½
Do., 7s, 1st mort., 1867	85	"	90
Do., 7s, 2d mort., 1859	78	"	83
Do., 7s 3d mort., 1883	78	"	80
Do., 7s, 4th mort. x. c.	72	"	74
Do., 7s, 5th mort. x. c.	72	"	74
Illinois Central 6s, 1875	70	"	75
Illinois Central 7s, 1875 x. c.	76	"	78
Do. do. $100 shares, $90 paid, dis.	48½	"	47½
Do. do. $100 shares, all paid	50	"	52
Michigan Central 8s, Convertible, 1869	82	"	84
Do. do. S. F. 1st mort., do., '82 x. c.	83	"	85
Michigan S. and N. Indiana 7s, S. F., 1885	78	"	80
Do. do. do. $100 shares	18	"	20
New York Central 6s, S. F., 1883	80	"	82
Do do. 7s, 1864	80	"	82
Do. do. 7s, S. F., 1876	83	"	85
Do. do. 7s, Convertible, 1876	83	"	85
Do. do. $100 shares	73	"	78
Panama, 1st mortgage 7s, 1865	102	"	104
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	81	"	83
Do. 2d mort., 6s, do.	83	"	86
Do. $50 shares	37	"	39
Philadelphia and Reading, $50 shares	18	"	23

American Railroad Journal.

Saturday, October 25, 1862.

Stock and Money Market.

The past week has witnessed some exciting movements in our Money and Stock Market. It is almost impossible to speak confidently of its present tendencies. Gold appears to be the barometer by which every thing is judged, and the discussions in relation to it are as animated and inconclusive as ever. On Tuesday the price fell and rose again, from 128½ to 131⅝, and on Thursday it was 132½.

In the opinion of many Bankers, especially those of the Bullion school, we must look forward to further advances in consequence of the continued issues of government notes and certificates of debt. Others again contend that as there are but two demands for its use, viz., to meet the interest on Government loans and to remit for foreign indebtedness, the amount required is within the range of calculation and may be met without difficulty. The exports of American produce for the last two weeks have been very large compared with those of former years and are stated as follows:

	1860.	1861.	1862.
For the week	$2,072,047	$2,816,470	$5,077,486
Prev. rep'rt'd	75,434,294	101,336,116	113,962,601
Since Jan. 1.	$77,506,341	105,151,586	119,040,037

The clearances to the single port of Liverpool, included in the above, are of the value of $2,445,040. And among the articles cleared exclusive of specie were 3,200 bales of Cotton, and a very large value of Meat, Provisions, Butter, Cheese, Lard, &c., besides the usual heavy volume of Grain and Flour. This is the first instance in the history of the port of New York that so large a weekly export as $5,000,000 has been reached,

exclusive of Specie. Gold has been excluded from the transactions of the Philadelphia Stock Exchange, and this measure has been adopted in our own city. The Banks are also moving.

The foreign export of coin from New York, from January 1st to September 20th, this year, has been $42,846,000, being largely in excess of the export of late years, except the year 1859. The average for the past ten years has been $30,025,500. The following table shows the export of each year, to the 20th of this month, since 1851.

Years.	Export. 8½ Months.	Years.	Export. 8½ Months
1852	$19,918 000	1858	$19,875 000
1853	14,775 000	1859	56 444 000
1854	29,106 000	1860	38,452 000
1855	24,344 000	1861	3,266 000
1856	38,583,000	1862	42,846,000
1857	32,564,000		

It was reported last week that the Secretary of the Treasury had been recently buying up gold for its immediate purposes at the rate of 20 per cent premium. We believe this newspaper statement was incorrect. As early as July last Mr. Chase was advised to operate through some of his agents at New York to ship privately on account of the Government, a million of bushels and more of grain to Europe. At the prices then ruling, he could have done so and received the full value in coin at Liverpool or London. This sum he could have ordered home in specie and saved the premium. The mere fact of its coming back in such large amounts would have knocked down the price in Wall street, and stopped the unjustifiable and unreasonable speculation in the article, which has been going on with so much damage to the public interests generally. He has agents abroad to whom the business could have been safely entrusted. As matters now stand, since the Alabama has done so much damage to our commerce, the rate of insurance has risen so as to interfere materially with the operation, but even now it might be better to do it than to pay 40 or 45 per cent premium, nor would such a proceeding be without an honorable precedent in our own history. In the month of October 1778 Congress passed a resolution in the following words:

"Resolved that tobacco, the property of the United States, *be shipped for the payment* of the debts and contracts of the said States." Thus it appears that Congress when it wanted money or owed money, did not hesitate to take the usual methods of merchants. If it could ship tobacco to help its treasury, we see no reason why Mr. Chase may not for the same purpose send grain. We learn he is about to try his hand at shipping cotton, and there is enough coming in daily at Memphis (1500 bales per diem) to make a good beginning.

There is evidently a conflict at hand between the Banks and the Government with regard to what should be the character of the paper currency. The former, desire that the Treasury should abandon its attempt to furnish a currency for the people other than that of gold and silver. The answer to this, is, it is utterly impossible. It is also maintained that a Bank bill is the best currency because it is a title deed to a corresponding portion of the capital of the institution issuing it. It may be so in idea, but it is not so in fact, in practice, or according to experience. On the contrary all bankers and financiers know that such title deeds are extremely precarious and of very doubtful value, and give practically only a claim to the fund for its redemption in the Comptroller's office, and that sometimes depreciates. Depositors by the laws of our own State have a first lien on the assets of the banks and the stockholders take what is left. Nor is it true that a Bank to get circulation must have its assets in such a shape that they can be speedily converted into gold. This may be the theory, but it is illusive and never reduced to practice. There is not a Bank in New York which was ever able to do this or ever will be. The assets of the banks are the promises to pay, of its debtors, and there is not gold enough in the loyal states to-day to retire the notes discounted by the Banks, after their depositors shall have been paid.

It is very easy to generalize on these subjects, and every man thinks he can do so. Perhaps he can, but to carry out these theories is utterly impossible. So the mathematician tells you that a point has neither length, breadth nor thickness, and that a line has length and no breadth. But when the machinist comes to work, he finds points are material and substantive, that they have friction, and so of the lines which he uses in the translation of power in his various machines.

Now our Government like all others has to face facts, and it must now depend on a paper currency, either its own, or that of its banks. If it can not pay cash for its issues, it proposes to fund them, to pay the interest in gold, and gives the whole property and revenues of the country as a security not only for this, but for the final redemption of the principal. Has any broken Bank done this, and can any sound bank give as good security to do it?

We hold that is the same spirit of speculation in gold which we often see in other articles which has helped its advance. There are times when sugar, and flour, and coffee become as much the subject of speculation as gold, and no one is surprised or scared. These things all adjust themselves in time.

That our views are practical we are satisfied, from a circumstance of of no little import. The London Money Market Review of Sept. 20th entertains very similar views.

It says:

We invite the attention of our readers to an important change now in progress in the American trade, the bearing of which is plain. The balance of payments, so long adverse to America, and so long favorable to Europe, appears to be at length almost redressed, and, unless shipments of merchandise are made speedily to the other side of the Atlantic, a portion of the specie sent recently to this country from New York may be withdrawn. Let us submit the figures from which this probability must be deduced. For a recent week the imports and exports at New York were as follows:

Exports—Produce	$3,697,657
Specie	700,431
	$4,398,088
Imports—Total	1,957,397
Adverse European balance	$2,440,691

This is an altered state of things, New York exporting £500,000 weekly in excess of its imports. If then this state of things continues, while the balance of payments between America and Europe is adjusted, there can only be the one result. Europe must in turn discharge the adverse balance which the export trade of America creates.

The question which naturally first of all occurs is, whether the United States is likely to maintain its exports on this excessive scale. We think so, at least for several months, and for the following reasons:—1. The American wheat harvest is, with few exceptions, above the full average of last year in most districts. 2. The unsettled state of the country consequent on the war stimulates realization, and, after the wheat trade ends, the provision trade, chiefly in packed pork and beef, but largely in bacon, cheese and butter, will present the means. 3. The Indian corn crop has never yet proved a failure, and is not therefore likely to do so this season.

The import of American securities into New York no longer calls for gold on any terms. American purchases in Europe of late have been very moderate, and, ceasing to owe money to Europe, America by its produce shipments may once more become the creditor.

Although it is true generally that the demand for commodities, including bills, raises their market value, the difficulty in the New York Exchange market at the moment is whether the quotations for sterling bills is real or nominal. Gold, at least, is acted on by causes which have little to do with the currency on the prices of commodities; it is in demand just as wheat was during the Irish famine, or as gold was in this country after the escape of Napoleon from Elba, and down to the close of the war at Waterloo.

Few, we think, will longer doubt that positive opinions on the American Exchange are not worth much, and that the course of events must be watched closely. The fact is the quotations of bills are misleading, and reliance must be once more placed on the old fashioned figures which tell us what we export and import, and what New York does in the same way; and these show now that a change is in progress in the American trade.

We notice in the *Evening Post* of Thursday an elaborate article which says "that the rate of *foreign exchange* regulates the price of gold in our market." If so, then according to the views expressed in the foregoing extract, the price of gold is sure to fall, and this very soon.

The following quotations of sales of Railroad and other securities, at the New York, Boston, Philadelphia and Baltimore Boards are in addition to the list of daily sales in those cities given elsewhere—altogether comprising most of the operations reported during the past week:

New York.—N. Y. City 6s, 1875, 108; Illinois coupon bonds, 1862, 102; do., 1870 and 1875, 105; Cumberland Coal pref., 13⅛ and 15; Lackawanna and Western 1st mort., 108; Detroit, Monroe and Toledo 1st mort., 98; Norwich and Worcester 64 and 66; N. Y. State 6s, 1873, 120; Illinois Canal bonds, 1860, 100; do., registered bonds, 100 and 101; Pacific R. R. 7s, guaranteed by State of Missouri, 45; Toledo and Wabash interest bonds, 88; Indianapolis and Cincinnati, 46; Little Miami, 115; Illinois sterling bonds, 100, Michigan 7s, war loan, 106.

Boston.—Concord, 62; Ogdensburg 1st mort., 90; do., 2d mort., 8; Chicago City 6s, 100¾; do., 7s, 108 and 110; Vermont Central 1st mort., 28½; Rutland 1st mort., 45; do., 2d mort., 8; Boston, Conc., and Mont., 30; Cheshire, 20; do., 6s, 1830, 102½; Mich. Central 8s, 1869, 114; Maine State 6s, 110; Vermont and Massachusetts 6s, 100½; Worcester and Nashua, 65½; Massachusetts State 6s, 1868, 116; Petherick Copper Co., 8⅛; North Cliff, 1¾; Pontiac, 4½; Toltec, 3⅝; Huron, 10⅛; South Side, 1¾; Malden and Melrose, horse, 6¾ and 8.

Philadelphia.—Schuylkill Nav., 6; do., pref., 16½; do., Boat loan, 99; do., 6s, 1882, 72; North Pennsylvania scrip, 75; Philadelphia and

Reading 6s, 1843-'80, 109; do., 1844-'80, 108½ and 109; Morris Canal, 56; do., pref., 125; Schuylkill Nav., Imp., 6s, 80; Delaware Division Canal, 40; Camden and Atlantic 1st mort., 82½; Philadelphia and Erie shares, 18; Huntington and Broad Top 1st mort., 85; do., 2d mort., 68; Susq. Canal Bonds, 38, Delaware R. R. mort., 95; Phila. and Trenton R. R., 140; Camden and Amboy 6s, 1870, 101½; Chesapeake and Del. Canal 6s, 90; Pittsburg, Ft. Wayne and Chicago 3d mort., scrip, 76; 17th and 19th sts., horse R. R., 10; 5th and 6th sts., 50; 2d and 3d sts., 2d mort., 107½.

Baltimore.—Maryland 6s, 1890, 107; North Western Virginia 1st mort., 100; do., 2d mort., 95; Baltimore City, 6s, 1870, 106; Baltimore and Ohio bonds, 1867, 101½; Maryland 5s, coupon, 108; Maryland Copper Co., 1; Canton Co., 19; Guilford Mining Co., 49.

Hints to Railway Managers.

One of the greatest embarrassments under which we labor is the want of the regular Annual Reports of the various Railroad Companies. Without them, we cannot make our Share and Bond Lists as correct as we could wish. The former is an *annual* table—designed to give at a glance the operations of each road during, and its condition at the close of, its last financial year. The latter can be corrected at any time, so as to correspond with the figures as they stand recorded upon the books of the treasurer.

We should suppose that the managers of our railways, nearly every one of which receive the Journal weekly, would take pride and pleasure in supplying to us the data for this purpose, not only by forwarding to us their Annual Reports promptly as issued, but also in correcting the figures in the tables opposite their own roads, which they can do much more readily than we, even with the reports before us. To a number of companies we are indebted for such assistance. The Journal is much sought after for such information; and if correctly given in our columns, it would relieve the companies from many annoying applications to which we know they are now continually subjected.

A glance at our Share List will show the information we require: the gross and net earnings; mileage and condition of rolling stock; cost of road and equipment; share capital; bonded and floating debt, etc. For the Bond List: the amount and description of the various classes of bonds; the date of maturity of the same; rate of interest; and when and where the coupons are payable. This latter feature we propose to add immediately to the List.

This information is of the greatest value to the stock and bondholders in these companies, and those who wish to invest in their securities. Particularly is it important at this time when money is becoming so abundant, and as a necessary consequence, investments are likely to be made in them to an unusual extent.

In order to present their condition accurately, it is necessary to have regular *official* statements of their operations, not only from year to year, but from month to month—week to week. We therefore solicit from Railway Managers not only their yearly, but also their monthly and weekly statements—for the latter of which we regret to say we are mainly dependent upon the daily papers.

During the past year, the traffic of our railways has been unusually large and profitable, and the prospects of the future in this respect were never more bright. Injustice is done, therefore, to the shareholders and the public by the omission to give publicity to their success.

Our railway system was almost in its infancy when this Journal gave it its support; and it has never faltered in discharging its duty to the companies themselves, or to the public which fostered them. Vast is the difference between those days of doubt and despondency, and the present palmy ones of high credit, efficiency and good dividends. We wish, therefore, to record the advances in their prosperity as faithfully as we watched their incipient steps. To do this, we require the co-operation of the intelligent managers of our railways in the manner stated, and we trust they will cheerfully aid us in our purpose to make this *the* Journal of the system, and as perfect a record as possible of its cheering progress.

Seely's Improved Ridged Iron Cars.

This country has the largest coal measures and iron fields in the world, sources of inexhaustible wealth, and incentives to the industry of our mechanics, and the genius of our inventors. Its application to useful purposes are daily growing more numerous, some of them adopted at once, others of slower reception. All, however, that appears wanting to ensure the adoption of many of them without unnecessary delay, is to make them thoroughly known. It is with this purpose we call the attention of our readers and railway travellers especially, to the recent improvements effected in the construction of railway cars by S. J. Seely of Brooklyn. This gentleman after long and meritorious service in our navy, has devoted himself to the introduction to the public of his improvements in the use of iron materials for various purposes, all of them of value, and all of them practical. Among others he has brought to perfection the construction of railway cars for freight or passengers, on long lines of travel, and on City roads. His principle is a vast improvement on what is known as the corrugated form of the metal, exceedingly valuable however, for many purposes.

It has been attempted to use this material in the construction of cars, but one great difficulty has occurred, in the fact, that in forming the curves or ribs, the metal is strained and expanded and the fibre weakened when giving it the shape required.

Mr. Seely has avoided this by raising the ribs from a plain surface so that a *compression* of the fibre at the angles takes place, thus giving it more cohesion and tenacity than the plain surface itself possesses. The consequence is, his upright ribs will sustain an enormous weight, and so also the horizontal, and inclined. Thus every part is firm and strong, equal to any imposed weight. His braces and supports of the bottom of the car are made of angle and T iron arranged in an original manner so as to superadd solidity to strength.

We have seen his model of a freight car, which is to be taken to Washington for Government inspection, and it is an admirable specimen of ingenuity and good workmanship. It represents the following principle, that compared with any wooden car of similar dimensions, it is one half lighter, or in the proportion of 5,000 lbs. to 10,000 lbs., the ordinary weight. It is infinitely stronger, almost imperishable, unaffected by weather, requiring no expensive sheds for protection, is easier shunted by hand, and but very little more expensive than its wooden prototype.

But it has larger merits. As a means of military transport, it carries men and munitions of war with perfect safety, being incombustible and impervious to musket or rifle balls. These are great advantages, particularly when in our own day, armies are so commonly moved over the rails, and so many soldiers are destroyed by the enemy's marksmen in ambush as they pass along.

There is another very great superiority in Mr. Seely's cars. They have curved ends and arched roofs, which besides being elements of strength themselves, turn off the shots fired against them when in motion, and above all they are almost beyond injury from collisions, or running off the tracks. Their great strength is such, in case of collision with another car, that although there might be indentations, and a partial collapsing of the parts struck, there would be no breakage, no splinters, no flying bolts or bars to destroy life or limb. If it were thrown down an embankment it would still maintain its shape and preserve its inmates from injury by fragments. These two last advantages would indicate the necessity of constructing ordinary passenger cars on the same principle, as they would be almost indestructible by ordinary railway accidents.

The witty Sidney Smith said that certain improvements would never take place in the management of British railways, till they had killed a Bishop. We hope our own railway managers will not put off the introduction of these raised-iron cars until they have lost some of their Presidents and Directors.

Mr. Seely has carried his principle even to a higher realm of art. We have seen at his office in Reade street plans of a variety of dwellings for town and country, all of iron, and though the price of this article is enhanced by the war, he can construct with it at lower rates than our builders in brick and stone. A beautiful Italian villa with double walls, all the modern improvements, 45 by 75, with a tower worthy of Palladio, bay windows verandahs and porches with the prettiest effects, can be put up for about $8,500, ⅗ of the cost of a building of the same elegance, in the usual materials. When we calculate the cost of continually repairing our hastily built and perishable edifices either in town or country, and remember that the iron house requires no such outlay, we must admit the difference is vastly in favor of Mr. Seely's structures.

We may say more at another opportunity, on the interesting details of construction; our only object now, is to call the attention of the Government to the importance of adopting the iron cars as soon as possible, if it means to follow the enemy rapidly into their own haunts, and also of our railway Companies, to the importance of protecting the traveling public from accident, by every means in their power. They should not wait till their present cars are worn out, for human life is too valuable to be unnecessarily risked on rail-

ways when there is an opportunity now offered of giving it almost entirely immunity. Railway traveling is now in advance of all other kinds, let it be made secure.

Special Meeting of the Chamber of Commerce.

[Reported for the Railroad Journal.]

The Chamber of Commerce met on Tuesday last, at 1 o'clock, to take into consideration the recent destruction of the Ship Brilliant and other American Vessels by the Confederate Steamer Alabama, or "290," as she is also called. A preamble, resolutions, and a very effectual, yet modest speech, from Mr. Lowe, a well known merchant in the China trade, were approved unanimously and will be published. The point of the whole was, that the Alabama had been built in an English port, was manned by English sea men, sailed off under the English flag, and proceeded to sea to destroy our commerce, with the aggravation of burning her prizes at night, so as to allure humane Captains to the spot, and thus more easily capture them. The resolutions appealed to the humanity of the British people, to interfere and prevent any further outrages of this character, inasmuch as any British or other Steamship or vessel on fire at sea at night would hereafter be left to its fate, for fear of capture by an enemy lying in wait.

Captain Marshall made a report on the subject of encouraging foreign emigration, in conformity with an official suggestion from the Secretary of State, previously addressed to the chamber. His plan is for the ship owners to reduce the price of emigrant passages from £3.10 as now, to £2.10, provided the State of New York will release the Emigrant tax. Mr. Toucey, the well known publisher, inquired why the ship owners could not take off the £1, any how? The question was not answered, but a vote hurried through, and the report was adopted. Mr. Tileston made a very excellent speech to show the advantages of immigration at this time to foreign laborers in consequence of the high wages paid to mechanics, especially in wood and iron, while at the same time, food such as meat, flour, potatoes and other vegetables, and rents and clothing, are in fact not so dear now as they have been in the most peaceful times.

The Chamber then adjourned.

Railroad Earnings--Weekly.

The traffic of the Great Western Railway of Canada for the week ending Oct. 10th, 1862, was as follows:

Passengers	$27,019 78
Freight and live stock	34,053 44
Mails and sundries	1,641 82
	$62,715 04
Corresponding week of last year	54,131 65
Increase	$8,583 39

The receipts of the Grand Trunk Railway of Canada for the week ending October 4, 1862, were:

Passengers	$25,430 10
Mails and sundries	2,962 10
Freight and live stock	61,127 14
Total	$89,519 34
Corresponding week of last year	87,299 94
Increase	$2,219 40

Some of the Results of the last Census.

In the loyal States there are 4,417,130 horses, in the seceding States, 1,698,328; in the former, 1,383,430 working oxen, in the latter, 856,645; in the former, 7,744,128 other cattle, in the latter, 6,927,277.

The total value of live stock in the former is, $716,527,942, and in the latter but $390,962,274.

The total value of farms is in the one case $4,779,983,587, in the other but $1,870,938,920.

The value of live stock of the North is equal to the whole war debt.

The white population in the loyal States and territories in 1860, was 21,526,107, in the 11 seceding States, 5,449,463.

Railroad Earnings--Monthly.

The earnings of the St. Louis, Alton and Chicago Railroad for Sept., 1862, were	$95,969 04
Do., 1861	75,316 50
Increase	$20,654 54
The earnings of the Erie Railway for Sept., 1862, were	$764,447 70
Do., 1861	515,947 69
Increase	$248,500 01

The approximate earnings of the Pittsburg, Fort Wayne and Chicago Railway during the month of September, compared with the same period last year, were as follows:

	1862.	1861.
Freights	$193,664 18	$154,144 90
Passengers	185,088 15	98,018 42
Express	2,600 00	2,500 00
Mails	7,825 00	7,825 00
Rent of railway	7,088 38	7,088 38
Miscellaneous	803 43	514 42
Total	$397,064 09	$270,086 07
Earnings, Jan'y 1, to August 31	2,211,169 04	1,804,882 15
Total to Sept. 30	$2,608,233 13	$2,074,968 22
Increase		$533,264 91

Fox Lathes—Elevators—Babbitt Metal.

We call the attention of our readers, particularly those engaged in the construction of stores, factories and warehouses to the advertisement of F. W. Bacon & Co. The Elevators are a decided improvement on all other plans of the kind, and give absolute protection to those engaged in hoisting goods. Upon a particular examination of the Elevators we shall refer to them again.

Canada Circulation.

We learn from the *Montreal Gazette* that the money in circulation in Canada is "nearly altogether American," and that a Canadian bank bill "is good for the eyes." It thus appears we have not only to provide a circulation for ourselves but also for our good friends in the Canadas.

☞ The U. S. of Columbia under the Presidency of Gen. Mosquera is steadily remitting on account of its foreign debt, incurred under a former and reckless administration. On the 4th of October, Baring Bros. & Co., London, received quite a large amount of dividend funds, from Carthagene, Saranitta and Santa Martha.

☞ The British manufacturers of fire arms, and ammunition are exporting to this country at the rate of £1,750,000 per annum, for the first eight months of the present year the amount having reached £1,308,000.

British Investments in Foreign Stock.

British Capital having withdrawn much of its interest in American securities has sought some other fields of speculation during the last year. We find the following statement in the London Money Market Review, which shows the direction of its investments during the last year.

Turkish	£8 000 000	stock.
" Caimes	8 000 000	(estimate.)
Portuguese	5 000 000	stock.
Venezuelan	1,000 000	"
Russian	4, or 500 000	doubtful.
Egyptian 1st issues	£2.195 200	stock.
" 2d "	1 097 600	"
Italian	1.338,000	"
Moorish	501,200	"
Peruvian	5,500,000	"

(less old converted stock.)

It is indeed singular that while such securities pass current in the London Market, those of a country, (the U. S.) which has always paid its public debt should be at a discount. If it is said our troubles make the difference, we would ask if there are no troubles in Turkey, Venezuela, Italy, Morocco and Peru?

The Payment of Interest on the City Debt.

AN ACT to reduce taxation in the city of New York, by applying to that purpose the surplus revenue of the sinking fund for the payment of interest on the city debt. Passed April 9, 1862—three fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. It shall and may be lawful for the mayor, alderman and commonalty of the city of New York to transfer the surplus revenues of the sinking fund for the payment of interest on the city debt, at the end of the present and every future year, to the fund known as the general fund of said corporation, to be applied to the diminition of the taxes of said city, as hereinafter provided.

Sec. 2. It shall be the duty of the comptroller of said city to prepare and submit to the board of supervisors of the county of New York, at least four weeks before their annual meeting, in each and every year, for the purpose of imposing the annual taxes, a statement setting forth the amounts by law authorized to be raised by tax in that year, on account of the corporation of the city of New York or for city purposes within said city, and also an estimate of the probable amount of receipts into the city treasury during the then current year, from all the sources of revenue of said general fund, including such surplus revenues from the said sinking fund; and the said board of supervisors are hereby authorized and directed to deduct the total amount of such estimated receipts from the aggregate amount of all the various sums which by law they are required to order and cause to be raised by tax in said year for the purposes aforesaid, and to cause to be raised by tax only the balance of said aggregate amount, after making such deduction.

Sec. 3. It shall not be lawful for the said mayor, aldermen and commonalty to make or cause to be made any alteration of rates or charges affecting any item or source of the revenues of either of the sinking funds of said city or of the general fund aforesaid which may tend to a diminution of the receipts from such sources of revenue, or either of them; and all the revenues of said corporation not by law otherwise specifically appropriated, shall, when received into the city treasury, be credited to the said general fund, and said revenues are hereby appropriated and shall be applied exclusively to the purpose specified in the second section of this act.

Sec. 4. All acts and parts of acts heretofore passed, inconsistent with the provisions of this act, are hereby repealed; such repeal to take effect from and after the passage of an ordinance by the said mayor, aldermen and commonalty, authoriz-

ing and directing the transfer of the said surplus revenues of the sinking fund for payment of interest on the city debt to the general fund aforesaid at the end of each year, as provided in the first section of this act.

SEC. 5. This act shall take effect immediately.

IRVING HOUSE,

No. 45 TWELFTH ST., corner of BROADWAY.

Among the many excellent hotels in this city is the *Irving House*, where strangers, travellers and citizens will always find the best accommodations, and very moderate charges. The proprietors, Messrs. NASH & HUNT, have graduated in the best institutions of this kind in the country, and are worthy of the highest diplomas as accomplished masters of their art.

The Currency Question.

The currency still continues to be the absorbing question with the public. The advance in gold from 125 to 138, in one week, naturally created great alarm, and has already led to steps to check, if possible, the apparently rapid tendency to a still further advance. The late rise is attributed to speculation, stimulated by the fact that the Banks have been freely lending on gold at, of course, very small margins. Their example has been followed by other moneyed institutions and capitalists, who with the banks have really been doing all they could to put entirely beyond their ability the payment of their debts, in the only currency known to the Constitution, and the only one based on natural laws. It is now proposed that all such loans shall be discontinued, so that the price of gold may be the actual measure of the depreciation in the governmental currency that has taken place. It is also proposed, with doubtful success, to strike gold from the list of articles dealt in at the Stock Exchange.

The first measure should be instantly adopted, for the good of the Banks as well as of the Government and the public. These institutions must some day resume specie payment, unless, under the expansion that may be created, they become completely wrecked. The difficulty in returning to a specie basis will be inexact ratio to such expansion. The Banks cannot strike a more fatal blow at their own interests than by encouraging it. Some of the leading institutions are beginning to see the mischief already done, and are endeavoring to retrace their steps. Others may persist in their past policy. Still, we think, a majority will call in their loans on gold, and decline to make such in the future. We trust they will be sustained in their course by the Trust Companies, and by individual capitalists. With regard to the Stock Exchange, we should regret to see gold stricken from its books. This would be a most prejudicial measure. There must be some place at which to compare opinions as to the relative value of gold, and no place is so suitable as the Stock Exchange. To forbid transactions in that, would have the effect to put us still more widely at sea.

It is of the utmost importance that the market price of gold, or what is the same thing, of Treasury notes, should exactly correspond to its true value. Nothing can be gained by having the two at any time differ. It is always for our interest to know just where we stand. The tendency of the proposed action of the Banks will be to limit transactions in gold to the business wants of the community, and thereby to check excessive fluctuations in price. But it does not propose to touch the source of the evil, only to guard against its exaggerated effects. The matter of a further rise is entirely another question. The action of the Banks may cause a decline to a point far below the actual value of the precious metal; a decline from which, of course, there must be a speedy recovery. In fact, the highest point yet reached may be speedily passed. This depends upon the action of the Treasury. If Mr. Chase avails himself of the full provisions of the law for the issue of Treasury notes, the highest prices yet paid may soon be considered as very low. The uncertainty as to the future is one of the worst features in the present state of affairs, as the volume of the currency bears no relation whatever to the property of the country or to its wants,—only to the necessities of Government.

The only remedy is for Government to abandon its attempt to furnish a currency for the people other than that of gold and silver. The experiment it is attempting is impossible of success. There can be no currency of paper which does not represent corresponding values of personal property actually existing—property in a form fitting it for immediate consumption. A Bank bill is a title deed to a corresponding portion of the capital of the Bank issuing it. The Bank to have its notes obtain circulation, must have its assets in such shape that they can be speedily converted into gold. The bills of such Bank are merely used to transfer its capital from hand to hand. Where they do not make such transfer, in consequence of the want of means of the Bank, they will no longer be taken, for the reason that it is the substance not the symbol which is the object sought. It is of no avail that the Bank may have rich stockholders who are liable for its obligations. It may be years before their property can be reached, to make good their promises. Now, the Government has assumed what from the nature of the case is an impossible function. It issues its notes, but these are not drawn against any accumulated means, nor do they transfer a corresponding amount of existing property, when they pass from hand to hand. They are simply the obligations of Government to provide such property for their payment at a future day. Now, such promises have none of the attributes of money. They are symbols, where the substance is wanting. We can imagine a law which shall pass *real estate* by the delivery of a title deed; but we cannot imagine a state of things which should cause a title deed to pass as currency at the nominal sum expressed in it that did not refer to, nor entitle the holders to take, any portion of that of the party issuing such deed. The case of Government is precisely parallel. We do not doubt its ability ultimately to make good all its obligations, but its notes not payable presently, are not money, neither do they possess any of the attributes of money. To attempt to make them serve as such, is the impossible problem a thousand times repeated but never without signal failure, with the most disastrous results.

At the same time we re-iterate the position previously urged by us as to the effect of a governmental currency upon the Share Market. The volume of this currency must continue to be increased. The Banks will add to the volume of paper money. No contraction for the present can be looked for. The Government has absolved the people from all obligations to meet their liabilities in gold and silver, the only currency based on natural laws. The market may temporarily react, but as far as it depends upon the question of money or currency, it must yet experience considerable advance, for the reason that good dividend paying stocks are more valuable than the currency at the prices it is now selling for. We can see no prospect of a stringent money market ahead. The deposits at the Banks equalling $165,000,000 indicate a plethora rather than a scarcity. Any movement for depressing price will be speedily reversed by the abundance of money. Such has been the history of the Stock market from the issuing of the Treasury notes, and will continue to be till steps are taken for a return to a specie basis.—*Hallett's Financial Circular.*

Prospectus of the American West India Company.

Capital stock $1,000,000.—Divided into ten thousand shares of $100 each. Office No. 6 Pine street. *Trustees*—HIRAM KETCHUM, No. 29 William street; WILLIAM L. CAZNEAU, Santo Domingo City (late United States special Envoy); RICHARD B. KIMBALL, No. 49 Wall street; GEORGE F. DUNNING, Superintendent United States Assay Office; JOSEPH W. FABENS, No. 6 Pine street. HIRAM KETCHUM, *President.* JOSEPH W. FABENS, *Secretary.* GEORGE F. DUNNING, *Treasurer.*

This company is organized under the General Mining and Manufacturing law of the State of New York, with the object of developing on a scale of magnitude proportionate to their vast capacity, the great mining, manufacturing, agricultural and commercial resources of certain tracts of country in the West India Islands. It is proposed to commence operations in the Island of Santo Domingo. The fertility of the soil, productiveness of the mines and great wealth in forest woods of this island, are unrivalled on the globe. Its geographical position is very advantageous, being within five days' steaming of the port of New York, and actually some days nearer to us than New Orleans, Mobile and the ports of Texas. Its coast abounds in good and secure harbors, and it possesses remarkable facilities of internal communication in its numerous and navigable streams. The company have already secured by purchase and bond a clear and indisputable title to some of the most inviting districts upon the island, comprising lands of mahogany, satin wood, oak, fustic, lignumvitæ and extensive tracts of logwood. The cutting and shipping of these woods, and the manufacture of dyestuffs will be a principal branch of the company's business. They have also secured by bond the control of a large portion of the copper region on the south side, which, it is believed, fully equals the famous copper bearing district of the south side of Cuba. They are, sole owners, by purchase, of the townships of Azomante and Palenque—the former of which is in the heart of the most fertile agricultural region of the island—situated fifteen miles from the capital, at the head of navigation of the Isabella river, with a royal paved road from the town to the landing. Palenque is situated on the south side of the island, about twelve leagues west of the capital. It has the best harbor on the south coast, and is the natural port of the inland towns of Bani, Nisao, Maniel, Yaguate, Savanna Grande and San Christoval. Its position is unrivalled for healthfulness of climate, beauty of scenery and fertility of soil. A recent traveler, well known in political and literary circles, writes to the former proprietor of these tracts. "As much as I have traveled in Texas, Mexico, Central America and the Antilles, never have I met with such locations as Azomante and Palenque for the prompt and profitable foundation of extensive colonization plans. Both are good town sites. Palenque in particular is one of rare advantages. Nature has done almost everything to your lands, and colonists coming here cannot fail to be delighted. The government is prepared to declare it a

port of entry as soon as you make the demand." It is the purpose of the company to have their lands surveyed into suitable lots and homesteads for distribution among actual settlers and members of the company at a small advance on cost. Each share of stock will be represented by, and redeemable in twenty acres of land, or a lot of ten thousand square feet, in the town of Azomante or Palenque. It will thus be seen that the stock represents a positive and sufficient value, without taking into account the mining, manufacturing and commercial advantages held by the company. In addition to the above specified tracts, the company have purchased the estates of Esmeralda and Sylvain, comprising about fifty acres of land adjoining the walls of the capital, which they propose to divide into town lots and erect thereupon suitable suburban residences, thus bringing this eligible and valuable domain into market forthwith. There is no doubt that this enterprise will be a source of great profit to the company. Actual settlers not in the employment of the company can find highly remunerative occupation in the cultivation of the soil. Cotton grows spontaneously on the south side of the island, and with culture can be made to produce largely. It grows upon trees which yield an average of 200 bolls each, and continue to bear from thirty to forty years. Four hundred trees may be planted to the acre, which may be made to yield, with proper care, 4,000 pounds of cotton. The island of Santo Domingo is undoubtedly destined to become a great cotton growing country, and those who give early attention to this culture will reap large profits. The absorbing problem of where our cotton is to come from may thus be satisfactorily solved. Sugar can be cultivated with equal promise of success. The cane on the south side grows to gigantic dimensions, sometimes reaching a height of 18 to 20 feet and a diameter of 5 inches. This staple requires but little care. It is cut at maturity, resprouts, and for six or seven years no replanting is necessary. An acre of land will produce from 3,000 to 4,000 pounds of raw sugar. Coffee is, perhaps, the most desirable culture for parties of small means. An acre of land will produce from 2,000 to 3,000 pounds of coffee, and one man can easily take care of five acres. Cocoa can be planted to advantage on the same tract with coffee. Its yield is large and productive. The cocoa tree continues in bearing for a century. Tobacco can also be raised to good advantage. It is equal in quality to the finest Cuba. Tobacco growers who will give this culture their attention cannot fail to become rich. Corn, rice and all the vegetable productions of the temperate as well as torrid zone can here be cultivated with profit. Fruits of all kinds known to the tropics abound, and can be successfully grown for home consumption and export. W. S. Courtney, Esq., in a recent work on "The Gold Fields of Santo Domingo." thus enlarges upon this point:—"In regard to the productiveness of the soil, suffice it to say, that notwithstanding its diversity and variety, it is prolific beyond anything found in the Antilles, and not excelled by that of the Italian Penisula or Sicily, to which it bears a strong resemblance. The sugar cane grows the year round, and so fast and thick that by the time the laborer has cut over and exhausted a ten acre field, it is ready to cut again where he began. The corn which is cultivated now by simply making a hole in the ground and dropping in the seed, with no further care or labor, grows to the height of from eight to fifteen feet, bearing three to five ears to the stalk. The tobacco, which is cultivated with as little scientific skill and care, spreads out the broadest, sappiest leaves found anywhere in the Antilles. Other crops, indigenous to the climate, grow with equal rapidity and strength. It is said that in some districts the melon, pumpkin and the squash ripen in six weeks from the seed. [The editor of the "Guide to Hayti," states that "at Port au Price radishes ripen in three weeks from the time of planting the seed."] Such a thing as a fertilizer—an article of such extended traffic and so necessary to the agriculturist here—is not known nor thought of there, nor will it, I apprehend, ever be required. The fertility and strength of the soil, containing all the elementary constituents required to produce and mature the various vegetable growths, could not be exhausted, even without any return to it, for generations. Besides, the mountains themselves, are the great fertilizers of Santo Domingo, and will remain so until they are devoured by the tooth of time and sink away in distant ages. The debris of these mountains, together with the decaying vegetation on their sides and tops, brought down by the frequent rains, supply the soil in the valleys, plains and savannas with abundant and incessant recruits. Its fecundity is a marvel to the husbandmen of those latitudes." More detailed information on the subject of the "Resources of Santo Domingo," may be obtained from an address delivered by J. W. Fabens, Esq., before the American Geographical and Statistical Society, and published by Putnam, 532 Broadway, to which please refer. It will appear from the facts therein stated that Santo Domingo offers more attractions to parties of small means, desirous of securing a comfortable and happy homestead, for themselves and their children, than any other country in our neigborhood. Its climate is mild and salubrious, and on this account it will, doubtless, prove an attractive place of resort for Northern invalids in quest of health. 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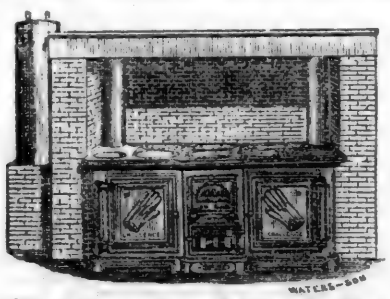
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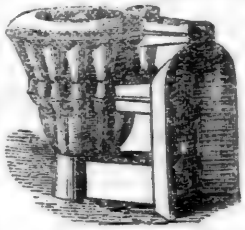


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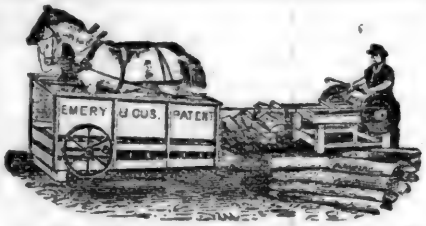


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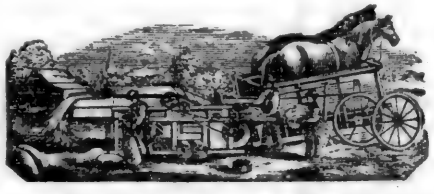
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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, November 1, 1862.

☞ Letters, Communications, Pamphlets, etc., intended for this JOURNAL, should be addressed to the *Editor and Proprietor*, JOHN H. SCHULTZ.

NOTICE.—Inventors and scientific men wishing to introduce valuable improvements to the notice of the public, particularly such as relate to Railroads, Locomotives and Steam Navigation, will henceforward receive due attention from this JOURNAL, on the receipt of communications containing proper descriptions of those improvements; a gentleman competent to the task being connected with the proprietor for this purpose.

☞ Works on Railways and Railway Improvements, Steam and Steam Navigation, Science and Art generally, will hereafter be received at this office, and impartially reviewed.

To Engineers.

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☞ We publish in this number of the JOURNAL, an elegant and instructive article on "French Architecture," quite confident that it will be admired not only by those of our numerous subscribers who are professional architects, but by our intelligent readers generally.

MINING IN THE PACIFIC STATES. Fourth thousand. By JOHN S. HITTELL. John Wiley publisher, 1862.

This is a neat volume containing, among other things, the history of mining in the Pacific States, an account of the mining districts, prospecting, assaying, gold quartz mining, silver mining, and the laws of mining in California. No publication on these subjects could come at a better time, now that the Pacific Railroad is to be constructed, and our vast mineral regions west are shortly to be filled up by fresh emigration. The National Government should consult this work, as it will no doubt be called upon to establish a general code of laws, for leasing, and governing the mines which are yet to be opened in California, Oregon, Colorado, Arizona and Lower California. Indeed every emigrant from this port to the mining districts should possess himself of this work, if he wishes to save time and money.

Massawippi Valley Railroad.

The engineers employed in the survey of this proposed road, have just completed their work. The route is found quite as favorable a was anticipated. The length of the road will be 27 miles, *i. e.*, from the Province Line to Waterville on the Grand Trunk. The heaviest grade, and that only a short one, is but 52 8-10 feet. This is intended to form the connecting link between the Stanstead, Chambly and Shefford and the Pas sumpsic. As soon as the engineers prepare their report, it is designed, to bring the project prominently before capitalists in New York, Boston, Montreal and Quebec.

The Navigation of the Mississippi.

The business community in the Western and North Western States are at present severe sufferers by the interruption of the navigation of the Mississippi. They now perceive what a hostile State might do if the Union was destroyed. Vicksburgh, one solitary city, has effectually broken up the internal trade of the valley, and but for the Northern railways which stretch themselves in great parallel lines towards the West, there would be no means of communication with other States and countries. Tennessee, Kentucky, and Missouri are especially affected by this interruption. To arrive at some estimate of this injury we give the following freight lists.

From St. Louis to New Orleans by water the cost is, or rather was, 20 cents to 25 cents per 100 lbs., and for flour per bbl. 40 cents.

From St. Louis to New York by railway the charges are:

1st class	$2.10	per 100 lbs.
2d "	1.70	"
3d "	1.40	"

4th class $1.20, and flour per barrel $2.40.

Now, as St. Louis annually manufactures about 800,000 bbls. of flour, the difference in freight on this article alone by rail instead of the river, is sixteen hundred thousand dollars. A writer, who has given the subject much attention, estimates that St. Louis, by the closing of the river navigation, and the interruption of the traffic of the Baltimore and Ohio Railroad, is paying six millions, and the Valley fifteen millions per annum additional charges on their business in consequence, and although it is an ill-wind which blows no one any good, and the Northern Railways have been enormous gainers by the change in the direction of the valley trade since the war, yet we hope the natural route may be opened again without delay, and that the Government will awake to the necessity of freeing the river trade as soon as possible. The Mississippi belongs to the whole nation, and its free navigation is indispensable to our future prosperity. It is not within the possibility of endurance that any one State, and cer-

tainly not Louisiana, should control this river or its outlet. The act which admitted that State into the confederacy contained the following section, and it was the first one in the act itself:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled.

That the said State shall be one and is hereby declared to be one of the United States of America, and admitted into the Union on an equal footing with the original States in all respects whatever, by the name and title of the State of Louisiana: *Provided*, that it shall be taken as a condition upon which the said State is incorporated in the Union, that the river Mississippi, and the navigable rivers and waters leading into the same and into the Gulf of Mexico, shall be common highways, and forever free, as well to the inhabitants of the said State as to the inhabitants of other States and the Territories of the United States, without any tax, duty, impost, or toll therefor, imposed by the said State; and that the above condition, and also all other conditions and terms contained in the third section of the act, the title whereof is hereinbefore recited, shall be considered, deemed and taken as fundamental conditions and terms upon which the said State is incorporated in the Union.

Thus the farseeing policy which prompted the purchase of Louisiana, was sustained at her adoption into the Union. The acts establishing the territories of Mississippi and Missouri, embodied similar principles, so that this great and noble river has been duly consecrated to a free internal trade forever. We can therefore warmly sympathise with our St. Louis friends and all others "along shore," at the condition of things which has been so disastrous to their interests. We trust an immediate movement will be made to reopen the trade of the river, and we think we perceive it is already begun. And when it is restored, we trust that our statesmen will hereafter be statesmen, and look carefully after the great interests of the West.

New Lines of Railway.

The people of this country will not be able, on the 1st of January 1863, to show that they have built from 2,500 to 3,000 miles of railroad, during the year now drawing towards a close. So far from having such a satisfactory review to make, there will, we think, be a considerable balance to carry to the wrong side of the profit and loss account, occasioned by the destruction of roads, bridges, depots, and rolling stock, together with the loss of those sources of revenue on which the roads depended. At the North this property will have appreciated in value, there can be little doubt, during the year; but in the insurrectionary States it will certainly have depreciated to a greater extent. It will be more than we expect, if at the end of the year the gains in one shall prove an offset in full to the losses sustained in the other section of the country.

In the loyal States we have already added several hundred miles to the railroads in operation last January. The New England States will be able to show little progress in this direction; but this arises from the system of internal communications having been all but commensurate with the wants of the people long before the war began. The same remark will apply substantially to this State, with the exceptions of the Adirondack region and the counties to be traversed by the Albany and Susquehanna Railroad. In both quarters improvement has been brought to a stand-still for the time being. Not so with the Walkill valley, however. A new line is in progress, bringing the richest portions of Orange and Sussex (New Jersey,) within easier communication with this city. The work on that road, we understand, is now being pushed forward vigorously, and no doubt remains that it will be carried forward to completion at no very distant day.

The State of Pennsylvania, though having in operation a greater number of miles than any of her Federal sisters, is as much intent as ever on the development of her vast internal resources by new railroads. The principal of these are the Philadelphia and Erie, now controlled by the Pennsylvania Railroad Company, and the Atlantic and Great Western. With these are progressing several others of less magnitude, chiefly in the oil regions of the Northwest—a section which until lately had been left comparatively destitute of such advantages.

The people of New Jersey are quietly but steadily pushing to completion three new lines of railway. The first of these has recently been opened from Raritan Bay to the Camden and Atlantic line, to be extended southward in due season; the second is being pushed from Camden South-eastward in the direction of Cape May. We learn that a considerable section of this was recently let to a contractor, to be finished in the early part of next year. The Morris and Essex extension westward is dormant for the present; but it is certain to be revived before long, as both the people of the Musconetcong valley, and those of Newark are interested in building it. The new road between Hoboken and Newark, which is properly the Eastern extension of the Morris and Essex, will be in running order in the early part of 1863.

Besides these, there are a number of new lines in progress or recently opened in the Western States, mention of which has been made, from time to time, in the columns of the JOURNAL. Still, these bear a very slender proportion to what the people of that section have been accustomed to build during a similar period. The railroad systems of all the trans-Mississippi States are still very imperfect, those of Kansas and Minnesota hardly begun. The ravages to which Missouri has been subjected, have effectually stopped the further construction of her Pacific line and the Southwest branch. The President in his last annual message recommended an appropriation to build the latter, as also the road through Kentucky to Cumberland Gap; but Congress did not see fit to act on his advice.

It must not be forgotten that a number of cities have been actually laying down street railways the present year, particularly Washington and Baltimore, both of which will soon be as completely intersected as this city or even Philadelphia.

With all, however, we shall come far short of our usual rate of progress. Instead of the ordinary 2,500 or 3,000 miles, it will be well if we can show an increase in the loyal States of 500 miles. With all our decline, it is questionable whether any State in Europe, or in all the world, India excepted, can show a more satisfactory record in this respect than the Northern and Western States of this country. If a destructive war has temporarily forced us to stop and breathe for a time, it is only that we may resume work with greater assiduity and success than ever, when our people shall address themselves in good earnest to the building of the great Pacific Railroad.

Against all this gain we have to present the lamentable offset of bridges and depots destroyed, tracks torn up, employees forced into the ranks of the insurrectionary army, and above all, the sources of prosperity so completely dried up for years that they will have to be created anew. The lines in the Gulf and South Atlantic States which depended on the transportation of *cotton*, are not only going wreck to themselves, but traverse a country which is fast losing the great staple in which its industrial prosperity and its political influence have hitherto principally reposed. Insanity itself could not have acted more madly, whether as respects the present or the future welfare of the Southern people.

Curious Statistics of Railways in England.

It is estimated that the Railways in England, Ireland and Scotland, annually carry six times in number, the population of Great Britain. It is an average day's work of its railways to carry 500,000 passengers, 258,000 tons of minerals and merchandise, 35,000 live stock, 1,100 dogs, and 740 horses. The trains, passenger and goods trains added together, travelled 2,897,748 miles more in 1861 than in 1860, which is equivalent to going round the world 116 times more last year than in the year before. 3,881,990 trains ran in the course of the year; that is to say, upwards of 10,600 a day, or more in a day than seven times the number of minutes in the day. If the trains had been equally distributed, running night and day without ceasing, they would have travelled among them 200 miles in every minute. The length of the line open increased by 436 miles, and became 10,869 miles; and the gross receipts of the year 28,565,355*l.*, considerably exceeded the interest of the national debt, and amounted to about 8 per cent on the capital. The total raised by shares and loans increased from 348,130,127*l.*, at the end of 1860, to 362,327,338*l.*, an increase of more than 14,000,000*l.* in the year. The working expenditure rose to above 48 per cent., and the net receipts only increased by about 130,000*l.*, or less than one per cent on the increase of capital. The net receipts were rather over four per cent on the capital. The accidents to passenger trains in which passengers were killed or injured were but 43 in number, causing the death of 46 passengers and injury to 781 more—one passenger killed or injured in about 220,000. In addition to this 14 accidents were reported to the Board of Trade in which no passenger was injured, and 20 passengers were killed through getting into or out of trains in motion, and 13 more through their own misconduct or want of caution. The number of passengers killed or injured, not through such rashness, but from causes beyond their own control, was—in 1858, 445; in 1859, 384; in 1860, 509; in 1861, 827. In the latter year the sum of 135,062*l.* was paid as compensation for personal injury. 128 servants of the companies, or of contractors, were killed in the year, 57 trespassers, and 17 persons crossing at level crossings.

It will be perceived by this last statement that the injuries on railways, in proportion to the numbers using them, are much smaller than might

be supposed. Taking the average of injured persons, the result is, that only one in three hundred thousand travellers is injured on British Railways in the course of a year.

Taxation of the Somerville and Easton Railroad Company.

THE PHRASE "ROAD WITH ITS APPENDAGES," DOES NOT INCLUDE THE EQUIPMENTS, CARS, ENGINES, OR OTHER PERSONAL PROPERTY, BUT IS APPLIED TO THE REAL ESTATE.

By a supplement to the act to incorporate the Somerville and Easton Railroad Company, approved on the 23d of March 1859, the company were required, within six months after the date of the said act, to pay to the Treasurer of the State of New Jersey the sum of $13,120 19, the amount of arrears of tax reported by the Treasurer to be due. In default thereof the Company and the Treasurer with the aid of the Attorney General were authorized and required to submit all questions between them in reference to the amount of the tax to the opinion and judgment of the Supreme Court of the State.

The Company had paid a tax on three items, which were included in their annual report, viz., on the cost of the road, land, and works at Elizabethport station, houses and shops. The Treasurer claimed that the company were also bound to pay a tax on three additional items, also included in their annual report, viz., upon the cost of engines, cars, and ferry interest and boats.

The question thus at issue between the Company and State Treasurer, viz., whether the company by the terms of their charter, are required to pay a tax upon the cost of their road alone, or upon the entire outlay of the company, including not only the cost of the road and its appendages, but also of its equipments, were submitted to the consideration and determination of the Supreme Court, upon a case made for this purpose. The case was argued before Justices Green, Vredenburgh and Whelpley, and the Court hold, that the Company are only required to pay tax upon the cost of their road and its appendages, and are not bound to pay a tax upon their engines, cars, boats, or other personal property. That the phrase "road with its appendages" in a railroad charter, does not include the equipments, cars, engines, or other personal property of the company, but is applied to the real estate.

The following is the main portion of the opinion of the Court.

GREEN, CHIEF J.—The question arises upon the eighth section of the supplement to the company's charter approved March 17, 1854. That section requires the Treasurer of the company to pay annually to the Treasurer of the State, "a tax of one half of one per centum upon the cost of said road, as shown by the annual report of such cost made the year preceding." By the terms of the enactment, the tax is limited to the *cost* of the *road* only; and whenever the term occurs in the act, it is obviously used in its limited and appropriate sense. But the annual report, by the express requirement of the act includes the cost of the road and its equipments. And it is argued that the legislature, in requiring the tax to be paid on the cost of the road, as shown by the annual report of such cost, intended to include the entire cost of road and equipments, as exhibited in the report. The natural inference would seem to be directly the reverse. The annual report by the express provisions of the act of 1852, includes the cost of the road and equipments. The act of 1854 requires the company to pay tax on the cost of the road only, thus distinguishing clearly between the road and its equipments, and imposing the tax upon the former only. *Expressio unius est exclusio alterius.*

The language of the act of 1854 standing alone, is too clear to admit of doubt. But it is insisted that, in arriving at the true construction of this act, regard must be had to the provisions of the 14th section of the original charter of 1847, which regulated the payment of taxes by the company. That section provides that as soon as the railroad with its appendages, shall be finished so as to be used, the President and Treasurer shall file in the office of the Secretary of State, under oath or affirmation, a statement of the amount of the cost of said road, including all expenses and the amount of all purchases made by virtue of this act; and annually thereafter shall make a statement of the proceeds of said road, until the net income of said road shall amount to six per centum upon the amount of its cost; and as soon as the net proceeds of the said railroad shall amount to six per centum upon its cost, the said corporation shall pay to the treasurer of this State a tax of one half of one per centum on the cost of said road.

The clause in this section requiring the company to file "a statement of the amount of the cost of the road, including all expenses and the amount of all purchases made by virtue of this act," is certainly broad enough to include as well the cost of the equipments as the cost of the road itself. It was stated upon the argument, that such had been the practical construction given to other acts of similar import by the companies themselves; and it may be that the legislature designed that the statement filed should include the entire outlay of the company, as the basis or capital upon which the net proceeds of the road should pay six per cent interest. And if this be conceded, it by no means follows that the legislature designed by the clause now in question to include the cost of the equipment of the road, as a part of the cost of the road upon which the tax is to be assessed. It would be doing no violence to the language of the enactment to regard it as requiring simply that the statement to be filed in the office of the Secretary of State should include both the cost of the road and all expenses and purchases made by the company by the virtue of the act without any design of confounding two things essentially distinct, or of designating the cost of equipment as a part of the cost of the road. When the net income of the road is to be ascertained the cost of the equipment is to be taken into account. It constitutes a part of the cost of operating the road, but is no part of the cost of the road itself. But whatever interpretation, in practice, may have been given to this or similar provisions. I apprehend that the foregoing is not the true interpretation of the act, and is not in accordance with the expressed intent of the legislature. The requirements of the law may be fully answered, and the fair import of its language expressed by confining its meaning exclusively to the cost of the road and its appendages. The statement is to be filed as soon as the railroad with its appendages shall be finished so as to be used. It may be filed before the road has been equipped, or a dollar expended on that account.

It is to be a statement of the cost of the road, and is to include all the expenses and the amount of all purchases made by virtue of this act; i. e. all the expenses of the construction of the road, and its depots, car houses, engine houses, and other appendages, and all purchases of land and materials for their construction authorized by the act. * * * * *

It is not denied that the cost of the road, as well by the existing act of 1854, as by the original act of 1847, includes the cost of the railroad and its appendages. But what are the appendages of a railroad within the meaning of the act? An appendage is something added as an accessory to, or the subordinate part of another thing. Engines and cars are no more appendages of a railroad, than are wagons and carriages appendages of a highway. Both are equally essential to the enjoyment of the road—neither constitute any part of it.

In an opinion of Mr. Thompson, the Attorney General of the State, in relation to the charter of this company filed in the treasurer's office on the 5th of January 1855, the treasurer is advised that engines and cars are appendages of the road within the meaning of the legislature. But I think it will be found on examination that this phrase is never used by the legislature in railroad charters in any other than its ordinary and popular sense. It is never used to include the equipment, rolling stock, furniture, or other personal property of the company, but is invariably applied to its real estate—to the accessories of the road itself. This will be illustrated by a reference to the earliest of the railroad charters, that of the Camden and Amboy Company. * * *

The term will be found to be used by the legislature in the same sense in the charter of the Paterson and Hudson River Railroad Company, of the New Jersey R. R. Co., of the New Jersey, Hudson and Delaware R. R. Co., of the Delaware and Jobsontown R. R. Co., and of the Somerville and Easton R. R. Co.

The judicial construction of the term has corresponded with the sense in which it has been used by the legislature. In the case of the State *vs.* Mansfield, Mr. Justice Potts in delivering the opinion of the court said, "Power to construct a railroad and establish transportation lines upon it, necessarily includes the essential appendages, required to complete and maintain such a work, or carry on such a business, as the power to erect and maintain suitable depots, car houses, water tanks, shops for repairing engines &c., houses for switch and bridge tenders, coal or wood yards for fuel for the use of their locomotives. Of the same character are bridges, viaducts, wharfs, piers, and other similar erections, which may be either convenient or necessary appendages of the road, or may be especially authorized by the charter of the company. But invariably the term is used to denote an accessory of the road, something connected with it, and either essential to its completion or to its advantageous and convenient operation.

I am of opinion that the company by the terms of their charter, are required to pay tax upon the cost of their road and its appendages, both such as are essential to its existence and operation, and

such as are specially authorized by its charter; and that they are not required to pay tax upon the cost of their engines, cars, boats, or other personal property; and that, consequently, upon the case stated there is nothing due from the Company to the Treasurer.

Railroad Earnings--Monthly.

The following statement shows the business of the Philadelphia and Reading Railroad Company for September, 1862, compared with that of 1861:

	1862.	1861.
Rec'd from coal	$361,721 53	$162,130 97
" " merch'dise	38,050 01	32,108 55
" " travel, etc.	49,222 68	39.216 52
Total	$448,994 22	$234,456 04
Transportation, roadway, dumpage, renewal fund and all charges	178,105 89	123,620 96
Net profit for the m'th,	$270,888 33	$110,835 08
Profit for the previous 9 months	1,259,081 00	1,023,686 43
Tot. net profit 10 mos.	$1,529,969 33	$1,134,521 51

The receipts of the Norwich and Worcester Railroad for September showed a very favorable condition of the traffic. The earnings were:

	1861.	1862.
Passengers	$13,348 00	$18,424 00
Freight	18,620 00	21,395 00
Total	$31,968 00	$40,319 00
Increase		$8,351

The following is a comparative statement of receipts of the Catawissa Railroad Company:

For Sept., 1861, less connecting roads	$15,845
" 1862, " " "	26,140
Increase	$10,295
Whole receipts for 1861, from Jan. 1 (nine months) less connecting roads	$150,300
Whole receipts for 1862, from Jan. 1st to Sept. 30 (nine months)	199,900
Increase	$49,600

Inter-Colonial Railway in the British Provinces.

We have already expressed an opinion of the importance of this project. We are happy to learn that the delegates appointed to consider the proposition of the late Duke of New Castle have come to the following conclusion:—Canada agrees to provide for five-twelfths of the amount and New Brunswick and Nova Scotia for the remainder. The capital necessary to construct the road is estimated at 3,000,000*l.*, the interest upon which, at the rate of four per cent., will be 120,000*l.* per annum, and of this sum Canada is to guarantee 50,000*l.*, New Brunswick 35,000*l.*, and Nova Scotia 35,000*l.* These terms appear to be generally considered satisfactory, and it is not likely that there will be any difficulty experienced in procuring a ratification of the arrangement by Legislature. There is little doubt that, under judicious management, the road can be constructed for less than 3 000,000*l.*, especially if the shortest and most direct—in other words, the central route is adopted; and when in working order, it can easily be made at once to pay working expenses, which would leave the amount guaranteed intact for purposes of dividend; while, as the population increases, the earnings would, of course, advance in proportion and the stock would ultimately become valuable. The question of route, however, is still undecided—at least, no information of any decision regarding it has yet reached us.

Australian and Indian Trade.

The following statistics, taken from the London *Money Market Review*, relate to Australia and New Zealand, for 1860:

	Population.	Revenue.	Imports. Declared Value.	Exports. Declared Value.
		£	£	£
Victoria	548,412	3,257,734	15,622,891	13,867,860
New S'th Wales	348,546	1,511,964	6,697,053	4,748,049
Queensland	28,056	160,000	521,695	609,794
South Australia	117,967	511,927	1,507,494	1,655,876
Western Australia,	15,593	57,945	126,315	93,037
Tasmania	81,492	429,425	1,163,907	1,193,898
Totals	1,140,066	5,807,977	25,016,731	21,430,802
Per head of total population		£5 1s.10½d.	£21 1s.1½d.	£18 15s.11½d.
New Zealand	83,919	459,649	1,551,030	551,484
Per head of total population		£5 9s.10½d.	£18 9s.7½d.	£6 11s.5d.

The exports from all the other British colonies for the same year are stated to have been only £34,301,533 in value.

If the Indian empire, with its 180,000,000 of people, imported per head to the value of 10s. only, instead of £1 1s. 1½d., as in Australia, her import trade would figure at £90,000,000.

When the Pacific Railway is completed, we shall successfully compete for a large share of this trade, for San Francisco will be the nearest favorable port, and New York will only be six days from San Francisco.

Minnesota and Pacific Railroad.

The Directors of the Minnesota and Pacific Railroad met at St. Paul and resolved to run their road up Main street, St. Anthony, and to have it running there in two weeks, or to extend the road to Anoka this fall, and to St. Cloud next season. Some of the St. Anthony people oppose the Main street route and may be able to compel delay; but if not, the company will doubtless carry out the programme laid down.

On our late trip down we had the pleasure of seeing the Iron horse on Minnesota soil, snorting along before his tender, baggage car, and two passenger cars. It was a welcome sight, but the usefulness of the road is very much lessened by its St. Paul terminus being so far from the business centre of the city.—*St. Cloud Democrat.*

Connecticut and Passumpsic Rivers R. R.

The directors of this road have begun in good earnest on the incomplete portion of their road extending from Barton to the Province Line. They have announced their intention to have it open by the next 4th of July. Quite a number of hands are employed upon it, and more are to be put on. It is their intention, also, to place an iron steamer on Lake Memphremagog, to run between Newport, Vt., and Magog village.

Peoria and Oquawka Railroad.

The west end of this road was recently sold by the United States Court for $2,320,000. The sale was made under a decree of foreclosure of the second mortgage bonds entered by Judge Drummond. The property was bought by Mr. James F. Joy, acting for Messrs. Sidney Bartlett, Nathaniel Thayer and John W. Weeks, trustees for the second mortgage bondholders.

Midland Railway Company.

The Midland Railroad Company, whose road runs from Boston *via* Blackstone toward New York, held a meeting last week and accepted the acts of the Legislature of Connecticut concerning the corporation. The friends of the road are still confident of its completion according to the original programme.—*Woonsocket Patriot.*

Bay de Noquet and Marquette Railroad.

The Lake Superior *News* says that the work of surveying a route for a railroad from Bay de Noquet to Marquette, has been commenced. This is to be an extention of the Chicago and Northwestern Railroad, running by way of Green Bay City, and along the shore of Green Bay to Bay de Noquet, and thence to Marquette.

La Crosse and Milwaukee Railroad.

The western division of the La Crosse and Milwaukee Railroad was sold on the 24 ult., for $1,800,000, by order of Judge Miller, of the United States District Court, in foreclosure of a land grant on first mortgage. Isaac Seymour, F. P. James, D. H. Hughes, and N. A. Cowdrey are purchasers in trust.

Toledo, Logansport and Burlington Railway.

This road has passed into new hands by a foreclosure under the second mortgage, and a purchase for the bondholders by John S. Kearney Esq., of Chicago. The sale has been confirmed, a new organization effected, Mr. Kennedy appointed President and J. V. H. Lott Secretary and Treasurer. It has been supposed that this road was under the control of the Logansport, Peoria and Burlington Railroad Company which operates between the west line of Indiana and Peoria. The mistake has arisen from the fact that the two companies connect at the State line, and for economy they have both been under one Superintendent, but they are really distinct companies. Large calculations are made with regard to the new organization, and the traffic in lime, lumber and stone which the road is to enjoy. We shall be glad to have further information in regard to it, that we may speak with greater certainty of its future.

Chicago and her Railroads.

The trade of the city was seldom, if ever, better than at present. The railroads centering here with one or two exceptions, are driven to their utmost capacity, and the Chicago and St. Louis and Illinois Central are utterly unable to supply the demand for cars from shippers along the line of the roads. A gentleman who has just returned from a trip along the line of the Central assures us that five thousand freight cars are needed by that company to enable it to do the business which is offered, and, so long as the lower Mississippi remains closed to northern trade, the trade of Southern and Central Illinois, which formerly found a Southern outlet, must necessarily find its way to Chicago over the Chicago, Alton and St. Louis and Illinois Central, and the large increase which this trade must give to these lines will enable them to earn large profits during the next twelve months. The rapidity with which the country along the Illinois Central is being developed must also add largely to the business and revenue of this line, and as great as its business has been during the past few months, it is not claiming too much when we say that, should Illinois have as good crops for the next two years as it has during the past, their earnings will nearly if not quite double. The same causes which are giving the Illinois Central and Chicago and St. Louis such a large increase in their business and earnings are also adding largely to there Eastern-bound lines entering here, notwithstanding the fact that the propeller lines between Chicago and Eastern lake ports have been doing more than double what they ever did before in the way of carrying freight. The Eastern bound railroads centering here have had every pound of freight they could possibly carry, and the present indications are that they will be compelled to increase their rolling stock to double what it is at

present, in order to enable them to carry the freight which will be offered them.—*Chicago Post.*

To Civil Engineers.

The "Holland Society of Science" holds it meetings at Harlem and annually proposes scientific questions for solution by scientific men, who if successful in their attempts, are rewarded with valuable gold medals and purses of 150 florins.

Among a large number of unsolved problems we find the following, and hope some American Engineers will have leisure to undertake it and bear away the prize. We quote the words of the original text.

"Since the establishment of railroads, the construction of oblique arches has very much increased. Nevertheless the rules for fixing the dimensions of these arches, and of their straight or sloping parts have not yet reached the degree of perfection, arrived at in relation to straight arches. The Society, consequently calls for a mathematical theory of oblique arches, whence rules may be deducted for the form and dimensions of these arches for their slopes, and especially for the limit of the inclination allowable to such works."

Railroad Items.

The City Council of Bangor is about to foreclose the Mortgage held by the city on the Penobscot and Kennebec Railroad.

The Cape May Railroad is to be finished from Millsville to Cape Island by the 1st of January.

The Detroit and Milwaukie Railroad is to run four propellers between Milwaukee and Grand Haven, (across the lake a distance of about sixty miles) during the coming winter.

The Chicago and North Western Railroad, Company are surveying a route from Madison to La Crosse district.

The Beloit and Madison Railroad is to be completed as soon as practicable, at the expense of the Galena and Chicago Railroad Company.

The St. Paul and Pacific Company is extending its line beyond the falls of St. Anthony. One hundred tons of railway iron arrived at St. Paul's about ten days since. The work on the branch is proceeding rapidly.

Secretary Stanton has granted leave of absence to Col. J. D. Webster, to make a survey and report on the project of enlarging the Illinois and Michigan Canal.

Among those drafted at Scranton, Pa., are John Brisbin, Superintendent; R. A. Henry, general freight agent; W. H. Fuller, ticket agent, and H. P. Phelps, paymaster—all of the Delaware, Lackawanna and Western Railroad.

The steamship Pacific, formerly of the Galway line, now runs between this City and Nassau, *via* Havana, affording passengers unparalleled facilities, both as regards speed and comfort. Agent of the line J. R. Bacon, No. 53 South street.

Some important changes are reported in the Division Superintendents of the Erie Railway, to take place on the first of November. F. B Sweetzer, at present Superintendent of the Eastern Division, has been appointed Superintendent of the Atlantic and Great Western Railway, and is to be succeeded by Mr. C. L. Robinson of Dunkirk, at present Superintendent of the Western Division. Mr. H. C. Brooks succeeds Mr. Robinson as Superintendent of the Western Division, and also retains his position as Master Mechanic of the Dunkirk and the Buffalo Division.

The National Finances.

In anticipation of the annual report of the Treasury soon to be made, we are enabled to lay before our readers, approximately, the condition of the national finances up to near the close of the present month. We may not give the exact figures in every case, but our statement will be found to be very nearly accurate.

The public debt of the United States may be divided into three classes—that contracted prior to the loan of $250,000,000 granted in July, 1861; the loan of that date, and those authorized by Congress at its last session.

The amount of debts of the first class will, probably, reach about $118,000,000. Of the second class, the $250,000,000 loan, $150,000,000 is made up of the 7 3-10ths of which about $132,000,000 have been issued; $50,000,000 6 per cents. due in 1881, and $50,000,000 of the demand notes which were made receivable for dues at the Custom House. About one-half of these are already cancelled, and are being retired at the rate of $200,000 daily. Their places, however, are supplied by what are termed the "*new issue*" of demand notes.

Since the passage of the act of July, 1861, the Government has relied chiefly upon its demand notes; upon the deposits made with several of the Sub-Treasurers, and by the issue of certificates of indebtedness. Of the latter about $66,000,000 have been issued. Of the "new issue" of Treasury notes about $180,000,000 are already in circulation. The Department is now paying them out at the rate of $600,000 daily. Of the class of bonds known as the 5-20s, $18,571,100 have been issued. The exact amount of deposits with the Sub-Treasurers on call, is about $65,000,000. The aggregate indebtedness of the Department, consequently, will foot up as follows:—

Debt contracted prior to July, 1861	$118,000,000
Bonds bearing 7 3-10 per cent. interest	132,000,000
Do. 6 per ct. do. payable in 1881.	50,000,000
Certificates of indebtedness	66,000,000
Deposits with the Sub-Treasury and payable on call	65,000,000
Treasury notes new issue	180,000,000
Custom House notes	24,000,000
The Five-twenty year bonds	18,571,100
Total indebtedness	$653,571,100

This statement, we believe, is approximately correct taking the figures as they stood on the 22d instant, and making the liabilities of Government considerably less than the current estimates. It should relieve all apprehension as to any embarrassment to be caused by our public debt. The interest on the total amount at six per cent. is only $39,214,266. But only $449,571,100 draw interest, reducing the charge upon the Treasury from this quarter to $26,974,266. To meet this charge we have the revenue from customs which will probably equal $60,000,000 the present year, and the revenues from the extraordinary sources recently provided.

These sources were designed to realize fully $200,000,000 annually. We learn that so far they promise to prove productive far beyond the estimate. There can be no doubt of their realizing an immense sum, and forming a secure basis not only for the payment of interest accruing on the public debt, but for its rapid extinguishment, upon the close of the war. The abundance of money demonstrates the ability of Government to borrow to any required amount. As previously argued by us, the nation finds no difficulty in sustaining the burdens of the war, as it possesses in abundance what is necessary for its prosecution—men, food and materials and munitions of all kinds. So long as the people will dispose of these for the obligations of Government, no financial embarrassment need be feared.

In the present financial condition of the nation, consequently, all is well. The people have not lost a jot of their confidence, notwithstanding the failures in the military operations of the Government. They feel that want of success has been due to incompetency in those who have directed affairs, not to any weakness of the cause, or in the means of its maintenance and support. Confidence is unabated that the right men in the right place will at last appear. More than a year ago it was felt on all hands, that military successes were essential to the negotiation of loans. They have not come in the degree predicted or expected; yet it would be far easier for the Government to borrow to-day, than it was a year ago. We refer to this, to show that it is always unsafe to underestimate the financial strength of a people. On the contrary, the war will demonstrate a strength on the part of the nation far transcending whatever was claimed for it by its most ardent advocates. The natural resources of this country are so vast, that no limit can be placed upon its productiveness under the stimulus of a great necessity, or demand, especially so long as the war is not waged upon northern soil. With our financial strength unabated, all other things will come in due time. The experience, under similar circumstances, of all nations addicted to peace, has been similar to our own. But the work of preparation is going on, while military talent is being developed, so that we are really making vastly greater progress than is generally supposed. In the meantime we are consolidating our political unity, gaining in confidence and in experience, which cannot fail, in the end, to conduct to complete success.—*Hallett's Financial Circular.*

Railroad Earnings—Weekly.

The traffic of the Great Western Railway of Canada for the week ending Oct. 17th, 1862, was as follows:

Passengers	$25,890 99
Freight and live stock	31,973 50
Mails and sundries	1,902 08
	$59,766 57
Corresponding week of last year	60,113 78
Decrease	$347 21

The receipts of the Grand Trunk Railway of Canada for the week ending October 11, 1862, were:

Passengers	$22,446 92
Mails and sundries	3,016 50
Freight and live stock	58,975 61
Total	$84,439 03
Corresponding week of last year	83,974 56
Increase	$464 47

Finances of Vermont.

From the message of Gov. Holbrook, of Vermont, to the Legislature of that State, it appears that the receipts for the fiscal year ending Sept. 1, 1862, were $1,442,509, and the disbursements $1,218,250, leaving a balance in the treasury of $224,250. The liabilities of the State on Sept. 1, were $1,164,977, and the resources $552,888, of which $234,988 is a balance due from the United States. The indebtedness of the State in excess of its resources is funded in State bonds, payable in ten years from June 1, 1860. The expenses of the current year are estimated at $1,334,839.

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds / Coupon Bonds — Under Act 15th April, 1842	$2,833,364	6	1862	107
Registered Bonds / Coupon Bonds — Under Act 28th June, 1847	9,415,250	6	1862	107
		6	1867	101¼
Registered Bonds / Coupon Bonds — Under Act 31st December, 1848	8,908,842	6	1867	102½
		6	1868	101½
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	101
		5	1865	96
Registered Bonds / Coupon Bonds — Under Act 14th June, 1858	20,000,000	5	1874	94
		5	1874	93
Registered Bonds / Coupon Bonds — Under Act 22d June, 1860	7,022,000	5	1871	93
		5	1871	93
Coupon Bonds (Oregon War Debt), Under Act June, 1861	307,900	6	1881	101½
Registered Bonds / Coupon Bonds — Under Acts 8th Feb. and 17th July, 1861	50,000,000	6	1881	103½
		6	1881	103½
Treasury Bonds (coupon) — Under Acts 17 J'y & 5 Aug '61	55,000,000	7.3	1864	105
Treasury Bonds (coupon)	53,600,000	7.3	1864	105
Registered Bonds / Coupon Bonds — Under Act 25th February, 1862; redeemable at pleasure after 5 years	20,000,000	6	1882	----
		6	1882	----
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	7,757,600	6	2 y'rs	127½
Under Acts 2 Mar. '61, & 17 Mar. '62 convert. into 20	10,000,000	---	Dem.	----
Under A's 17 Ju. & 5 Au. '61 & 17 Ma. '62 y'r b'ds due '81	50,000,000	---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	----------	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	50,000,000	5	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	100,000,000	6	1 year	99
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	114
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	107½
Georgia—Coupon Bonds	525,000	7	'62-'74	----
" — " "	2,073,750	6	'63-'80	78
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	101
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	105
" —Interest Stock of 1857	786,223	6	------	97
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	101
" —University Fund Interest Bonds of 1861	650,000	6	1879	105
" —War Fund Bonds of 1861	1,020,400	6	1879	105
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	100
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" — " " "	2,054,298	2½	18--	55
" —Canal Preferred Certificates	4,079,500	5	18--	---
" — " " (special) Certificates	1,216,737	5	18--	----
" —Deferred Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	100
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	95
" — " " (banks)	600,000	5	18--	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	59
" — " " (bank)	5,298,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	699,000	6	Var.	107
" —War Loan of 1861	----------	---	------	----
Maryland—Inscribed Certificates	5,964,251	6	Var.	107
" — " " (sterling)	8,857,222	5	Var.	100
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	108
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,000	5	'61-'72	----
" — " " of 1861 "	247,000	6	'68-'72	116
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	----
" —Inscribed Certificates (loans to R. R. Co's)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,006,177	6	1863	101½
" — " "	216,000	6	1878	102
" —War Loan: Coupon Bonds 1861	449,100	7	1881	106
Minnesota—Coupon Bonds (State)	250,000	8	1867	104½
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	----------	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	439,000	6	'63-'83	53½
" — " "	100,000	6	1862	53½
" — " " (loans to Railroads)	23,101,000	6	'72-'86	71
" —War Loan 1861	----------	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,330	6	'66-'71	105
New York—Certificates	----------	6	'61-'62	----
" — "	----------	6	'64-'65	103
" — " State Loan $6,756,654	----------	6	65-'66	103
" — " Railroad Loan 339,000	----------	6	'72-'75	120
" — " Canal Debt—(old) 9,739,025	----------	6	1874	117
" — " " " —(new) 13,200,000	----------	5½	1865	----
" — " " " —(misc.) 642,585	----------	5	'60-'74	102
" — " " " —(floating) 2,500,000	----------	5	1863	102½
" — "	----------	4½	1864	----
" — "	----------	7	1864	105
" —War Loan of 1861	----------	7	1870	116½
North Carolina—Coupon Bonds	9,129,555	6	18--	68
Ohio—Inscribed Certificates	6,413,325	6	1860	103
" — "	1,025,000	5	1865	100
" — " "	2,183,531	6	1870	105
" — " "	1,600,000	6	1875	105
" — " "	2,400,000	6	1886	107
" —War Loan (1861)	1,500,000	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds (1st January, 1862)	37,687,760	5	'61-'82	98
" —Inscribed Certificates	400,620	5	'61-'82	94½
" — " " "	388,200	6	1879	108
" — " " "	100,000	4½	'63-'82	----
" — " " "	2,612,150	4	1877	----
" —War Loan (15 May, 1861)	1,708,017	6	1871	----
South Carolina—Inscribed Certificates	484,444	6	'68-'90	----
" —Coupon Bonds (sterling)	1,310,000	5	1868	----
" — " " (R. R.)	100,000	6	1877	----
Rhode Island—War Loan (1861)	1,125,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	2,063,606	5	Var.	----
" — " " (internal improvement)	12,193,000	6	Var.	55
" — " " (R. R.)	----------	6	1881	----
" —War Loan (1861)	175,000	6	18--	109½
Vermont—Inscribed Certificates	----------	---	18--	----
" —War Loan (1861)	404,000	5	Var.	----
Virginia—Inscribed Certificates	18,264,642	6	Var.	----
" — " " (Sinking Fund)	12,624,500	6	'85-'93	65½
" —Coupon Bonds (Sinking Fund)	1,865,000	5	1892	----
" — " " (sterling)	100,000	6	Var.	----
Wisconsin—Inscribed Certificates	1,000,000	5	'77-'86	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	----------	---	18--	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " " (Alb. Northern R. R.)	265,000	6	'62-'76	----
" — " (S. F.) Bonds (Water Works)	300,000	6	1879	----
" — " (S F.) " (Western R. R.)	850,000	6	'70-'81	----
Alleghany—Coupon (S. F.) Bonds	1,000,000	6	'66-'76	----
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	400,000	4	------	----
" — " " (Balt. & Ohio R. R.)	1,000,000	6	1886	100
" — " " (Water Works)	5,000,000	6	------	100
" — " " (Bank Stock)	3,400,000	6	------	101
" — " " (Improvement Stock)	553,986	6	------	----
Boston—Coupon (S. F.) Bonds (Municipal)	4,963,215	6	------	----
" —Coupon Bonds (Water)	2,412,576	5	Var.	109½
Chicago—Coupon Bonds (Municipal)	6,243,680	5	Var.	109½
" — " " "	860,000	6	18--	100½
" — " " (Sewerage)	609,000	7	18--	110
" — " " (Water Works)	822,000	7	18--	----
New York—Public Building Stock, No. 3	1,133,000	7	18--	----
" —Tompkin's Market Stock	250,000	5	1868	----
" —Central Park Fund Stock	162,000	5	1873	----
" — " " " Improvement Fund Stock	3,058,000	6	1887	103
" — " " " " "	720,000	5	1898	----
" —Public Education Stock	3,500,000	6	1876	107
" —Floating Debt Fund Stock	2,140,000	5	1887	109½
" —Union Defence Fund Redemption Bonds	150,000	5	1873	----
" —Vol. Soldiers' Family and Fund Bonds	2,320,000	5	1878	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,000,000	6	1864	----
St. Louis, Mo.—Coupon Bonds (R. R.)	500,000	6	1863	----
" — " " (Municipal)	1,800,000	6	'69-'83	----
" — " " (Buildings, etc.)	1,592,000	6	'71-'75	----
" — " " (Sewers)	1,130,200	6	'61-'80	----
" — " " (Improvement Old Limits)	532,000	6	'66-'95	----
" — " " (Water Works)	425,000	6	'70-'88	----
" — " " (Harbor Improvement)	260,000	6	'71-'87	----
" — " " (Wharf Improvement)	497,000	6	'71-'83	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	239,000	6	'63-'86	----
" — " " " (Fire)	166,000	6	'67-'81	----
" —Coupon Bonds (Municipal)	178,500	10	1866	----
" — " " (City and County)	329,000	11	1875	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	1,134,500	6	1888	----
" — " " "	500,000	6	1863	----
	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	85
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	----
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	99
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	----
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	----
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	----
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	89
" " 2d " " "	3,980,670	6	1882	71½
" " Improvement " "	586,500	6	1870	----
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	11	1878	38
" " Preferred Interest Bonds	227,569	11	1864	38
Union, Pa: 1st Mortgage Coupon Bonds	2,500,000	6	1883	43
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	94½
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,000,000	---	------	90½
Housatonic Preferred	1,180,000	8	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	85
Milwaukee & Prairie du Chien, 1st preferred	1,095,000	---	------	101
" " 2d "	1,086,000	---	------	77½
New York & Harlem, Preferred	1,500,000	---	------	51½
Philadelphia & Reading, Preferred	1,551,800	7	------	50

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. " var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	----	----
Mortgage	109,500	7	----	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'60-'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	535,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western:				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500.000	6	1885	97
" "	700,000	6	1880	99
" "	1,128,500	6	1875	99
" "	1,000,000	6	1867	101
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	----	----
4th Mortgage Coupons	200,000	7	----	----
Sinking Fund	200,000	6	----	----
Boston and Lowell:				
Mortgage	440.000	6	1873	----
Buffalo, New York and Erie:				
1st Mortgage coupon	2,000,000	7	1877	99
2d Mortgage coupon	380,000	7	----	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	106
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	----	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	----	----	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	99½
Mort. (chgd from Sterl'g)	888,000	5	1864	99½
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	102½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	110
2d Mortgage	600,000	7	1875	105
Central Ohio:				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	71
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	15
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	----	----
2d Mortgage	1,000,000	7	----	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	786,400	6	var.	102½
Chicago, Burlington & Quincy:				
Trust Mort. S. F., convertible	317,000	8	1883	115
" " " inconvertible	2,690,000	8	1883	----
Plain Bonds, dated Sept. 20, 1860	755,000	7	1890	----
2d Mortgage, inconvertible	922,000	4½	1890	----
Chicago and Aurora, 1st Mort.	230,000	7	1867	----
Central Military Tract, 1st Mort.	248,000	7	1864	----
" " " 2d Mort.	204,000	8	1868	----
" " Plain	28,000	8	1876	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	----	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	110
Chicago and Northwestern:				
1st Mortgage (preferred)	1,250,000	7	----	102
1st Mortgage (general)	3,600,000	7	----	80
Bonds issued for coupons of do.	756,000	7	----	93
2d Mortgage	2,000,000	6	----	32½
Appleton Extension Bonds	184,000	7	----	90
Flagg Trust Bonds	245,000	8	----	----
Cincinn., Hamilton and Dayton:				
1st Mort age	394,000	7	1867	100
2d Mortgage	950,000	7	1880	96
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,200,000	7	1889	----
2d Mortgage	574,000	7	----	----
3d Mortgage	158,000	7	----	----
Income	259,500	7	----	----
Tunnel Right	1,000,000	7	----	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	----	90
2d Mortgage	469,000	7	----	----
3d Mortgage	344,100	8	----	----
Clev., Painesville and Ashtabula:				
1st Mortgage	25,000	7	1861	99
2d Mortgage	228,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Dividend Mortgage	900,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	101
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	100
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	95
4th Mort. (M. L.) or 3d Extension	1,154,000	7	----	75
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	299,000	7	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	1872	65
Junction 2d Mortgage	221,000	7	1862	----
Tol., Nor and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	1863	75
Junction Income	27.500	7	1862	----
C. and T. Income Mortgage	104,400	7	1863	75
C. and T. Income (convertible)	174,000	7	1864	----
C. and T. Income (convertible)	256,000	7	1864	----
C. and T. Dividend (convert.)	151.495	7	1865	75
C. and T. Income (convertible)	89,000	7	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	1885	103½
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	115,900	---	var.	93½
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	6	1876	95
Cumberland Valley:				
1st Mortgage	161,800	8	----	----
2d Mortgage	109,500	8	----	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	----	----
2d Mortgage	2,214,000	8	----	----
Dayton and Western:				
1st Mortgage	300,000	7	----	50
2d Mortgage	----------	7	----	40
Delaware:				
1st Mortgage	500,000	---	----	95
Guaranteed	65,000	---	----	----
State Loan	170,000	---	----	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	110
1st Mortgage (E. Extension)	1,499,000	---	1875	109
2d Mortgage	2,516,500	---	1881	108½
Income (due 1862, '65 and '67	14,101	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	69
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----
Dubuque and Pacific:				
New Construction	800,000	---	----	----
Dubuque Western:				
1st Mortgage	344,000	†	----	----
Eastern (Mass.):				
Income (due $75,000 annually)	275,000	6	var.	100½
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	450,000	6	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	----	----
Endorsed by State of Tennessee	150,000	---	----	----
Mortgage (ordinary)	790,688	---	----	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	----	----
Endorsed by State of Tennes.	200,000	---	----	----
1st Mortgage (after State)	100,000	---	----	----
Redeemable in Stock	66,950	---	----	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	143,000	---	----	----
Florida:—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Galena and Chicago Union:				
1st Mortgage Coupon	1,971,000	7	'62-'63	108
1st Mortgage (Extended)	22,000	7	1882	106½
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	110½
***Great Western, Ill:**				
1st Mortgage Eastern Division	1,000,000	10	----	----
" " Western "	1,350,000	7	----	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	----	71
Land Security	5,000,000	7	1881	50
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	103
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	200,000	7	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	----	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	114
2d Mortgage (S. F.)	2,000,000	7	1885	112½
3d Mortgage	1,840,000	7	1875	104
Convertible	1,002,000	7	1867	99
Illinois Central:				
Optional Right bonds	38,000	7	1868	----
Construction	10,798,500	7	1875	106½
Construction	4,115,000	6	1875	106½
Eight per cent. bonds	326,000	8	1865	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	----	----
Income	281,500	10	----	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	----	86
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	----	----
Jeffersonville:				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6½	1861	----
3d Mortgage	250,000	6½	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	----	----
1st Mortgage	260,000	7	----	----
2d Mortgage (convertible)	1,000,000	7	----	----
3d Mortgage	600,000	7	----	----
Guaranteed by Covington	200,000	6	----	----
Cincinnati (exchanged)	100,000	6	----	----
Keokuk, Ft. D. Moines and Minn.				
City of Keokuk, 20 years	400,000	8†	----	----
City of Keokuk, (special tax)	150,000	10†	----	----
Lee County, 20 years	150,000	8	----	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	----	----
City of Keokuk	200,000	8	----	----
Henry and Louisa Company's	50,000	8	----	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	1870	107
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	----	89
2d Mortgage (Eastern Div.)	1,000,000	†	----	----
1st Land Grant (Western Div.)	4,000,000	†	----	26
2d Land Grant (Western Div.)	353,600	†	----	26
3d Mortgage (whole road)	1,700,000	†	----	----
Farm Mortgage	1,087,700	†	----	----
Unsecured Bonds	1,785,000	†	----	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	----	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	91
Long Island:				
1st Mortgage	500,000	6	1870	92
Extension Bonds	175,000	7	1880	100
Long Dock Co.:				
Mortgage Bonds	500,000	7	1882	----
Mortgages on Land	473,809	7	----	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	----	----
1st Mortgage	248,000	---	----	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	----	----
1st Mortgage	2,000,000	7	----	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	----	----
Mortgage	24,000	7	----	----
Mortgage	10,000	6	----	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	83
Marietta and Cincinnati:				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston:				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	----	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	----	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	1869	112
1st Mortgage (S. F.), convertible	4,434,000	8	1882	115
Mich. Southern and N'rn Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	904,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	85½
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	104
Detroit and Toledo	684,000	7	1876	98½
1st General Mortgage (S. F.)	3,030,000	7	1885	109
2d General Mortgage	2,572,000	7	1877	100
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	102½
1st Preferred stock	1,060,000	---	------	95
2d Preferred stock	1,020,000	---	------	79
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1886	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	---
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Missisippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	850,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	99
Preferred Stock	1,175,000	10	------	125
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4 8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	110
Funding (S. F.) Bonds	1,553,000	7	1876	113
Stock Exchange (S. F.) Bonds	680,000	6	1883	110
Real Estate (S. F.) Bonds	166,000	6	1883	105
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	105½
Convertible Bonds	970,000	7	1876	114
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	108
New York and Erie:				
1st Mortgage	3,000,000	7	1867	117
2d Mortgage	4,000,000	7	1879	115
3d Mortgage	6,000,000	7	1883	109½
4th Mortgage	4,900,000	7	1880	101½
5th Mortgage	1,792,500	7	1888	100
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	112½
2d Mortgage	1,000,000	7	1864	100
3d Mortgage	862,300	7	1867	90
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----

Description.	Amount.	Interest.	Due.	Price.
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	3,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	99½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	90
2d Mortgage	3,077,000	7†	1861	7
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	84½
Chattel Mortgage	360,000	10	1883	104
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,050,000	†	1858	----
2d Mortgage	258,000	†	------	----
Construction	4,242,000	†	1858	17
Income	3,320,000	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	45
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage	4,990,000	6	1880	114½
2d Mortgage	2,421,000	6	1875	106½
2d Mortgage Sterling	2,126,400	6	1875	----
State Works Bonds	7,100,000	5	------	89
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	76
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	5	------	103
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	----
" 1836, "	192,000	5	1880	103
" 1849, "	3,103,600	6	1870	104½
" 1861, "	436,000	6	1871	----
" 1843, "	1,548,300	6	1880	109
" 1844, (convertible)	863,000	6	1880	109
" 1848, "	124,000	6	1880	99
" 1849, "	53,000	6	1880	102
" 1857, "	3,586,500	6	1886	100
" 1856, "	1,475,000	7	1886	89½
Bonds and Mortg's—real estate	592,200	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	900,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	105
2d Mortgage	5,160,000	7	1911	94½
3d Mortgage	2,000,000	7	1911	77
Bridge Bonds, O. & P. R. R. Co.	188,000	7	1876	----
Chicago Depot Bonds	337,173	6	1865	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----

Description.	Amount.	Interest.	Due.	Price.
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	45
2d Mortgage	937,500	7	1863	8
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	30
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*Chicago and Alton:				
1st Mortgage	2,000,000	7	------	99½
2d Mortgage	1,535,000	7	------	----
3d Mortgage (Income)	1,000,000	10	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	103
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Alton & Terre Haute:				
1st Mortgage (convertible)	1,000,000	7	'62–'72	98½
2d Mortgage (convertible)	2,000,000	7	'68–'70	58½
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	97
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	97
2d M. (Toledo and Wabash)	1,000,000	7	1869	90
2d M. (Wabash and Western)	1,500,000	7	1899	90
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	2½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Dollar Bonds	802,000	6	1875	110½
Albany City Bonds	1,000,000	6	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Elmira and Williamsport:				
1st Mortgage	1,000,000	7	1890	99
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1963	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance (incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								ALABAMA.														
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,236	*	—	877,653	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,806	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	.....	.....	.....	—	.....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
1 May, '61	—	—	—	209.5	...	...	.....	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								ARKANSAS.														
— — '61	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	.....
								CALIFORNIA.														
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	.....
								CONNECTICUT.														
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	.....	.....	23.8	45,543	77,028	34,866	16	.....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,147	149,477	—	.....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	142
31 Dec. '61	74.0	—	....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,356	225,292	25,565	—	.....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,813	265,209	94,591	8	.....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	.....	—	.....
31 Dec. '60	46.0	8.8	4.9	—	...	...	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,422,500	55.2	120,671	149,317	149,317	5	.....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	.....
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	.....	5,626,549	117.4	489,8:0	808,060	301,979	—	.....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	77
								DELAWARE.														
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6½	.....
								FLORIDA.														
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,585	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.														
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,985	95,612	—	.....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	161,887	.....	—	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	—	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	526,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 615	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,356,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.														
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	—	5,500,000	4,500,000	.....	10,000,000	220.0	.....	1,098,465	452,693	4	.....
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024 750	.....	12,176,115	168.0	1,067,025	1,551,227	679,772	....	110
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,826	—	.....
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	.....	7,545,220	228.4	765,949	1,054,704	415,971	3	84½
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.3	1,123,454	1,720,396	811,185	5	86½
31 May, '61	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	2 391,000	.....	.....	175.0	.....	485,943	181.529	—	.....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,023	2,965,758	1,150,903	—	83
— — —	—	—	—	81.5	...	...	.....	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — —	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
— — —	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
— — —	—	—	....	129.0	...	...	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper.by	Bur. &	Quincy	—	.....
— — —	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.														
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
— — —	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,687,039	274,081	26,641	610,000	1,178,000	40,550	2,108,011	109.0	364,122	400,397	133,409	—	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,362,284	140,659	3,458,108	110.0	.....	448,858	230,834	9	46
31 Dec. '60	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37.219	2,031,942	84.0	.....	277,952	119.745	—	.....
31 Dec. 61	78.0	—	11.0	—	16	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,958	121,416	—	.....
— — '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	....	—	23	—	.....	Madison and Indianapolis	2,687,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,086	—	.....
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40.	—	.....
— — '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '61	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,976,801	73 0	325,707	377,692	216,184	10	125
								IOWA.														
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,735	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369.084	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '61	111.0	—	....	269.0	.7	7	102	Dubuque and Sioux City	2,789,300	47,553	—	2,469,777	.....	287,143	2,870,015	111.0	107,646	200,160	81,779	—	.....
— — —	—	—	....	438.0	...	...	.....	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
— — '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.														
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,275,995	111.8	.....	428,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	.....
— — '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper.by	Cov. &	Lex.	—	.....
30 Jun. '61	29.0	—	....	—	13	10	230	Lexington and Frankfort	591,121	52,300	—	514,433	130,000	.....	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	....	—				Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,588,481	3,255,500	661,269	9,465,250	269 0	613,903	716,478	371,12.	—	.....
— — '59	18.8	—	....	70.2	...	...	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	.....
								LOUISIANA.														
— — —	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	.....
— — —	27.0	—	....	—	...	...	.....	Mexican Gulf	682,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	389,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	200.0	—	....	206.0	45	87	518	*N. O. Jackson and Gr. Northern*	5,576,462	1,040,782	—	.....	9,665,000	1,150,717	.....	206.0	....	1,232,824	565 434	—	.....
31 Aug. '60	59.7	—	....	145.8	...	...	.....	*Vicksburg, Shreveport & Texas*	1,902,601	*	—	1,253,015	248,960	108,494	1,710,819	42.7	....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	.....
31 May,'61	55.0	.....	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	.....
31 May,'61	51.3	.....	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	110½
31 May,'59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	.....
31 May,'61	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	73½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	686,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,146	—	35
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	104¾
31 May,'62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	465,758	4,076,974	—	75,150	4,905,723	119.3	599,048	732,427	290,406	6	123
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	122,720	—	.....	61.8	.....	588,871	272,429	8	127½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	129
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	.....	52.3	.....	250,836	122,956	6	106½
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	87
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	.....	71.6	.....	543,158	217,054	6	111½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H.&N'h	.....	.....	.....
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	382,883	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	123
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	583,014	*	—	500,000	213,000	108,500	—	21.6	.....	123,015	24,907	2	67½
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	.....	.....
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,104	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	116
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	5	1	Salem and Lowell	381,470	82,545	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	.....	.....
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,263,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	17½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb.& W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,354	14,242,402	217.9	.....	1,894,568	812,997	8	139
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	65½
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	—	—	—	—	—	.....
30 Sep. '59	57.0	.....	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	—	—	—	—	—	—	—	—	—	—	—	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	—	—	—	—	—	—	—	—	—	—	—	—	—
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	—	—	—	—	—	—	—	—	—	—	—	—	—
31 May,'62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,068	3	91
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,545	—	45½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	—	—	—	—	—	—	—	—	—	—	—	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	—	—	—	—	600,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	—	—	—	—	575,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	—	—	—	—	600,000	191,130	—	—	—	—	—	—	—
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	—	—	—	—	500,000	—	—	—	—	—	—	—	—
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	—	—	—	—	—	—	—	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	—	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	—	51.0	—	—	—	*Cairo and Fulton*	—	—	—	—	—	—	—	37.0	.....	—	—	—	—
31 Aug. '60	206.8	—	—	—	—	—	—	*Hannibal and St. Joseph*	12,364,154	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,146	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	—	—	—	—	—	—	—	—	—	—	—	—	—
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	—	—	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r.by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,388	—	30
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	788,200	84,327	3,163,731	63.6	.....	827,741	125,159	—	18
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,353	13,070	858,264	28.1	.....	61,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	59½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord and Portsmouth	250,000	*	—	250,000	—	—	250,000	ope	r.by Con	cord.	15,000	—	104½
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r.by Eas	tern Ma	ss.	—	87
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,857	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r.by Con	cord.	88,577	8	118½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	64
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	282,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	.....	.....	—	—	—	—	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76 0	.....	274,204	162,841	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	150
31 Dec. '60	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	14
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	150
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	.....
31 Dec. '59	53.0	.....	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	—	—	—	New Jersey	3,609,080	400,378	1,249,621	4,397 820	688,000	—	5,628,931	33.8	—	992,767	579,981	10	139
31 Dec. '60	21.3	.....	.....	—	2	6	17	Northern New Jersey	365,344	*	.....	154,157	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,397	6½	90
31 Dec. '60	13 0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	58,582	.....	—	—	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$		M.	M.	$	$	p. c.	p. c.
								NEW YORK.														
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—	----
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,065	1,575,099	50,000	----------	—	oper. by Rens. & Sarat.		—	—	—	----
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	----------	2,388,359	—	oper. by Western.		----------	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	----------	470,000	—	14.8	29,075	31,546	16,871	—	----
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,950	161,480	97,690	750,220	23.8	677,687	122,103	37,512	8	----	
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,257	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	125,021	8	----	
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	550,000	2,412,534	212,072	3,633,579	176.0	483,412	593 845	187,704	—	----	
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	----------	3,009,600	82.5	367,365	940.042	417,458	10	55	
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	----------	----------	----------	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	----	
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	----------	----------	380,000	19.4	oper. by Erie.		24,000	—	----	
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	----------	----------	500,000	----------	----------	500,000	49.7	oper. by Erie.		30,000	—	----	
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'n)	175,000	----------	----------	175,000	----------	----------	175,000	20.3	oper. by Western		----------	—	—	----
30 Sep. '61	144.0	4.0	116.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	258.0	1,116,758	1,989,013	566,461	—	100½	
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,560,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	134	
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,977	921,131	24,000,000	14,613,005	209.356	41,045,289	654.9	----------	7,309,042	2,601,063	6	106½	
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,616	1,979,108	—	64¼	
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120.000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	----	
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,894	—	5,717,100	5,537,664	43,789	11,298,553	165.0	1,200,243	1,144,980	391,253	—	280	
30 Sep. '61	99.0	—	----	—	—	—	—	Niagara Bridge and Canand.	1,000,000	----------	----------	1,000,000	----------	----------	1,000,000	—	oper. by Central.		60,000	6	—	
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	----------	4,571,900	----------	4,571,900	139.5	358,460	425.637	90 061	—	----	
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	----	
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,437	—	----	
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610.000	249,750	----------	859,750	27.2	142,758	267,682	125,385	6	----	
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557.600	150.000	13,480	721,080	—	oper. by B., N. Y. & E.		4,986	—	----	
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30.889	----------	57,262	88,151	19.0	23,667	4,731	----------	—	----	
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	----------	—	300,000	73,000	----------	373,080	—	oper. by Rens. & Sar.		----------	5	----	
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	----	
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.5	----------	16,543	8,894	—	----	
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,150	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	----	
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,168	134,958	—	----	
30 Sep. '61	6.0	—	----	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,460	----------	----------	----------	—	oper. by Hud's River		----------	6	----	
30 Sep. '61	2.1	—	----	—	—	—	—	Troy Union	752,601	----------	—	30,000	680,000	----------	710,000	—	oper. by other Co's.		----------	—	----	
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,956	32,755	—	811,560	----------	----------	811,560	37.81	23,318	65,344	26,786	—	----	
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	----------	—	96,000	45,509	11,625	153,125	—	oper. by Erie R. W. Co.		----------	—	—	
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,433	353,441	164,672	6	82	
								NORTH CAROLINA.														
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	----------	103,953	35,572	—	----	
-- -- '58	223.0	—	----	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	----------	----------	----------	223.0	----------	----------	----------	—	----	
-- -- '59	97.0	—	----	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	----------	----------	97.0	----------	206,917	108,541	—	----	
30 Sep. '60	161.5	15.0	----	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	----------	469,458	219,688	—	----	
30 Sep. '59	161.9	—	----	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	----	
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	----------	70,860	364,072	—	----------	----------	----------	—	----	
								OHIO.														
-- -- '58	—	—	----	—	—	—	—	Atlantic and Great Western	613,231	----------	----------	866,939	----------	77,294	----------	—	----------	----------	----------	—	----	
31 Dec. '60	118.2	—	----	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71.660	3,256,750	118.2	----------	314,091	102,765	—	15	
1 Aug. '61	137.0	—	----	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	----------	699,716	230,551	—	----	
31 Mar. '62	60.3	—	----	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	----------	3,818,784	198.3	----------	646,205	329,714	7½	98	
31 Dec. '60	30.0	—	----	69.1	—	—	—	Cinc. and Indianapolis Junc.	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	28	
1 May, '59	131.8	—	----	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	----------	131.8	304,168	190,745	19,180	—	----	
31 Dec. '60	135.4	5.8	----	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512.333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	135	
31 Dec. '60	67.0	—	----	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298.971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369 849	238,003	—	89	
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607.774	3,000,000	1,653,000	30,000	4 888,000	96.6	578,991	1,244,975	734,991	10	114	
30 Nov. '58	101.0	102.5	----	—	42	----	----	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	263.5	646,415	772,093	332,093	4	39	
31 May '62	109.2	79.4	----	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95.679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543.488	3	70½	
31 Dec. '58	61.4	—	----	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575.250	632,486	----------	61.5	75.120	68,128	19,763	—	50	
31 Dec. '58	72.0	—	----	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	----------	72.0	144.000	84,000	17.760	—	50	
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558.862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit. Miami.	177,371	8	87½		
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,844	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	----------	376,002	212,107	—	----	
31 Aug. '60	36.6	—	----	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716.000	80,845	----------	36.6	----------	62,025	3,565	—	----	
31 Aug. '58	16.0	—	----	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	----------	1,104,086	16.0	40,064	64,000	33,000	—	----	
1 Nov. '61	45.0	—	----	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	----------	45.0	----------	102,180	52,408	—	----	
-- -- '59	36.0	—	----	84.0	—	—	—	Fremont and Indiana	----------	----------	----------	----------	----------	----------	1,358,867	—	----------	----------	----------	—	----	
31 Oct. '61	32.0	—	----	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	----------	47.0	----------	69,352	----------	—	----	
30 Nov. '58	13.0	—	----	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	----------	13.0	24,000	31,126	10.460	—	----	
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 523	412.002	2,981,267	1,490,000	----------	4,960,780	138.0	814,908	1,336,991	632,114	8	115	
31 Jan. '62	182.0	21.6	----	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	----------	434,290	99,554	—	----	
30 Apr. '62	192.3	—	----	—	48	34	628	Ohio and Mississippi	16,863,614	745,476	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	----------	829,932	119,032	—	1½	
31 Aug. '58	117.0	8.0	----	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906.736	2,400,000	466,215	----------	125.0	----------	----------	----------	—	----	
30 Jun. '61	153.9	52.0	----	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,276	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450.245	58,589	—	----	
31 Dec. '60	116.0	9.0	----	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	846,770	1,385,200	132,063	2,588,876	125.0	----------	185.934	34 167	—	----	
30 Nov. '58	55.6	—	----	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	----------	55.6	70,000	110,200	53,100	—	----	
31 Aug. '58	19.5	—	----	23.5	—	—	—	Springfield and Columbus	346,500	----------	—	193,000	150,000	3,500	346,500	ope	r. by C., C. & C.	----------	----------	—	----	
30 Nov. '58	49.8	—	----	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	----------	----------	—	----	
31 Aug. '61	242.4	—	----	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	865,502	1,012,236	400,559	—	31	
								PENNSYLVANIA.														
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	----------	----------	----------	----------	378,455	62,624	----------	45.0	61,634	94,342	45,161	—	----	
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1 410,900	2,000	----------	1,412,900	20.5	----------	311,201	164,554	10	59	
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,403,500	*	—	3,350,000	53.500	----------	----------	146.0	----------	219,548	22,490	—	5	
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	----------	1,308,919	52.5	181,087	249.778	159,531	8	----	
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744 579	11,780,945	202.0	----------	2,169,946	1,339,680	—	114	
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	----------	----------	----------	—	----	
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,186,037	*	—	1,000,000	1,000,000	97,641	2,214,873	78.0	252.639	307,496	130,149	—	18	
30 Sep. '59	59.8	—	4.0	—	—	—	—	Erie and Northeast	700,000	----------	—	600,000	400,000	----------	1,000,000	ope	r. b. Buf. & S. L	----------	----------	10	—	
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	*	—	1,087,100	661,000	----------	1,883,343	55.5	----------	436,237	153,334	6	58½	
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,309,563	----------	----------	1,309,563	32.3	----------	32,411	7,287	—	----	
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	----------	84,017	3,413	—	----	
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	----------	116,200	67,600	—	----	
30 Nov. '60	45.7	—	22.3	20.2	15	6	----	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	----------	----------	45.7	183,500	679,908	342,039	6	63½	
30 Nov. '59	28.0	5.0	13.5	----	9	----	----	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C., W. & E.	----------	----------	—	20½	
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	----------	4,455,000	2,479,950	3,413,871	303 927	9,803,932	----	----------	753,318	670,227	6	55½	
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,028	Mine Hill and Schuylk. Haven	2,594,228	266,858	—	2,800,000	----------	----------	2,931,150	72.3	----------	556,192	379,976	10	48½	
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	—	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364 225	202,124	—	10½	
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541,156	3,447 522	1,421,980	13,264,100	16,637,400	1,322,915	34,234,559	423.0	4,418,036	7,360 001	3,646,638	6	54½	
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	284,000	10.000	—	----------	250,000	50,000	----------	20.0	----------	1,637	----------	—	----	
30 Sep. '59	17.0	7.0	----	—	18	----	----	Phila., Germant'n & Norrist'n	1,422,977	228,655	—	1,208,500	374,800	104,720	1,742,885	24.0	----------	288.657	157,194	—	54	
30 Nov. '61	147.4	4.0	61.0	—	146	66	6,873	Philadelphia and Reading	20,999,768	8,481,451	645,170	11,548,920	12,431,600	----------	23,225 48	161.4	1,796,927	2,905,883	1,412,908	—	89½	
31 Dec. '60	88.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	----------	----------	1,000,000	----------	----------	1,000,000	88.0	oper. by Cam. & Amboy	----------	----------	—	142	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
1 Oct. '61	98.0	6 0	—	—	32	109	566	PENNSYLVANIA, (*Continued.*) Phila., Wilmington and Balt.	7,021,713	744,425	142,840	5,600,000	2,475,500	140,998	8,742,000	200.5	439,780	1,516,985	675,484	6	61½
31 Dec. '61	59.0	14.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,890	90,803	—	1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	—
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsbg, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 325	18,999,851	467.6	2,434,641	3,031,787	1,299,721	—	59½
30 Sep. '59	31.0	—	11.0	—	—	—	—	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	—	—	—	—	—	—	—	—
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	—	1,355,700	54.0	—	—	—	—	—
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	—	—	573,616	24.5	—	84,501	29,004	3½	—
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	—	—	96,227	54,582	—	—
31 Dec. '59	148.0	—	20.0	140.0	—	—	—	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,1e9,869	148.0	—	114,126	61,848	—	16
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	—	29.6	—	—	83,072	47,007	6	47½
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	—	125,597	4,502	—	—
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,500	—	—	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	449,666	*	—	4.7, 17	8,500	—	—	13.6	—	26,454	6,914	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	—	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	—
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,015	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	—
— — '58	40.3	—	—	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	—	49.3	—	—	—	—	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	—	341,190	125,871	—	—
31 Aug. '58	22.5	—	—	—	—	—	—	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	—	—	—	5	—
31 July '58	32.0	—	—	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	—	27,568	8,527	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	—	62	59	790		South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	—
31 July '58	25.1	—	—	41.9	—	—	—	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,183	—	505,214	514,000	99,110	1,137,707	47.6	—	29,987	19,187	—	—
1859	—	—	—	17.0	3	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	29.0	—	45	37	667	Memphis and Charleston	5,866,578	878,069	123,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,257	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	140.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,409	*	—	798,285	554,949	319,518	—	59.4	69,870	177,256	60,029	—	—
1869	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	—
1860	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	67,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Col'rdo	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56.0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '58	30.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,560	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	569,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
— — '59	28.0	—	—	756.0	—	—	—	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	—
								VERMONT.													
31 May, '61	99.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	—	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	579,119	6,385,045	119.6	349 440	334,368	113,318	—	—
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	—	—	—	62.0	142,839	150,318	30,288	—	—
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	—
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	oper	r. by Vt.	Central	—	—	132
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	—	23.7	47,950	45,930	8,522	—	—
31 Aug. '60	54.0	10.5	—	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	1,083,500	oper	r.b.Troy	& Bost.	55,858	—	—
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,802	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,159	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201.344	—	—
30 Sep. '59	59.2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,380	643,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	92.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	83.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,240	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,758	541.197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	538,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	—	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	59.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	—	55.0	—	—	—	—	—
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	756,476	329,580	—	—
31 Dec. '58	40.0	—	—	—	5	10	75	Milwaukee and Chicago	1,850,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	—	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,066	—	—	—
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	—	1,108,354	436,039	—	35
— — '57	50.0	—	—	55.0	—	—	—	Milw., Watertown & Baraboo	514,238	—	—	345,861	132,000	—	—	50.0	—	121,401	—	—	—
16 May, '61	104.0	—	—	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	229,850	68,438	—	—
— — '55	10.0	—	—	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	—	—	—
								CANADA.													
31 July '61	161.0	—	—	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	—
— — '59	81.0	—	—	—	16	17	214	Montreal and Champlain	—	—	—	—	—	—	—	81.0	166,245	—	—	—	14
— — '59	37.0	11.6	—	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—	48.0	—	—	—	—	12
30 Sep. '58	624.0	137.0	—	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	—	—	87	126	1,689	Great Western	2,153,321	*	—	14,054,908	8,480,849	—	—	357.0	1,360,900	—	—	3	—
— — '59	24.0	—	—	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	—	24.0	37,081	—	—	—	—
— — '59	95.6	1.5	—	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	254,530	—	—	—	—
— — '59	54.0	—	—	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—	54.0	89,222	—	—	—	—
— — '59	25.0	—	—	—	4	—	57	Welland	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	—	14	18	225	European & North American	4,548,564	*	—	4,637,852	—	—	4,637,852	108.0	—	130,678	36,432	—	—
1 July, '61	66.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	130,000	1,709,232	60.0	—	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	—	60.1	—	—	—	Nova Scotia	4,268,717	*	—	—	—	—	—	61.5	—	120,918	26,803	—	—
								NEW GRANADA.													
31 Dec. '60	48.1	—	—	—	—	—	—	Panama	8,000,000	*	620,804	5,000,000	2,400,000	—	9,008,580	48.7	—	1,489,869	1,110,852	15	151½

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 29.

	Th 23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29.
State Stocks:—						
California 7s	113	114	114½	113½	114½	114
Georgia 6s	----	----	----	----	----	----
Illinois War Loan	----	104½	105	----	----	----
Indiana War Loan	----	----	----	----	100	----
Kentucky 6s	95½	95	95	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s, 1873	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	53	52½	53½	54	53½	53½
Do. iss. to H. & St. J. R.	----	----	69½	69	70	71
New York 6s, 1874	----	----	----	----	----	----
North Carolina 6s	----	----	68	----	----	----
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	----	----	----	----	----
Tennessee 6s, 1890	54	----	53½	55½	55	55
Virginia 6s	----	64	65	65	65½	----
Railroad Shares:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. & Q.	105	104	105	105½	109½	110
Chicago & Rock Isl.	81¾	82¼	85½	85½	84¼	84¼
Clev., Col. and Cin.	----	135	----	----	135	----
Clev. and Pittsburg	37¾	37¾	37½	40¼	40¼	39
Clev. and Toledo	70	72½	72½	72	70⅝	70⅝
Del., Lack. & West.	113½	113¾	----	----	114	----
Galena and Chicago	84½	84¾	86¾	87¼	86⅝	86⅞
Hudson River	68¼	69	70½	73¼	73¾	73¾
Illinois Centr. (scrip)	80	81¼	83⅜	83⅝	82¼	83
Michigan Central	88	92	92½	92½	91½	91
M. S. and N. I.	45	47	45½	46	45¾	45½
M. S. & N. I. guar'd.	82	82½	82½	85	84½	85
Mil. and P. du Chien	32½	----	33	34	34¾	35
M. & P. du C. 1st pref.	----	----	----	----	----	----
M. & P. du C. 2d pref.	----	----	77½	----	77¼	----
New Jersey	139	----	----	----	----	----
New Jersey Central	----	----	----	150	----	----
New York Central	106½	106½	107½	107½	107	106½
Erie	63¾	65½	65⅝	64¾	64¼	64½
Erie pref.	92	92½	92½	91¼	91½	90⅝
" Ass. scrip	----	----	----	----	----	----
N. York & Harlem	21½	22	22	22	22½	22
N. Y. & H. "pref."	50	49½	50½	50	51	50½
Panama	----	----	150	150	150	151½
Phila. and Reading	----	78	79½	79	79	79
Pitts. Ft. W. & Chicago	59	59½	59½	59½	59¼	59½
Toledo & Wabash	----	----	32	----	31½	31
" " Pref.	70½	71½	----	72	73½	76
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	----	99	----	----	----	----
Chic. & N. W. 1st M.	----	80	----	----	----	----
" " 2d M.	33½	33¾	32½	----	----	----
" " S. F.	----	----	102	----	----	----
" " A. B.	----	----	59½	----	58	58½
" " I. B.	----	----	----	----	----	----
" "Ap. Ext'n.	----	----	----	----	----	----
" " G. B. Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	100
" 3 M.	----	----	----	----	----	----
" 4 M.	70	71	72	73	73¾	75
Cl. & Tol. S. F. 7 p. c.	104½	104	103¾	104	103¾	103½
Chi., Bur. & Q. 8 p. c.	----	----	115	----	----	----
Chi. & R. I. 1st M. '70	----	----	110	----	----	----
D. L. & W. 1 M. 8 p. '71-5	----	----	----	----	----	----
" 2 M. 8 p. c. '81	----	109	----	----	----	----
Gal. & Ch. 1 M. 7 p. c. '63	----	----	----	----	----	----
" 2 M. 7 p. c. '75	----	----	----	----	----	110½
" 1 M. Ex. '82	----	----	----	----	----	----
Hann. & St. J. bonds	----	----	----	----	----	50
Huds. R. 1 M. 7 p. c. '69	----	----	----	----	----	----
" 2 M. S F.	----	----	----	----	----	----
" 3 M. 7 p. c. '76	----	----	104	104	104	----
" conv. bonds	98	----	99	----	99	----
Illinois Central bonds	107	106½	106¼	107	101	106¼
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. & P. du C. 1st M.	----	----	----	----	----	----
Mich. Cen. S F. 8 pc. '82	----	115	115½	115	115	----
" conv. 8 p. c. '69	----	----	113	----	----	112
M. S. & N. I. 1 M. S. F.	----	108	109½	108	----	109
" " 2 M.	98½	99½	99¾	99½	100	100
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p. c. certif. '83	----	109½	109¼	109½	110	----
" 1 M. 7 p. c. '64	----	105¾	105½	----	----	----
" bonds 1876	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p. c. '67	115	----	----	----	----	----
" 2 M. 7 p. c. '79	115	115x	----	----	115	----
" 3 M. 7 p. c. '83	107½	109½	----	----	----	----
" 4 M. 7 p. c. '80	101	101½	101½	101½	101½	101¾
" 5 M. 7 p. c. '88	99¾	----	99½	99¾	100	----
N. Y. & H. 1 M. 7 p. c. '73	----	----	----	----	----	----
" 2 M. 7 p. c. '64	----	----	----	----	----	----
" 3 M. 7 p. c. '67	----	----	----	----	----	----
Pitts., Ft. W. & Ch. 1 M.	----	----	104	105	105½	----
" " " 2d M.	94	93½	----	94	94½	----
" " " 3d M.	78	77	77	78	77	77
St. L., Alt. & Chi., 1 M.	----	----	----	----	----	----
St. L., A. & T. H. 1 M.	----	----	98½	98	98	98¼
" " 2 M. pref.	81	80½	80	----	79½	----
" " Int. b'ds	----	----	59	----	59	59
Toledo & Wab. 1 M.	----	----	----	----	----	----
" " 2 M.	87½	87½	89	89½	89	90
Miscellaneous:—						
American Gold	133	132½	131½	----	----	----
Del. & Hud. Canal	----	110½	----	112	----	111½
Penn'a Coal Co.	----	----	----	109½	109½	109
Pacific Mail S.S. Co.	123	122	120	127	122½	122

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 29.

	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.	W. 29.
Federal Stocks:—						
U. S. 5s, 1871	----	93	----	----	----	----
U. S. 5s, 1874, coup.	92¾	92¾	93	93	93	93
U. S. 5s, 1865	----	96	----	----	----	----
U. S. 6s, 1881, reg.	----	103½	----	103½	103½	103½
U. S. 6s, 1881, coup.	103½	103½	103½	103½	103½	103½
U. S. 6s, '81, O. W. L. y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1862, reg.	----	107	----	----	----	107
U. S. 6s, 1867, reg.	----	101	101½	101	----	101½
U. S. 6s, 1868, "	----	----	----	101½	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. Demand Notes	128	127¾	127½	----	----	----
U. S. 6s, 1 year certif.	99	----	98⅝	99	99	99
Treasury 7 3-10 Notes	105⅜	105	105½	105½	105	105

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 29.

	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.	W. 29.
Boston and Lowell	----	----	105	105	104¾	
Boston and Maine	----	----	122½	122¾	123	
Boston and Providence	125	----	126½	----	127	127½
Boston and Worcest.	128	----	128	----	----	129
Connecticut River	104	----	----	105½	----	106¼
Eastern, Mass.	87½	88	87½	----	87½	87
Eastern, N. H.	87½	87	----	----	----	----
Fitchburg	111½	----	----	114	111	111½
Manchester & Lawr'ce	107	----	----	108	108½	----
Michigan Central	----	88	----	----	----	----
Northern, N. H.	----	----	64	64	64	64
Old Colony and Fall R.	116	116	----	----	----	----
Pb., Wil. & Baltimore	58½	59	58½	59	60½	61½
Portl'd, Saco & Ports.	110½	110½	----	----	110½	----
Vermont & Canada	----	----	----	----	----	132
Vermont & Mass.	----	17¾	----	17⅝	----	17½
Western	138½	138½	----	139	----	----
Cambridge (Horse)	----	----	112	----	112	----
Metropolitan "	----	61	61	61	----	62
Middlesex "	----	91	90	----	91	91½
Bohemian Copper Co.	----	----	----	----	----	----
Central "	26	26	----	26	----	25½
Copper Falls Co.	----	----	7⅜	----	8	----
Franklin Copper Co.	46½	47⅛	46¾	46¾	47⅜	47½
Isle Royale "	18⅜	19	18⅜	18⅜	----	18⅜
Hancock "	7½	7	----	7	----	6¾
Mesnard "	8½	8	----	8¼	8	9
National "	29¾	30	30	----	----	----
Minnesota "	----	73	72	----	71½	72
Pewabic "	45⅜	46¼	46¾	46¼	47	47
Pittsburg "	----	67¼	----	66	----	----
Quincy "	61	62½	----	----	----	62
Rockland "	17½	17	17½	17½	----	17½
Superior "	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 28.

	W. 22.	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.
Alleghany Co., 6s	----	----	----	----	----	----
Beaver Meadow	59½	60½	59½	59½	59	59
Cattawissa	----	5	----	----	----	----
" preferred	----	16	15½	----	15½	----
Camden & Amboy	150	146½	148¾	----	150	150
" " 6s, '67	----	----	103	----	103½	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	103	103½	----	----	----
" " 6s, '89	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	18	----
" " pref.	----	----	----	----	----	----
" " 7s	98¼	98¾	----	99	----	----
" " 10s	----	----	45	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	55½	----	----	----	----
" " 6s	----	----	----	----	----	108
" " scrip	32	----	32	----	----	----
Lehigh Valley R. R.	----	61	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	20½	----	----	----	----	----
Long Island	22½	----	22⅝	----	22½	22½
" " 6s	----	----	----	----	----	----
Minehill	43	48	48½	----	48½	48⅝
North Pennsylvania	----	10½	----	----	10⅛	10⅛
" " 6s	----	84¾	84½	----	----	----
" " 10s	----	----	----	104	----	----
Pennsylvania R. R.	54⅝	54½	54½	54⅛	54⅝	54½
" 1st m.	----	----	----	114½	----	114½
" 2d m.	----	106¾	----	----	106¼	106¾
Penn. State, 5s	----	94½	94½	94½	94½	94½
" " 6s, coupon	97½	----	----	----	97¾	98
" " 6s, "	107½	----	----	----	107½	108
Philadelphia City, 6s	102	102	----	102	102	102
" " new	106	105½	106	----	----	106
Philad., Germ. & Nor.	----	----	54	----	----	----
Phila. & Reading	38½	39¼	38¾	39	39⅜	39½
" " 6s, '86	----	----	----	----	100	----
" " 6s, '70	104	----	----	----	104½	104½
Philadelphia & Erie, 6s	----	103	103	----	----	----
Philad. & Sunbury, 7s	101	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Arch street, (Horse)	26½	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	----	----	25½	----	26	26
Green & Coates, "	37	36¾	38¼	39	----	39½
Race and Vine, "	10	----	----	9½	9⅝	----
2d and 3d streets, "	78	----	----	----	----	----
Spruce & Pine, "	----	17½	17½	----	17½	17½
13th & 15th sts., "	----	24½	24½	24½	----	24½
West Philad., "	56	----	----	----	57	----
10th & 11th sts. "	----	----	----	----	35	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 28.

	W. 22.	Th 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.
Baltimore City 6s, 1875	----	105	----	----	----	----
" " 1890	105½	105½	106⅝	107	107	107½
Balt. and Ohio	----	----	----	70	71	73½
" " b'ds, '62	----	----	70	----	----	----
" " " '75	99	99	99	----	99	----
" " " '80	99	99	----	----	----	99
" " " '85	97	97	97	----	----	97
North. Central	----	----	----	----	----	----
" " b'ds, '85	96½	96½	97½	98	99	99½
" " " '95	----	----	----	----	----	----
Washington Branch	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 10th October:

Maryland 5s	70	to	72
United States 5s, 1874	69	"	71
Virginia State 6s	49	"	50
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	70	"	72
Erie shares, $100 (all paid)	32½	"	33¼
Do., 7s, preference	57	"	59
Do., assessment scrip	1¼	"	2¼
Do., 7s, 1st mort., 1867	85	"	90
Do., 7s, 2d mort., 1859	78	"	83
Do., 7s, 3d mort., 1883	77	"	79
Do., 7s, 4th mort. x. c.	72	"	74
Do., 7s, 5th mort.	72	"	74
Illinois Central 6s, 1875	70	"	75
Illinois Central 7s, 1875 x. c.	76	"	78
Do. do. $100 shares, $90 paid, dis.	47	"	48
Do. do. $100 shares, all paid	51	"	52
Michigan Central 8s, Convertible, 1869	82	"	84
Do. do. S. F. 1st mort., do., '52. x. c.	83	"	85
Michigan S. and N. Indiana 7s, S. F., 1885	78	"	80
Do. do. do. $100 shares	18	"	20
New York Central 6s, S. F., 1883	80	"	82
Do. do. 7s, 1864	80	"	85
Do. do. 7s, S. F., 1876	83	"	85
Do. do. 7s, Convertible, 1876	83	"	85
Do. do. $100 shares	73	"	78
Panama, 1st mortgage 7s, 1865	103	"	105
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	81	"	83
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	37	"	39
Philadelphia and Reading, $50 shares	18	"	22

American Railroad Journal.

Saturday, November 1, 1862.

☞ We have the pleasure of announcing to the readers of the Railroad Journal that we are hereafter to be favored with editorial contributions from the pen of S. DeWitt Bloodgood, Esq., a gentleman extensively known in this country and abroad for his literary and scientific attainments, and for having during his whole life been an active friend and supporter of all useful public improvements.

Stock and Money Market.

The last week has been a quiet one. The striking of gold from the Stock List has diminished the excitement in regard to its rates. There may be still a ground swell, but the surf no longer rages in the regular board, as an outside association has been formed to look after the precious metals in the street, and we presume it intends to make itself an institution and be felt in the commercial world. We shall see.

Money is in fair demand, ranging from 4 to 6 per cent according to circumstances, the character of the borrowers and the nature of their securities. Gold has been down to 130¾, but the transactions have been somewhat limited. Demand notes are quoted at 126¾@7⅛. Exchange is held at 145, and the supply of produce bills is large.

Freights are dull and heavy, and now is the time to make contracts, for the exportation of breadstuffs is sure to continue, and at present rates of exchange they leave a handsome margin as per latest quotations. The acting assistant Secretary of the Treasury has written a letter in relation to the U. S. 6s becoming due this next

December, in which he says the principal will be paid in currency, but the interest in gold. On Thursday the loan was quoted at 107.

The following quotations are in addition to those given in the adjoining columns:

New York.—Norwich and Worcester 66 to 77; Stonington 100; Nicaragua Transit Co., 3⅛ to 9; Ohio 6s, 1870, 108¼; do., 1881, 110; N. Y. City 6s, 1887, 109¼; Illinois coupons, 1877, and 1879, 105; Illinois Central R. R. full stock, 80; Illinois Canal bonds, 1860, 99; Rome and Watertown, 82; Detroit, Monroe and Toledo 1st mort., 98¼; Cumberland Coal pref., 14½; Canton Co., 18.—The quotations on Wednesday were: N. Y. Central 7s of 1876, 113; do., convertible, 114; Erie 1st mort., 117; Hudson River 1st mort., 114; do., 2d mort., 112½; Harlem 1st mort., 112½; do., 2d mort., 100; Nor. Ind., Goshen Line, 104; Terre Haute and Alton 2d mort., 58½; Chicago and N. W. Interest bonds, 93; do., Appleton Extension, 90; do., Green Bay Extension, 87; Toledo and Wabash 1st mort., 97; do., Interest bonds, 87; Mil. and P. du Chien 1st mort., 102½; Galena and Chicago 1st mort., 108; do., extended 110; Clev. and Pitts., 1st mort., 101; do., 3d mort., 95.

Boston.—Cheshire, 18; Concord, 59¾; Worcester and Nashua, 64¼; South Side R. R. 6s, 1881, 95; Ogdensburg 2d mort., 6¼ and 7; Rutland 1st mort., 45; do., 2d mort., 2¾; Vermont Central 1st mort., 23½; New Hampshire State 6s, 100; Massachusetts 6s, 1868, 116; Brooklyn City registered 7s, 1865, 105; do., coupon 6s, 1882, 107¼; Roxbury City 5s, 1880, 104¼; Massachusetts 6s, 1868, 116; Pontiac Mining Co., 4; Toltec, 3; Bohemian, 3¾; North Cliff, 1; Huron, 10; Mesnard, 8½; Pontiac, 4¼; Toltec, 3½.

Philadelphia.—Camden and Amboy 6s, 1870, 103½; Chesapeake and Delaware 6s, 1890, 90 and 92½; West Branch Canal, 62; Huntington and Broad Top R. R. Scrip, 60; do., 1st mort., 85; Schuylkill Nav., 5½; do., pref., 15⅝, do., 6s, 1882, 70; Morris Canal, 56; do., pref., 125; Susquehanna Canal, 5; Fifth and Sixths streets, 50; do., 7s, 108; Seventeenth and Nineteenth streets, 10½ and 11.

Baltimore.—Western Maryland bonds, 60; do., endorsed, 67; Baltimore City 6s, 1886, 104 and 105; Maryland Copper Co., .90; Canton Co., 18½. The quotations are: Maryland coupon 6s, 1870. 109; do., inscribed, 1878, 109½; do., 1890, 112; Baltimore 5s, 1860, 105; do., 1886, 105; do., 1888-'90, 84; Baltimore and Ohio 6s, 1867, 101 and 102; North Western Virginia 1st mort., 1873, 99½ and 102; 2d, do., 96 and 96½; 3d, do., 1885, 91; Central Ohio 7s, 2d mort., 1865, 68 and 72; do., inc., 1857-'60, 16 and 23.

Concord and Portsmouth Railroad.

This road, it is known, has been leased, during the past year, to the Concord Railroad for a term of ninety-nine years, and consequently the duties of the Directors are not very arduous.

The receipts of the road during the past year have been $18,182 73; the total expenditures, including two dividends, $16,785 54; leaving a balance of $1,397 19.

The following gentlemen are elected Directors of the road for the ensuing year: Stephen Kenrick of Franklin; Samuel P. Dow of Newmarket; Benjamin F. Martin of Manchester; Joseph B. Walker of Concord; Samuel N. Bell of Manchester.

Interest and Dividends.

The coupon due Nov. 1, on the Mortgage bonds of the Cleveland and Pittsburg Railroad Company, will be paid at the office of Wm. C. Gilman & Son, 46 Pine street.

The Norwich and New York Steamboat Company have declared a dividend of 10 per cent. The Norwich and Worcester Railroad Company owns $200,000 of this stock.

The coupons on the Indianapolis and Madison Railroad Company's bonds, due Nov. 1. will be paid on presentation at the office of Fer-J. & S. guson, No. 35 Pine street.

The interest coupons of the second mortgage bonds of the Buffalo, New York and Erie Railroad Company, due Nov. 1, 1862, will be paid at the Bank of Commerce, New York, on that day and thereafter.

The New York and New Haven Railroad Company has declared a dividend of $3 per share, free of the Government tax, which the Compay assumes, payable Nov. 1

The interest payable on the 1st November on the Bonds issued by Towns in the County of Schoharie will be paid on or after that date, on presentation of the Coupons at the American Exchange Bank.

The Pennsylvania Railroad Company has declared a dividend of 4 per cent. free of federal tax.

The interest due Nov. 1, on the second mortgage bonds and the Interest bonds of the Toledo and Wabash Railroad Company, will be paid at the Bank of the Republic.

The interest on the Bonds and Stocks of the Corporation of the City of New York, due November 1st will be paid by Daniel Devlin, Esq., Chamberlain of the city, at his office in the Broadway Bank.

The past due coupons on the 1st Mortgage bonds of the Central Ohio Railroad Company, due May 1, 1859, and Aug. 1, 1859—will be paid on presentation to the Receiver at Zanesville, either in funds current there, or in New York funds.

The Concord Railroad Co. has declared a semi-annual dividend of 3 per cent, payable Nov. 1.

Parties holding coupons due Nov. 1, 1862, from the funded coupon bonds of the Chicago and North Western Railway Co., are requested to present the same at the American Exchange Bank.

Holders of the assessment receipts of the preferred and common stock of the Erie Railway Company, are notified that payment will be made of said receipts and interest thereon, from their respective dates, on their presentation at the Office of the Treasurer, in Erie place, on and after the 1st of November. Interest on said receipts will cease at that date.

The New York Central Railroad Company gives notice to holders of the Debt Certificates of that Company, of the denomination of $100, that, pursuant to the notice published on the 18th of June last, the said Debt Certificates will as provided by their terms, be paid at par on the 1st day of November inst., when the next semi-annual payment of interest becomes due, at the Bank of Commerce in New York, after which date interest on said certificates will cease.

Coupons of the second Mortgage bonds of the Central Railroad of New Jersey maturing Nov. 1, will be paid at the office of the company, 69 Wall street.

The coupons of the Evansville and Crawfordsville Railroad Company, due Nov. 1, will be paid at the office of the Farmer's Loan and Trust Company, 56 Wall street.

Interest on the first Mortgage bonds and bonds of 1867, of the New York and Harlem Railroad Company, due November 1, will be paid at the Treasurer's office, corner of 4th Avenue and 26th st.

The coupons due Nov. 1, on the 7 per cent Mortgage bonds of the Long Island Railroad Co., will be paid at the Bank of the State of New York.

San Francisco.—The Russian Trade.

We predict that this city of the Pacific, will be one of the largest and most flourishing in the world. Not in our day perhaps, but eventually. And first because by the construction of the Railroad, it will become the distributing port of the Pacific Ocean, just as much as New York and Liverpool are for the Atlantic, and without any such competition as these two cities have all around them. Next, because its mines will attract trade, as long as gold is a precious metal, and exists in inexhaustible quantities within and near the bounddaries of California. But above all, because there is a new and great Power, which has marched from the West to the East to strike hands with the United States, and open a vast and novel trade with us. It is gigantic Russia, which tired of having its outlets on the Baltic shut up by ice for a large part of the year, and on the Black Sea by the "ceremonious" Dardanelles, with semi-barbarians only to trade with, has stretched towards the Pacific, planted her outposts on our own Continent, has two naval and commercial stations already prepared at Silka and Petro Paulowitch, possessed herself of two splendid Japanese islands in the Straits of Corea, has by treaty obtained possession of the great Amour river which divides her territory from that of China, and now looks over to the busy enterprising Americans not many miles off and says in effect, Let us trade together and be friends forevermore! We do not now propose to enter into details on this subject, they will appear elsewhere in proper official form, but we do say that the trade of China and Japan, for which in part we are to make this Pacific Railroad, will be found a small business, compared with that which is to come from thirty millions of Russians, down a river as great as the Mississippi, along a coast as extensive as the whole of that of Northern Europe, and with no civilized and Christian nation of merchants and manufacturers near at hand to trade with but our own.

For such articles as the Russian people now get in part from Europe, and millions of them never get any, they must come to California and can go no where else. The long costly voyages from Europe will be done away with. New York already the only port in the world where an assorted cargo can be made up at any moment, will take care to supply San Francisco with everything these Russians will require, and in the quickest time. So then with the trade of Japan, China, Russia and the islands of the Pacific, San Francisco is certain to become a very great commercial port, the Tyre of modern times. It now has a population of 91,826, and the only cities in the

United States which can outnumber San Francisco are New York, 813,668; Philadelphia, 565,531; Brooklyn, 266,664; Baltimore, 212,419; Boston, 177,481; New Orleans, 168,472; Cincinnati, 161,044; St. Louis, 151,780; Chicago, 109,263. The City of Pittsburgh, with its suburbs, numbers 115,000, but the place proper only 49,465. Thus it appears that San Francisco, a town virtually but thirteen years old, already ranks as *tenth* amongst the cities of the United States.

Its taxable property as ascertained from the assessor's books is as follows:

Real Estate	$35,500,000
Personal Property	11,500,000
Mining Stocks	2,500,000
Mortgages	8,800,000
Vessels	1,600,000
Total	$59,900,000

So that a distribution *per capita* of the taxable property of San Francisco, gives to each man, woman and child about one thousand dollars, a larger sum we imagine than any other city or any state in the Union can show.

Under any circumstances, her increase in wealth and population will proceed at an enormous rate, but when the Pacific Railroad is made, when the United States Post Office Department places some of our swiftest wooden sloops of war on the routes to Japan, China, and the new Russian ports in that neighborhood, San Francisco will have a direct trade of her own with one quarter of the whole globe and must become one of the greatest cities in the World.

Illinois Central Railroad.

We are indebted to SAMUEL J. HAYES, Esq., Superintendent of Machinery, for a copy of his statement of the Performance of Locomotives on the Illinois Central railroad for August, 1862.

This is an interesting sheet, and furnishes valuable information on a subject which is too often overlooked by Railway Managers. There may be a large traffic, great regularity, and entire accommodation, and yet much disappointment in pecuniary results. We have believed, that the disappointment might often be attributed to the want of scientific skill in the management of the locomotive power, to a want of systematic economy in details and a knowledge of practical results, which cannot be avoided except by accuracy of observation and a careful system of generalisation founded on that basis. The Illinois Central Railroad Company knows the character of every Engine it uses, the average number of miles it traverses, the quantity of oil it consumes, the fuel it burns, of repairs required in the performance of its usual mileage, the amount of waste, the wages of those who drive the Engine, and of those who feed it; and all these items it can apportion to the tonnage of the Machine, the train it draws and the freight it transports, with almost mathematical certainty. Of course its expenditures may be easily calculated foreseen, provided for, regulated and increased or diminished according to circumstances. The President or Superintendent may be said to have the whole work and business in his head and hand. We should judge from the report before us that Mr. S. J. Hayes by whom it appears to have been prepared, is a thoroughly scientific and practical man, and the facts he has so ingeniously and minutely stated are valuable data for the use of Engineers, and all indeed interested in ascertaining the expense of working great lines of Railway in the Locomotive department.

Car Windows.

Until the present time a good car window was a desideratum. The common one, sliding up and down, permits the passenger to protrude his head or arms, to the possible destruction of either through his own carelessness. A new style, which has come into use on some of our roads, has an opening of only a small pane of glass, say five by ten inches. This affords sufficient protection to the head, but is objected to on the ground that the passenger can neither glance forward nor backward, without going to the platform and making the risk still greater than before.

A new car which has been built for the Erie Company obviates both of these defects. The window, consisting of five small panes, is made to *project in the centre* about three inches, the middle pane opening and closing like a door. By this means the passenger is enabled to look forward and backward with perfect safety, while the supply of air is amply sufficient for all purposes. The whole arrangement is extremely neat and simple.

The car otherwise is a model one. The arrangement for ventilation, though not as costly as some, would seem to be effectual. A casing or second roof extends nearly the entire length of the car, being about twenty four inches wide by twelve inches in height. (We speak from recollection merely.) On the sides of this are the openings which can be closed by outside blinds, inside doors, or both. Lamps can be suspended from the upper roof without coming in contact with the hats of passengers, or compelling a portion of them to leave their seats as is ordinarily the case. A stove is placed at each end of the car. The seats are of the common pattern, with a ridge running along the top of the back, against which the head may recline. The upholstering, painting and gilding are very tastefully executed.

One other reform remains; but this must come from the people rather than the managers of railroads. It is to *use* the means of ventilation thus provided, and to dispense with a large portion of the heat generated in the stoves during the winter months. More efficient methods for bringing on lung complaints could not be invented; but the traveling public, we regret to learn, are inexorable, and railway employees are driven to the cruel necessity of roasting alive their best friends, the people of the United States of America, "by the grace of God free and independent." Perhaps they will be induced to alter their tastes on this matter some time or other.

Chicago and Northwestern Railway.

This road we are informed is completed to Green Bay, and now has two important lake ports at its respective termini.

The validity of Instruments without Stamps.

The Commissioner of Internal Revenue has decided that under the present circumstances the stamp is not absolutely necessary until the 1st of January, 1863. All instruments, therefore, made previous to that date will be valid without stamp. No prosecutions will be allowed till stamps are issued, as no one but collectors can inform against parties who neglect to use stamps.

Chicago and Alton Railroad.

This is the title of a new corporation recently organized in Chicago by the election of James Robb, Esq., President, and Joseph Price Esq., Secretary and Treasurer of the Board of Directors named as Commissioners and Directors in the act of corporation.

The bonded debt and stock of the company will amount to $7,750,000 as follows:

First mortgage 7 per cent bonds	$2,100,000
First mortgage 7 per cent preferred sinking fund bonds	600,000
Income bonds (7 per cent)	1,050,000
Preferred stock (7 per cent)	2,300,000
Common stock	1,700,000
Total	$7,750,000

These are few if any of the railways of the West that have encountered so many adverse changes of fortune as the Chicago and Mississippi, and St. Louis, Alton and Chicago Railroad Companies, of which the Chicago and Alton, the new corporation, is the successor. The condition of the road and its rolling stock, when surrendered to Mr. Robb, who was appointed its Receiver by the United States Court, in November, 1859, was of the worst possible character, and but for the timely intervention of his aid and services in the administration of its affairs, it is but reasonable to suppose the railroad would have been abandoned, and the interests of the bondholders entirely sacrificed. This misfortune has been prevented by the management and fidelity of Mr. Robb in the execution of his trust, and not only the bondholders, but the inhabitants of a large and most important section of the State of Illinois, have now, not only to congratulate themselves in the redemption of so valuable a property, but also in being guaranteed in the possession of it, on a basis of future security and usefulness.

There is no railway line leading out of Chicago that possesses more of the elements of prosperity and of an extensive and legitimate traffic, than the Chicago and Alton. It is in the direct line of travel between Chicago and St. Louis, and twenty-four miles shorter than by any other route, and in proof of its resources to maintain itself, we are furnished with data made up from the traffic of 1861, showing its receipts from local traffic to amount to over eighty-two per cent. of the total of the year.

The improvements made upon the road, its rolling stock, bridges and stations, under the management of Mr. Robb, as Receiver, have been extensive and permanent, about eighty miles of track being ballasted with gravel, forty miles relaid with new and rerolled iron, two-thirds of the line of two hundred and twenty miles replaced with new cross ties, the principal bridges being rebuilt with stone-masonry in the most substantial manner and the additions to, and improvements of the rolling stock, are twenty-three first class locomotives, and about four hundred new and rebuilt box freight, platform, coal and cattle cars, and sixteen passenger cars.

We learn that no change will be made in the corps of officers and employees, employed by Mr. Robb, as Receiver, which is composed of capable, efficient and reliable men, and we doubt not that a company, inaugurated under the encouraging auspices that now surround the Chicago and Alton, will hereafter rank among those highest in prosperity, character and credit in the Western States.

A Capacious Water Tank.

The *Port Jervis Union* says that there is now being erected on the line of the Erie Railway, in that village, the largest water tank between New York and Dunkirk. It is constructed of brick, sixty-five and a half feet long, twenty-three feet wide, and thirty-three feet high. It contain-

three tubs, each sixteen feet high and twenty feet in diameter, with a capacity of 18,800 gallons to each tub.

French Architecture.

DOMESTIC ARCHITECTURE IN THE NINETEENTH CENTURY.—PARISIAN HOUSES.—HOTELS AND CASTLES IN MINIATURE.

FROM THE FRENCH OF DE LASTEYRIE.

Translated for the Railroad Journal.

If there has ever been a century which might claim a style of its own in architecture, it is certainly the century in which we live, for never has there been so much building. And as France is the country in Europe and Paris the city in France where they build the most, it would seem that the prototype of actual architecture must be the *Parisian* style.

Observe I only speak of domestic architecture, of private edifices. As for great public buildings, alas! we are yet only imitators, and it is the best we can expect, if most of our artists can copy tolerably well, a Greek temple, a Gothic church or a palace in the style of Louis, XIV. David (d'Angers), our great sculptor said to me one day half in pleasantry; "As to public monuments suited to their use, of an original style, and quite of our own time, I know of none except the slaughter houses!"

Since then, however, some artists of great merit have succeeded in giving to their works, that individuality, those appropriate qualities, in which the edifices at the beginning of our own century were so entirely wanting.

But it is above all in the construction of private buildings that original ideas seem to have struggled to the light. The fancy of the artist, the caprice of the proprietor, reign so absolutely, that we might even fear certain anarchy in point of taste. However, if it is a fact, as I am convinced it is, that all style is the expression, or rather the result of the necessities, manners, and tendencies of an age, we must, in spite of unimportant eccentricities, soon recognise, in an immense majority of the houses simultaneously constructed, a certain number of identical characters, of common traits, of points of resemblance, which constitute a distinct and peculiar style. Evidently, the innumerable mansions which spring up along our new high roads, neither resemble those of the ancients, those of the middle ages, nor those of the time of Louis 13th nor of Louis 14th, nor even those which were built hardly fifty years ago.

The times are much changed, and with them have changed necessarily the forms of modern houses.

And first, the requirements of the highway, no longer allow of those picturesque porches, those turrets, those pagoda-like pavillions, of which the middle ages and the successive eras were so prodigal. The ground, formerly abundant and low-priced, is now become rare and enormously dear. The first problem to be solved now-a-days, is, to make it bring as much as possible, by crowding it with as many inhabitants as it can hold. Formerly, great lords built themselves splendid hotels, and the poor vassals crowded themselves, as they could be, into miserable houses in the quarters abandoned to them by the fortunate of the hour. As to the middle class, it was of small consequence and they lived very modestly.

To-day, all is eloquent. The middle class has taken an important place in the world, to which it is justly entitled from its intelligence. But it has its weaknesses; after having been so long kept back in shadow, it is possessed by an exaggerated love for everything brilliant. Each one wants to appear as being more than he is, and having more than he has.

Formerly, the merchant, or the lawyer, lived in some quiet street, in a house of modest appearance. A little porch, or a heavy vaulted door, led you to a stair-case often only half lighted. You pulled the *deer's foot* or the copper ring suspended to the bell rope, and a stout servant maid (if not the mistress herself,) ushered you first into a vast room, usually the saloon and dining-room: some arm-chairs, a sofa of Utrecht velvet, a very clean walnut table, a looking glass two feet high over the chimney piece, and simple cotton curtains in the windows, usually constituted the whole luxury of the family sanctum. Then came a good sized room where was the large double bed in all its grandeur; then two or three other smaller rooms, according to the number of boys and girls, then a large kitchen, with its innumerable legions of pots and pans; and here and there, through these rooms, smaller ones furnished with closets well stored with linen.

There was much comfort in this citizens' home; calm, patriarchal, yet industrious lives were led there, which yet did not exclude much social enjoyment, and thus were accumulated the children's dowers.

Seek such a house to-day! An old philosopher would hardly consent to live thus.

In the first place, they want a handsome house, one which looks well outside. They want a handsome entrance, with a porter whom they call a *concierge*. They want a stairs painted in stucco with gilt hand-rails, a crystal ball at the end of the bell-rope, in short, *all the finishing of the door*.

Luxury everyday is too burdensome for their fortune, Madame is only *at home* once a week. But on that day, how well everything looks! The door is opened to you by a dashing man-servant, or at least by a a smart soubrette who pompously shows you into an elegant saloon, gilded from the ceiling to the smallest piece of furniture. The furniture-covers have disappeared for twenty-four hours, leaving uncovered sofas and arm-chairs of brocatelle. The plate-glass mirrors reflect the plate-glass windows, which have long superseded the panes. A rich carpet covers the floor; and to complete all, an antique clock, some candelabres, some bronze gilt in the most showy styles represent art, about as well as many other things are represented in this world.

But let us finish our domiciliary visit.

The dining-room is faultless, the furniture carved oak, sculptures on all the cornices, altogether a charming little jewel box, only while looking at all this pocket luxury, we ask ourselves if anything but doll-dinners would be in keeping there.

Let us go behind the scenes.—Let us enter Madam's room. Even there, the furniture is very fine, but the size! Where are the closets, the wardrobes?—We will look in upon the gentleman. "Monsieur's apartments are in the back part of the house," as his porter elegantly expresses it, which means that Monsieur's only window looks upon the yard. But why do I say yard? It is an air-hole, a deep pit, where the pale oblique rays of light hardly find their way to the lower story. Monsieur has a very fine office, but in his own rooms he cannot see, or turn round. He sleeps on a sofa-bed, and dresses himself in a dark closet.

As to the kitchen, it is only a wretched dark corner, hardly good for anything. Daylight only reaches it at second hand, there is not room to hang up three pans. But what matters it? When there is company to dinner the cooking is not done at home. Of what use are dressers? Of what use are cellars, pantries, closets? Paris is a city of resources, from the servant to the table-linen, from the food to the dishes that hold it, from the lamps to the flowers, every luxury can be hired by the half day.

When life is thus regulated, when such habits are formed, the task of the architect is already pointed out. This programme is planned nearly as follows:

To have the utmost regard for outward appearances, to sacrifice comfort to luxury, to sacrifice that which does not show to that which does, the interior arrangements to the front, the private rooms to the reception rooms; to make the most that can possibly be made of the space in height and surface; if this space includes a court-yard to make it just large enough for a carriage to turn round in, and above all, to decorate the fagade extensively, and cover it with carving and gilt balconies.

As to terraces and pavillions, such things would not, of course, be thought of. The smallest bit of terrace worthy the name would occupy the surface space of two rooms, which multiplied by four stories looking on the street would have a value in rent, of fifteen to sixteen hundred francs, equal to a capital of thirty thousand francs at least. Terraces are no longer found except on the roofs, the highway laws requiring that the fifth story of a house in a row should secede from the others.

To sum up, here is a type of a city house of the nineteenth century.

A large front looking on the street: shops on each side of the door: entresol: first story with a balcony, large plate glass windows, and gilt shutters, *to be seen from without;* second and third stories symmetrical, cornice surmounted by a narrow ledge on which opens a last story, surmounted in its turn by the roof, where are the garrets, used as servants' rooms without light, without air, and of an incredible smallness. (for it is one of the numerous delights of modern houses that the servants are never within reach of their masters.) Such being the actual state of things, architects must perforce remain faithful to the style created by the tendencies of modern society, monotonous and graceless though it be. Indeed unless they made the windows lozenge shaped, I do not really see what originality they could possibly give their houses.

We have not considered the small hotels.

The real taste of the day, is to be found there.

We must however understand perfectly the value and significance of this word.

Formerly, a *hotel* meant a vast private dwelling, occupied by one single family only, built between yard and garden, having on the street only a porter's lodge or some low servant's buildings, with a court-yard in front, flanked on each side with two or three other smaller courts for the

stables, offices, and kitchens; the principal building composed, on the ground floor, of a sumptuous array of reception-rooms, and on the first story, of the apartments of the family.

Those were real houses of the nobility. In Italy, they would have been called *palaces*. Paris and particularly the Faubourg St. Germain, still contain a number of them, though the greater part have been absorbed by the minister's offices, and great public administrations. Some of them were the work of the most eminent architects of the last century, and that which preceded it.

Hotels on such a plan are no longer constructed. We can hardly quote as exceptions, those of Mme. de Pontalbas, M. d'Aligre, and M. de Fould. As to the little modern hotel, it is only very small change compared to those. A hotel now-a-days, means a house which its proprietor inhabits alone. And the number of them increases every day; for rents have risen to such fabulous amounts, that many people among those who wish to live well, find it more economical to buy a corner of ground in some remote quarters, and to build themselves a house of their own. Even then they stint the ground not a little. It is so dear! They buy as little as possible, and the architect must strain every nerve to make the best use of it.

Some of these little hotels are master pieces of arrangement. Modern comfort seems to have made its habitation there. I will add that there are some very pretty ones.

Their most habitual defect however, is a tendency much too plainly manifested, to great pretension, the castleated style applied without rhyme or reason, and a straining after great effects, where simple elegance should be the order of the day.

Do what we may, our little modern hotels bear no resemblance to the hotels of the last century. They resemble more, pretty country-houses transplanted. On the other side the country houses of the day, particularly in the environs of Paris, are much like city houses.

It is quite natural that in our time, with the division of fortunes, and the system of economy which renders property so liable to change hands, hardly any more great castles should be built than great hotels.

A taste for the country, however, is more universal than ever. People like to pass at least a few months of the year there, if only for economy's sake. But it is another of the pretensions of our time, to be no longer contented with the parsonage like house, and the great square pavillion so ingeniously ugly, that our fore-fathers inhabited as a matter of course.

In that, we must allow, we have better taste than our predecessors.

Nowhere is picturesque architecture more in place, than in the country.

On this head, however, we must be careful not to exaggerate. Undoubtedly we can find models of good taste for imitation, even in the most limited constructions; but that is no reason why under pretext of style, the smallest house should affect the accompaniment of a feudal mansion, and a modest dwelling with only a garden of two acres, should pretend to reproduce the magnificence of the princely chateaux of the last century.

In my opinion, the English understand better than the French, the construction of country houses. They know how to use with much clearness, the varied resources of the antique; less pre-occupied than we are; with the regularity of the plan, they generally contrive to give them more of the picturesque, and also to satisfy better the requirements of comfort. Their greatest art lies in making nature herself lend her aid to the charm of their domestic structures, in making the vegetable kingdom contribute to their fresh and artless style of ornament. It is less pretentious, it is less lofty, perhaps, than our efforts, but it is economical, and the effect is pleasing to the eye.

In a word, the French understand the castle best, and the English the cottage. Ours are the dwellings of people whose lives are passed in cities; the English on the contrary pass the most part of their lives in the country. In our country too, the scene is more varied.

England, otherwise a charming country, has the misfortune to be the same from one end to the other (to which must be attributed doubtless the ennui which the English so frequently feel when at home).

France, on the contrary, is the most varied country in the world, both in nature and aspect.

Now as a country-house should always be in keeping with the country around it, it is evident that the same style would not be suitable to all the provinces of France.

It would be as absurd to construct a Swiss cottage in the plains of Beauce, as to build a grand chateau in the style of Louis 13th, in the valley of Chamounix.

The nature of the materials is another important consideration. Thus for instance, building in a stone country, is very different from building in a brick country; and also the tufa stone so easily cut on the banks of the Loire, permits fanciful decorations that would not be possible with the granite of Bretagne.

In short the site, the nature of the materials, and the destruction of the building, are three important considerations which should have great weight in the adoption of a style, and we cannot protest too strongly against the tendency manifested by architects to select at haphazard, models very well in their place, without disturbing themselves about their particular propriety.

Taste has certainly made some progress of late years; but the greater part of our artists are still in want of originality. If some strive for it in the most praiseworthy manner, others in pursuing after it, only reach its step-sister, oddity.

St. Louis, Alton and Terre Haute Railroad.

The new bonds of this company have nearly all been issued and are in the market. The preferred stock, which will soon be issued, will amount to about $1,500,000, which, together with all the issues of bonds, makes $8,000,000 on a line of two-hundred and thirty miles, not to speak of valuable coal and ferry property. This requires, at the most, $1,100,000 to $1,200,000 per annum to pay 7 per cent. to the preferred stockholders.

California Raising her own Sugar.

Late California papers state that sugar and syrup, made from the Chinese cane, and a better article than the imported, has been made in considerable quantities in the State. Tulare county will, no doubt, be able to supply her own population with sugar and molasses.

The Van Nest Gap Tunnel.

The completion of this stupendous work, which, had it not been for the overshadowing proportions of the rebellion, would have commanded a goodly share of public attention, has been permitted to be accomplished without any demonstration, or even a passing public notice. The tunnel is excavated for double track, is 3 002 feet long, and penetrates the Oxford Mountain at Van Nest Gap, near the flourishing and beautiful village of Oxford Furnace, N. J. It was built for the Warren railroad, being part of the line of the Delaware, Luckawanna and Western Railroad, and was commenced in 1854, by Rutter & Du Puy, contractors, and was finished some months since, by Messrs. McAllister & Wiestling, both of the latter having been interested in the work since the commencement. The rock is of a syenitic formation, and during the progress of the job almost every form of underground operations proved necessary. From the hard, seamless rock, offering the most stubborn resistance to construction, every degree of formation was encountered, to quicksand, with an unusual quantity of water. Almost one-half of the Tunnel is substantially timbered and arched with stone masonry; the balance being carefully and skillfully excavated through the solid rock, requires no artificial support.

The work was prosecuted with that degree of rapidity, dictated by the interests of the Company, and was attended with less of accidents and riots than usually mark undertakings of such magnitude. In the parapet, at the west end of the tunnel, is a handsome marble slab, on which is chiseled the dates of commencement and completion, and the names of the President of the Warren Railroad, Mr. John J. Blair, the Chief Engineer, Mr. James Archibald, and the contractors Messrs. McAllister & Weistling—to whose energy and ability this great work will prove a lasting and enduring monument. The Warren Railroad is leased and operated by the Delaware, Lackawanna and Western Railroad Company, and the good effect on the interests of each Company, caused by the completion of this work, by which about six miles of heavy grade and stiff curvature is avoided in the round trip, cannot but be marked.

No heavy grades or other impediments to long coal trains now present themselves from the summit near Scranton to tide-water. The capacity of the road is ample; its past has been marked with success; and while the greatest credit is due to the originators of the enterprise, the ability of the present administration cannot fail to bring all the anticipations of its most sanguine friends to a speedy realization.

The Population of San Francisco.

The most suprising statistical information contained in the invaluable directory of H. G. Langley, now on the eve of issuance from the press, relates to our population. Of the more than thirty-four thousand names, thirty-two thousand are white males over 21 years of age. This is an increase over the number of last year of four thousand, or nearly nineteen per cent. For the consolation of old bachelors and widowers, we will inform them that the number of females in this city over 18 years is seventeen thousand five hundred; and of damsels "mostly" under this ripe age, over twenty-five thousand. This exhibits an increase of twenty-three hundred of maidens and matrons over 18, or upwards of fifteen per cent. Of girls, under 18, the increase is nearly twenty per cent. The annual increase of children to our permanent population exceeds 5,000. According to the census returns of the compiler of the Directory, the total population of the City of San Francisco is set down at 91,825. These figures are founded on the most reliable data, and as the greatest industry and care has been taken to enumerate all the people living in our midst, we believe the returns are as accurate

as could be obtained in any other way. The number of white males over 21—names in the Directory—32,000. The number of females over 18, 17,500. The number of males under 21, and females under 18, 25,000. Males, foreigners, and names refused, 4,200. Chinese, male and female, 3 250. Colored, 1,875. Besides these, there is our great "floating" population, larger probably, than in any other city of this size in the Union. The number of transient boarders, soldiers, fresh-water sailors, and others doing business on our Bay waters, besides some who live, like "Bummer and Lazarus," on the town, must amount to at least 8,000, which, added to the above figures, gives the aggregate of our population at 91,825.—*Alta California.*

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Mitchell's Steam Shipping Journal says—"The project of a railway ferry boat from and to Dover and Calais will, we are told, be shortly before the public. The ferry boat is to be 300 feet in length, 100 feet beam, and draw but five feet of water. In the centre of the deck will be a covered iron tunnel into which the carriages will steam with goods and passengers, and be conveyed across the channel with considerable rapidity. The speed is to be 40 miles per hour. She will have rudders at both ends, and will never require to turn. Her build to be that of a series of unsinkable tubes."

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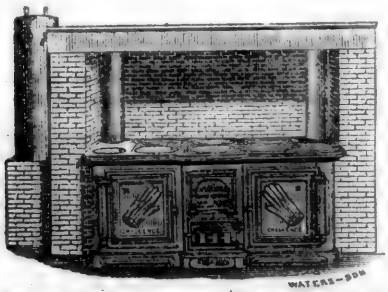
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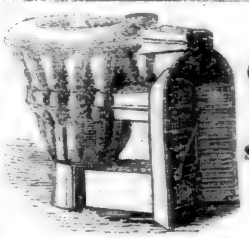


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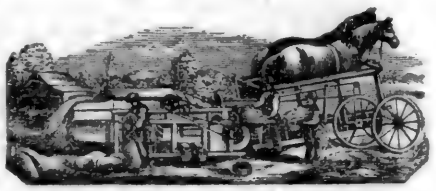
These Sawing Mills are made upon the most approved and convenient plans in use. Having a heavy plate fly-wheel fixed to the Mandrill with a Ratchet or catch pulley for the driving band on the outside of the fly-wheel—the journal bearings are fitted with Babbet Metal—the wood carriage traverses on iron ways and gibbs—a 24 or 26 inch Saw is fitted, filed and set in working order and the plates warranted. When desired, a 14 inch saw is fitted, also a table for the purpose of slitting boards, etc., for fencing and carpenter work.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, November 8, 1862.

☞ Letters, Communications, Pamphlets, etc., intended for this JOURNAL, should be addressed to the *Editor and Proprietor*, JOHN H. SCHULTZ.

NOTICE.—Inventors and scientific men wishing to introduce valuable improvements to the notice of the public, particularly such as relate to Railroads, Locomotives and Steam Navigation, will henceforward receive due attention from this JOURNAL, on the receipt of communications containing proper descriptions of those improvements; a gentleman competent to the task being connected with the proprietor for this purpose.

☞ Works on Railways and Railway Improvements, Steam and Steam Navigation, Science and Art generally, will hereafter be received at this office, and impartially reviewed.

☞ At the regular monthly meeting of the Chamber of Commerceon Thursday last, TOWNSEND HARRIS, Esq., our late and very able Minister to Japan, was received with the usual honors. In a brief speech in reply, he gave very important information with regard to the Commerce of China and Japan, which bears so immediately on the prospects of the Pacific Railroad, that we shall present them (after a personal interview for that purpose) to our readers in next week's JOURNAL.

The Pacific Railroad.

OPENING OF THE BOOKS OF SUBSCRIPTION.

It will be perceived by an advertisement in another column, that the books of subscription to the great Union Pacific Railroad have been opened for the present in this city at the office of the Secretary, No. 54 William St., and also at thirty-four other places in the United States. The books are to be kept open at least two weeks.

We think that a longer notice of the opening should have been given, and that the books should have been left at our principal City Banks, for reasons which are too obvious to require much explanation. These institutions could do much to obtain subscriptions, and there is plenty of time now to secure their co-operation. We have in this JOURNAL during years past called the attention of our readers fully to the subject, and a mere recapitulation of our views is all that is now required on the present occasion.

1. It is established that this railway can be constructed, there being no physical difficulties which are not readily to be overcome. For the greatest part of the distance there are literally speaking no obstacles at all.

2. Its length will be considerably less than originally supposed, as various new routes are suggested before unknown, by which the Sierra Nevada may be passed.

3. The expense of construction will be much less than was first supposed. At the Chicago convention there were contractors ready to take the whole job, for the amount of the Government loan to be made the company, and the lands ceded.

4. It is not a work beyond our means, nor experience, and that this is self-evident appears plainly enough from the following extract from the speech of Mr. Bloodgood at the Chicago Convention, which has been extensively republished. Speaking of the American Railway system, he said:

"The American Railway system was a Titanic labor, but it was successful. In the ten years ending in 1860 its progress was unexampled. In 1850, the number of miles of railway in operation was 8,588 79-100 miles, at a cost of $296,260,128, about the amount of the whole specie in the country. In 1860, the number of miles was 30,592 72-100, the cost $1,134,432,909, an increase in mileage of 22,000 8-100 miles, and of construction $838,192,781. And four-fifths of this increase of these lines and this expenditure were in the loyal States of this Union, that having been their proportion in pretty much everything but political power, in whatever has been accomplished for the prosperity and glory of this Republic. In this honorable career of railway enterprise, the State of Ohio has led the van, having about 3,400 miles of rails laid within her limits. Illinois comes next with 2,854, New York next with 2,600, Pennsylvania with 2,300, Michigan with 1,673, Indiana with 1,284, Wisconsin with 803, Tennessee 837, and Missouri with 657.

In comparison, then, with the actual amount of money expended on railways during the ten years mentioned, and the increase of mileage 22,000, the work of constructing a railway to the Pacific appears to be but a very simple and easy undertaking. If 22,000 miles of these new railways could be made in so short a time, and $900,000,000 readily found for their construction, can we not build one not the tenth part of the distance within ten years, and especially when the greatest part of the money is advanced by the Government? In this view of the subject our greatest difficulties absolutely disappear."

5. The immediate necessity is to obtain money enough to build the first forty miles of the road; when this is done, the Government assistance goes on *pari passu* till the whole work is completed.

6. Ten per cent is all that will be necessary for some time, and it is pretty certain with good management not more than fifty per cent will be wanted within the next six or eight years.

7. While as an investment merely, it might present very strong claims, it has been deemed advisable by the corporators and the friends of the road to place the whole subject before the people, as one principally addressed to their patriotism, and to appeal to that sentiment rather than the feeling of interest, for the following weighty reasons.

It will develope a vast and fertile region of country to populate it, add to the political and commercial power of the Union, and create a new brotherhood of powerful loyal States.

It will facilitate the working and products of the great mining territories of Colorado and Arizona in addition to the States of Oregon and California, and it is safe to say from the recent surveys of the two former, there is more gold there within the immediate reach of American industry, than there is *now in circulation in the whole world*. This railroad will bring it forth.

It will give us the trade of Japan and China on terms which will secure us the ascendancy over any of the countries of Europe now engaged in it. It will absolutely destroy the old routes by the Capes, or even the modern one of travel by the Isthmus of Suez. The whole business of exchange, and gold and silver shipments to the East will pass through American hands. This fact has been most ably demonstrated in the speeches of Senator McDougall and Mr. Phelps, M. C., for California, on the passage of the bill.

But another and most interesting fact has come out within a few months past, which throws many other considerations entirely into the shade. It is now beyond all question that the Russian Government has become interested in the construction of this railroad. It has extended a telegraph line to the Pacific Coast, or at least will have done so before the conclusion of the present year. It has commenced active operations on the great river Amoor, having extended its southern boundary by treaty with China to that river, while it actually controls all its principal sources which make within its own boundary. This great river will bring to its mouth the products of the industry of a country of which it is the Russian Mississippi, amounting to 9,200 square miles. The Russian trade hitherto has been with Europe by the Baltic, and with the North of China overland, but now with its territory on the Pacific, two islands in the Straits of Corea, and for the first time a civilized, commercial and Christian people face to face on that ocean, it is plainly to be seen that an immense trade with Asiatic Russia will spring up, that the millions of people there will want their agricultural implements, their clothing, their machinery, their luxuries, and indeed everything else they need from the nearest, cheapest and most commercial port, and that is San Francisco! It is impossible to calculate the consequences of this new opening, and our Government could afford to make this railway on its own account, if for nothing else than this commerce with Russia, and this closer connexion of the interests of two nations, hitherto one of sympathy, now to be one of interest. Here is a field of diplomatic correspondence worthy of the attention of our Secretary of State. Thus we see the stupendous results of this railway. The control of the trade of China, Japan, and Asiatic Russia. And another consequence, that the European traffic will be diverted from its old routes to the new one, and finally an increase of our population and material wealth, which will make the burden of our war debt a very light one after ten years, if we but push this work through.

We exhort the readers of the JOURNAL, therefore, every one indeed who can possibly spare the money, to subscribe for at least one share, which will be but one hundred dollars after the present law shall be amended for the purpose of bringing the subscriptions within the reach of every patriotic citizen.

In addition to this we may confidently state, that even if the Government be compelled to meet the interest of its loan for a few years, in advance of receipts from the road, or the sale of lands ceded to the company, it will be fully indemnified. For it has been paying nearly eight millions per annum for transportation round Cape Horn, and overland and across the isthmus to California and Oregon, and by using the road it will save all of three millions per annum. So on the other hand the amount of the reduced cost of transportation which it will have to pay to the road is estimated at about five millions, and this will not only meet the interest on the loan, but leave a surplus to the company to be available as dividend and part of the earnings.

The people of the great West understand this whole matter perfectly, and we doubt not will make very liberal subscriptions. Here on the Atlantic Coast where we are in the midst of a never-ceasing commercial activity, we have not given all the thought to the subject we should, but if the people of New York wish to make this city the mart of the world, if they wish a new trade greater than they have ever before enjoyed, if they desire to see their country stronger, more prosperous and more stable than ever, let them take hold of this railway and see that it is made. The British East India Government have constructed more than one thousand miles of railways in its Eastern possessions during *the last year*; what they have done, we certainly can do.

Opening of the Smyrna and Aidin Railroad.

This well constructed railway, principally the work of English capitalists, was opened up for traffic as far as Ephesus on the 15th of September last, with great ceremony after the fashion of the Orientals. We have before us the Levant *Herald* of the 24th September, published at Constantinople, in which there is a full account of the proceedings. Among the notabilities present was Mehemed Redschid Pacha, Governor General of Smyrna; and a singular circumstance is, that for the first time in the East, Christians, Jews, Turks, and Armenians sat, ate and drank together at the banquet given in honor of the occasion, and fraternized in the most harmonious manner. From the *Herald* we learn that the road is well built, that the business is rapidly increasing, and even the opposition of the old camel drivers is giving way in view of the practical benefits now realised. Since it partially commenced business in 1860, the road has had 349,700 passengers, and its future income is calculated at one million of dollars per year. One of the most curious parts of the ceremony was the consecration by a holy Dervish with the name and title of Sheik Shaker who delivered the following prayer in Arabic. It is the custom of some Christian denominations, particularly in the old world to consecrate bells and locomotives, but in general devoutness and the appreciation of internal improvements, we think they could not surpass these despised Turks. For example:—

"God preserve us from Satan the damned! In the name of the most clement and merciful God, Amen.

Oh Thou who didst bestow intelligence upon man, and who didst make him the superior of all other created beings. Thou who didst create the professions and didst distribute them to every man according to his capacity, bless the best of thy creatures—Mahomed—as well as all those that believe in him, Amen. Oh Thou ruler of the Universe preserve our Padishah—that upholder of the holy law—on the throne of his glorious ancestors in strength and happiness, Amen. Lead him always in the ways of justice and of peace, grant Thy divine protection to his allies, and friends, and scatter his enemies as dust, with the strength of Thy sword, Amen. Strengthen more and more the foundations of the government of His Imperial Majesty Abd-ul-Aziz in progress and well being, Amen.

Grant Thy aid and protection to all the Sultan's counsellors who form the pillars of the empire, and maintain their good intentions, Amen. Preserve him who rules this province, the mudir Mehemed Reshid Pasha, uphold him in all his works and grant him joy and prosperity forever, Amen.

Most high God, Father of all creatures, grant that *such works of prosperity and progress be multiplied a thousand fold in all Mussulman countries*, with the concurrence of the great and magnanimous Queen of the Christians, Her Majesty the Queen of England, Amen. Heap upon her thy celestial benedictions, cover her with thy wings, and render her happy in both worlds; in the world present, and the world to come, Amen. Grant that her friendship and help to the Ottoman government and the Mahommedan nation continue without interruption through all ages; Amen. May her heart be forever filled with these noble sentiments; Amen. May the solid and amicable alliance which exists between the two governments last forever, Amen. *Allah! prosper the vast expanse of the empire by the increase of roads and other communications, and by the progress of agriculture and commerce, Amen.*

Grant God, Lord of Lords, Almighty Maker preserve in good health and long life, the Directors, Contractors and all those who are employed in this great and useful enterprise, and reward them with Thy inexhaustible benefits, Amen.

O God our benefactor, Author of our existence, Ruler of heaven and earth, *hasten the completion of this important road constructed with iron, and multiply the number of similar undertakings, Amen.*

Praise to God, ruler of the Universe, Amen. Blessed be the God of strength, Amen. Honor and glory to his saints elect, Amen. Salvation and blessings to the Prophet the best of men, as also to the other prophets and apostles sent by God, Amen."

Central Railroad of New Jersey.

The following is a comparison of the Receipts, Expenses and net earnings of the nine months ending September 30th, 1862, with the same months of 1861:

	1862.	1861.	Increase.
Receipts...	$974,356 35	$871,866 61	$102,489 74
Expenses...	448,803 63	377,459 50	71,344 13
Net earnings	$525,552 72	$494,407 11	$ 31,145 61

The following disposition has been made of the net earnings		$525,552 72
Interest for 9 months	$104,389 66	
Quarterly Dividends 7½ per ct. for 9 months	272,250 00	
United States Taxes	3,364 38	
		$380,004 04
Surplus of net earnings, 9 months		$145,548 68

Against $117,894 89 for the same period last year.

In Passenger receipts there has been a falling off of $11,441 38, in Merchandise, an increase of $92,110 79, and in Coal an increase of $19,543 79. The deficiency in coal reported last July, owing to the interruption of trade by the June freshet, has thus been more than made up already. The nominal increase of $71,344 13, shown in expenses, arises from changes in the mode of keeping the accounts. The amounts paid for use of coal and other cars are now added to the expenses instead of being deducted from the receipts, and this accounts for over one-half of the increase. The balance is nearly accounted for by charges for Iron &c., in the nine months, which before went into the last three months of the year. An increase in expenses, from the increasing prices of materials, must however be expected.

Chicago, Burlington and Quincy Railroad

The Chicago, Burlington and Quincy Railroad Company will distribute to the stockholders on the 15th one share of new stock for every five shares of the old held on the 1st. Fractions will be settled for in cash, at the rate of $100 per share. This is to represent the undivided earnings of the company for the previous four years. At the same time the dividend will be paid of $4 per share, free from Government tax, in cash, from the net earnings of the past six months.

Great Western Railway of Canada.

REPORT OF THE DIRECTORS.

The receipts on capital account during the last half-year amounted to £2,644 15s. 6d. and the total receipts to the 31st July 1862, were £5,220,945 0s. 6d. The outlay during the half-year consists of the cost of fishjointing 12½ miles of rails, the conversion of 75 freight cars into wheat cars, the laying down of additional sidings for the increased goods traffic, and the proportion fairly chargeable to capital of the cost of stone and iron bridges in substitution of wood; these charges amount altogether to £7,858 13s. 4d., making the expenditure on capital account £5,019,302 2s. 3d., and leaving a balance at the credit of that account of £201,642 18s. 3d. The revenue account for the past half-year is as follows:—

Gross receipts		£246,228	17 2
Working expenses, including maintenance of way, taxes, insurances, and rent of Suspension Bridge		129,051	2 9
Balance		117,177	14 5
From this there has to be deducted—			
Interest on Government loan	£17,498 5 0		
Do. on Company's bonds, &c.	34,658 0 9		
Loss on the conversion of American currency	6,953 15 10		
Renew'ls of rails, sleepers, bridges, &c	35,222 4 7		
Flamborough accident account	260 3 10		
		94,592	10 0
Leaving the balance from the half-year's working		22,585	4 5
To this has to be added the surplus from last half year.	£14,054 6 6		
Less expenses of committee of investigation	8,816 4 0		
		5,238	2 6
Leaving available for dividend		£27,823	6 11

Out of which the board recommend the payment of a dividend at the rate of 1½ per cent. per annum, which will absorb £25,118 17s.11d., leaving a balance to be carried to the credit of the current half-year of £2,704 9s. 0d. The following statement will exhibit a comparison of the receipts and expenses for the last four half-years:—

	RECEIPTS.				EXPENSES, including taxes, insurance, and Suspension Bridge rent.
Half-years.	Passen. mails, and sundries.	Freight and live stock.	Rents.	Total.	
	£	£	£	£	£
Jan. 1861	123,251.	128,619.	953.	252,824.	121,407
July, 1861.	95,772.	112,800.	744.	209,316.	129,616
Jan. 1862	104,168.	161,070.	714.	265,952.	125,425
July, 1862.	93,918.	151,607.	704.	246,229.	129,051

From this it will be seen that the gross traffic has increased by the sum of £36,912 10s. 7d., as compared with the corresponding half-year of 1861. It is, however, to be noted that the charge of maintenance of way is now less than it was during that period by the sum of £6,545 12s. 3d. The working expenses of the past half-year show consequently at the rate of 52·41 per cent. as compared with 61·92 per cent. in the corresponding six months. The locomotive charges are now at a lower rate per mile than they have hitherto been, and it is satisfactory to find that this reduction of expenditure has been carried out notwithstanding that five new engines have been added to the stock, and that very extensive renewals and improvements have been effected in a large number of the engines, the whole cost of which has been charged to the revenue. A very serious loss amounting to the sum of £6,953 15s. 10d, has been incurred during the last half-year, owing to the depreciated value of the American currency in which this Company's proportion of the through rates are paid, and the adverse exchanges at which remittances were made. A portion of this loss has been incurred on local traffic from Canada going across the frontier to places in the United States. For the future it has been proposed to the Grand Trunk and Buffalo and Lake Huron Companies, to require that all freight going from local stations in Canada to places in the United States should either be prepaid, or upon the property being handed over to the connecting lines at the frontier, have an addition made to the charges equivalent to the premium on gold at the time. To adopt the same course with "through" traffic is a more difficult matter, because the charges on that business can only be fixed in concert with the American competing lines, as well as with those connecting with the Great Western. The report of the engineer on the state of the road, which was submitted to the Proprietors at the general meeting in London on April 11, 1861, will have prepared them for a large expenditure in renewals. The Directors are sorry to observe that the outlay deemed absolutely necessary by Mr. Reid during the past half-years has exceeded that officer's estimate, but the future expenditure on this item will, of course, be reduced in proportion to the charges now incurred. The receipts of the Detroit and Milwaukee Railroad have continued to increase very satisfactorily. The net traffic on that line for the year ending June 30th, 1862, amounts to $340,897.93c., which is more than sufficient to meet the interest for that period on its first and second mortgage bonds. The gross traffic receipts for 36 weeks from January 1st 1862, show an increase of £21,153 over those of 1861. The arrears of interest due to the Great Western Company for the loans of £250,000 now exceed £100,000. The application for a bill to permit of the arrangements contemplated between the three Canadian Railway Companies having failed to obtain the sanction of the Canadian Parliament, the whole plan in consequence came to an end. No further steps will be taken in this matter without first consulting the Shareholders. The Directors feel, however, that although the actual scheme is abandoned, great benefit has arisen from its entertainment, in the proof which the late harmonious action has afforded of the great mutual advantages sure to result, in Canada especially, from unity instead of rivalry betwixt neighboring railways. The objection to appointing a successor to Mr. Brydges having ceased with the bill above referred to, the Directors lost no time in publicly advertising for a new manager. From amongst the applicants who came forward, they were unanimous in selecting Mr. Thomas Swinyard, who had been fifteen years in the service of the London and North Western Railway, for the appointment, and from the unusually high testimonials and character which that gentleman received from a variety of quarters, the Directors believe they have obtained in him a most competent officer. Mr. Swinyard assumed charge of the line on September 2nd last. The Directors have to report that the suit instituted by the Commercial Bank of Canada against this Company was heard at the a sizes at Kingston, Canada West, on May 12th and following days, and a verdict was given by the jury against the Great Western Company, subject to the opinion of the court upon several points especially reserved by the judge as ground of nonsuit. The points in question were brought before the Court of Queens Bench upon a rule *nisi*, and application has also been made for a new trial upon the ground of the improper reception of evidence, and for misdirection on the part of the judge. The arguments were heard on August 28th and 29th, and a decision may shortly be expected. In the meanwhile the Directors have only to say that their legal advisers in Canada continue most confident in their expectation of a decision in favor of this Company. Several difficulties having arisen to the completion of the branch line contemplated to the oil springs of Enniskillen, before the winter, the board have delayed entering upon the matter till next spring, when they hope to have a greater experience of the value and requirements of the earth oil district. In the meanwhile the necessary surveys have been proceeded with, and the works will be commenced whenever the season permits. The grain elevator at Hamilton has been rebuilt, and is now in full operation. It is a larger and better building than the old one, and its cost has been defrayed out of the amount standing at the credit of the insurance fund. The accounts of the harvest in Canada are of the most satisfactory character, and encourage the hope that in spite of the heavy drawbacks attendant upon a civil war in the States, the home as well as foreign traffic of our district will continue to improve. Signed on behalf of the board of Directors in England,

F. S. HEAD,
Chairman of the English board.

London, October 1st, 1862.

DIRECTORS.—President, Robert Gill Esq., Apps Court, Surrey; Vice President, John Young, Esq., Hamilton, Canada West. Financial Director and Secretary—Thomas Reynolds, Esq., Hamilton, Canada West. Canadian Board—John Young, Esq., chairman, Hamilton, Canada West; Richard Juson, Esq., Hamilton, Canada West; Henry C. R. Becher, Esq., Q.C., London, Canada West, Frederick W. Gates, Esq., Hamilton, Canada West. Ex-officio Director—the Mayor of Hamilton, Canada West. English Board—Frank Somerville Head, Esq., chairman, Pit-place, Epsom; Robert Gill, Esq., Apps Court, Surrey; Alexander Hoyes, Esq., Bitterne Grove, Southampton; Thomas Faulconer, Esq., 12, Copthall Court, London; Thomas Service, Esq., Glasgow. Auditors—Henry Waite, Esq., 68, Old Broad-street, London; William Lance, Esq., 26, Throgmorton street, London. General Manager—Thomas Swinyard, Esq., Hamilton Canada West.

Capital Account, Receipts and Expenditure to 31st July, 1862.

RECEIPTS.	Sterling.
	£
To original share account—	
For amount received on 117,769 shares (including 26,170 new shares paid up in full and conveted into original shares), viz.:—	
On 114,350 shares on English register, at £20 10s. sterling per share	2,344,175
On 3,419 shares on Canadian register at 100 dols. per share, converted at 109½ per cent. exchange	70,253
To new share account—	
For amount of 1st, 2nd, 3rd, 4th, 5th and 6th calls on 51,931 new shares (after deducting the 26,170 new shares paid up in full and converted into original shares), viz.:—	
On 51,589 shares on English register at £18 sterling per share	£928,602
On 342 shares on Canadian register at 87·60 dols. per share, converted at 109½ per cent. exchange	6,156
	934,758
Less amount of arrears on 3rd, 4th, 5th and 6th calls	3,639
	931,119
For amount received in auticipa-	

tion of future calls on new shares	4,910	
		935,729
Total amount received on account of share capital to 31st July, 1862		3,350,157
To perpetual 5 per cent, debenture stock—		
For amount received on this account		46,700
To bond account—		
Bonds at 6 per ct. non-convert. due 1862		14,500
" " 1864		72,700
" " 1873		488,200
" " 1876		127,000
Bonds at 5½ per cent. " 1877		485.000
" " 1878		62,000
Bonds at 5 per cent. " 1881		1,000
To Government loan—balance		573,688
		£5,220,945

Total receipts on capital account during the half-year—

From arrears of calls and payments in full on new shares	£2,845
Less amount of 1862, 6 per ct. bonds redeemed	200
	£2,645

EXPENDITURE.	Sterling.
By total amount expended on capital account to 31st of January 1862	4,761,443
Expended during the six months ending 31st July, 1862—	
By Great western Mail line, Hamilton and Toronto line, and Galt branch, &c.:	
Land, work, bridges, permanent way, and all incidental charges	2,470
Proportion of cost of reconstructing timber bridges in stone and iron	1,877
Workshops and machinery	304
Rolling stock—Freight (wheat) cars	1,231
Cost of "fishing" 12½ miles of rails	1,528
Sarnia extension—	
Cost of laying down new sidings &c. £591	
Less credits on Sarina land account 266	326
Enniskillen branch—	
Expense of preliminary surveys, &c., for the proposed branch to the oil springs.	123
Detroit and Milwaukee Railroad Company—	
Loan, including funded interest to October 24th, 1860 (£300,000)	250,000
Balance	201,643
	£5,220,945

Revenue Account for half-year ending 31st July, 1862.

EXPENSES.	Half-year ended 31st July, 1861. Sterling. £	Half-year ended 31st July, 1862. Sterling. £
Maintenance of way	21,228	14,682
Locomotive power	40,435	41,065
Repairs and renewals of passenger and goods cars	11,682	13,968
Coaching transit expenses	19,643	19,123
Merchandise expenses	20,526	24,949
General charges	8,725	8,104
Tot'l ordinary work'g expenses.	122,239	121,891
Items not belonging to ordinary working expenses—		
Taxes	1,488	1,271
Railway inspection fund	178	178
Insurance	1,088	1,088
Suspension bridge rent, for half-year	4,623	4,623
Total revenue expenditure	129,616	129,051
Balance carried to Net Revenue account	79,700	117,177
	209,316	246,228

RECEIPTS.	1861. Sterling. £	1862. Sterling. £
For the carriage of 517,776 passengers	88,449	86,513
Mails and sundries	7,322	7,405
Freight and live stock	112,800	151,607
Rents	744	704
	209,316	246,229

Net Revenue Account to 31st July 1862.

Dr.	1861. Sterling. £	1862. Sterling. £
Balance of net revenue brought forward from half-year ended January, 31, 1862	15,791	14,054
Balance from revenue account for the half-year to date	79,700	117,178
	95,491	£131,232
Cr.	Sterling. £	Sterling. £
Half-year's interest on the balance of Government loan, to 1st of July 1862	17,498	17,498
Interest on bonds, &c.	32,994	41,612
Renewal of rails, sleepers, and bridges	25,518	35,222
Balance carried down	19,481	36,900
	95,491	£131,232
By amount of claims and expenses arising out of the Flamboro' accident, paid during the half-year		260
Expenses of the Committee of Investigation		8,816
Balance carried down		27,823
		£36,900
July 31, 1862.		
By proposed dividend at the rate of 1½ per cent. per annum on 117,769 old shares and 51,931 new shares		25,119
Surplus carried to next half-year		2,704
		£27,823

General Balance Sheet to 31st July, 1862.

Dr.	Sterling. £
Amount outstanding and due to the Company on traffic account	15,724
General stores on hand 31st July, 1862 (including £1,882 2s. 7d. sterling the cost of bridge iron, fish plates, &c., purchased in England, and not yet charged out)	43,527
Fuel stores (wood) on hand 31st July, 1862.	23,086
Mechanical stores do.	13,867
Rail stock account do.	26,987
Municipal bonds	14,260
Balances in bankers' hands and loans at interest	176,098
Balance of interest due to 31st July, 1859, on loan to Detroit and Milwaukee Company not received, as per last account	14,907
Port Huron and Milwaukee Railway Co.	8,219
Sundry accounts due to the Company	5,811
	£342,486
Cr.	£
Balance from Capital account	201,648
Balance from Net Revenue account	27,823
Insurance fund account	3,953
Balances due by the Company, and sundry accounts not paid on 31st of July, 1862	109,067
	£342,486

A Pacific Railroad Argument.

The *Territorial Enterprise* says the best estimates put the amount of freight required for Washoe and its dependencies, during the eight winter months, at 28,000,000 lbs. At 4½ cents per pound the freight on this would amount to $1,260,000. This is a forcible argument in favor of a railway across the mountains.

The Junction Railroad.

A junction railroad is now being constructed at Philadelphia, under the auspices of the Reading, Pennsylvania Central and Philadelphia, Wilmington and Baltimore Railroads. This new road will be located on the west bank of the Schuylkill river, from Columbia bridge to Gray's Ferry bridge, a distance of about five miles, and will unite the Reading road with the Pennsylvania Central, and the Philadelphia, Wilmington and Baltimore with the Media and West Chester Road. From the Columbia bridge it will keep near the river on the west side, crossing the Pennsylvania Central near the Wire bridge, passing under Market and Chestnut streets by tunnels, and terminating at Gray's Ferry bridge. This will enable freight intended to be transferred from one road to another to pass around the city, and thus evade the present nuisance of cars by horse-power, reducing the expense, and greatly facilitating and increasing the business of the Philadelphia terminus of these roads. At the present time, freight coming to the city by one line must be drawn through the streets by horse-power, in order to reach the locomotives of either of the other lines. Freight intended for the southern part of the city will be conveyed by means of the junction road, across the new iron bridge over the Schuylkill near the arsenal, and from thence down Washington avenue, thus avoiding the present route by mule-power down Broad street. The city will thus be surrounded by a locomotive railroad. The anticipated cost of the road will be $500,000. It is being built by contract, and will be owned jointly and equally by the Reading, Pennsylvania Central, and Baltimore and Wilmington Roads.

Appraisement of Lands taken for Railroads.

RIGHTS OF MINORS. A COURT MUST NOT ONLY APPOINT A GUARDIAN OR ATTORNEY, BUT SUCH ATTORNEY MUST ACTUALLY APPEAR AT THE APPRAISEMENT IN ORDER TO CONFER A VALID TITLE UPON THE COMPANY.

An action was brought by one Leman B. Hotchkiss and Lucretia his wife, against the Auburn and Rochester Railroad Company to recover the undivided half of three and 6-10 acres of land in the county of Ontario, occupied by the railroad track of this company. The action was commenced in the New York Supreme Court on the 17th of May 1849, and was tried in February 1861.

It appears that one Thaddeus Oaks, of the town of Phelps, died in 1824, seized of a farm in that town, called the Oak's farm, embracing the premises in question, leaving him surviving, his wife Fanny, and two children Nathan and Lucretia; that Thaddeus Oaks had owned and possessed such farm, and had resided upon it in the town of Phelps from the year 1800 until he died. Fanny Oaks intermarried with Elias Cost in 1828. Mr. Cost died in 1850 and Mrs. Cost in 1851. Lucretia Oaks married Leman B. Hotchkiss on the 1st of May 1844, and died July 31, 1855, leaving five children. Lucretia Hotchkiss was born March 4, 1824, on the Oaks farm, and lived and resided there with her mother until she married Leman B. Hotchkiss; and during that time she was only temporarily absent at school, at different times in 1839, '40, and '41. Her residence was in the town

of Phelps from her birth until her marriage. The defendant took possession of the premises in question, in May 1841, and constructed a railroad thereon, by making excavations and embankments, and laying and completing the track, and soon after, in July 1841, commenced running their cars on the road. Ever since taking possession the defendant had retained the possession and used the land for the purpose of its track and the running of its cars, and the operation of the said road, holding exclusive possession and claiming exclusive title, and denying the right of Nathan Oaks and Mrs. Hotchkiss, and the plaintiffs to any interest therein. After Cost married Mrs. Fanny Oaks, Lucretia lived in their family, and during this period Cost sent her to school at Albany. She died July 31, 1855, after the commencement of this suit, leaving five children, all under the age of twenty-one years. On the 27th of September, 1858, Leman B. Hotchkiss, as executor of the will of Mrs. Hotchkiss, and the children by their father, as guardian, were substituted as parties plaintiff in the action in the place and stead of the said Lucretia, by an order of the court.

The defendant, at the trial, to establish title in itself, introduced evidence of proceedings for the appraisement of the premises in question, proposed to be taken for the construction and accommodation of its railroad as against Nathan and Lucretia Oaks, under the act to amend the act for the construction of the defendant's railroad, passed April 18, 1838. All the proceedings required by the act, including the certificate of location, were proved by competent evidence, by the production of the originals, or by the record of the same, or sworn copies, except the petition, which having been lost, and due proof of its loss having been introduced, its existence in due form, and also its contents and verification, were proved by Amos Jones, the judge to whom it was presented, and who made the order for drawing the jury &c. The notice of the drawing of the jury of appraisers required by the 3d section of the act aforesaid was served upon Lucretia Oaks, as required by that section, by leaving the same, on the 15th of February, 1841, at her place of residence in Phelps with her mother at the house of Mr. and Mrs. Cost, where Lucretia resided; she, at the time of such service being absent from home. A like notice was served upon her, of the meeting of the jury of appraisers on the 6th of March 1841.

Among the points presented by the plaintiffs attorneys was the following:

That it did not appear that Thomas Smith, the person appointed to appear for Mrs. Hotchkiss to represent her interests before the appraisers, appeared before the jury of appraisers at all; but the contrary was shown; nor did it appear that a notice of the meeting of appraisers was served on Mr. Smith.

The jury, under the direction of the court, rendered a verdict in favor of the plaintiffs for an equal undivided half of the premises described in the complaint, assessing the damages of the plaintiff for withdrawing the same at $900. An appeal was then taken to the Monroe General Term; which court now hold the point taken by the plaintiff to have been good. That it is indispensable that some proper person should be appointed to appear for an infant before the jury of appraisers to represent her, and to attend to her interests on the appraisement. And although an attorney is appointed to appear before the jury and protect the interests of the infant there, yet if he fail to attend before the jury, or to represent her interests there, his appointment is nugatory. The statute is not complied with simply by making an appointment of an attorney for the infant owner by the county judge sufficient in form; but it is the duty of the railroad company to see that some reliable person is appointed who shall in fact personally appear before the jury and protect the interests of the infant. And until such appointment and appearance the jury have no jurisdiction to entitle them to proceed to appraise land, or the damages for taking the same.

The court also held that upon the death of a person seized of real estate, all claim for damages done to the estate, and for the rents and profits thereof down to that time, go to his executor, and belong to the personal estate. Therefore in ejectment by devisees, the plaintiffs are only entitled to recover the possession of the premises, with damages for withholding the same, and the rents and profits thereof, from the time their title to such rents and profits accrued. As in this case the damages were recovered in gross, the court ordered a new trial. The following is that portion of the opinion, rendered at the decision of the case, relating to the appointment of an attorney and his appearance before the appraisers.

E. Darwin Smith, J.—The action is ejectment to recover the undivided half of 3 6-10 acres of land taken by the defendant, in 1841, and since used by it for railroad purposes; and unites, as is allowed by the code, a court for use and profits of the land. The title of Lucretia Hotchkiss in her life time, to the premises in question, and the right of recovery for the same by the present plaintiff, is unquestionable, unless such title was divested by the proceedings of the defendant to acquire such title, under the acts of 1836 and 1838, incorporating the defendant and prescribing the manner in which it might acquire title for the use of such corporation, independently of the questions which arise upon the anti-nuptial agreement between said Lucretia and the plaintiff Leman B. Hotchkiss, and other questions which arise upon the defence. The proceedings instituted by the defendant before the Hon. Anson Jones, county judge of Ontario County, for the appointment of a jury of appraisers to assess the value of the land required for the construction of the defendant's railroad, in and through the County of Ontario, having been admitted in evidence by the circuit judge, present no question of exception on the part of the defendant, except so far as such proceedings are held invalid. Such proceedings as presented in the evidence, disregarding all other objections made by the plaintiffs therto, do present one ground of defect in the defendant's title to said premises, which I think entirely unanswerable. Lucretia Hotchkiss was, at the time of instituting such proceedings, a minor, and was at the time absent from her home and domicil—her mother's house in Phelps—attending school in Albany. Conceding that the service of the several notices of said proceedings was properly made upon her, according to the provisions of the defendant's charter as amended in 1858, still as she was an infant, it was indispensable that some proper person should be appointed by the county judge conducting such proceedings, to appear for her before the jury of appraisers, to represent her, and attend to her interests on the appraisement.

The appointment of Thomas Smith to appear before said jury and attend to her interests on such appraisement, was sufficient in form, but the non-attendance of said Smith before the jury, and his entire neglect in any way to appear for, or represent her interests before the jury, renders such appointment entirely nugatory. The statute was not complied with simply by the making of an appointment of an attorney for her, by the judge, sufficient in form. It was the duty of the defendant to see to it that some reliable person was appointed, living in the vicinity, who should in fact personally appear before the jury and attend to and protect her interests, upon such proceedings. Until such appointment and appearance the jury had no jurisdiction of her person, to entitle them to proceed to appraise the land, or the damages of the said Lucretia, for the taking of such land by the defendant. The statute was designed to secure the actual attendance of some fit person, before the jury, as guardian or attorney, to attend personally to the interests of the infant upon such appraisement. And without such appearance, all the doings of the jury, in the proceeding, are entirely unauthorized and void. The title of the defendant to the property, therefore, fails.

Cazeline—The New Light.

The discovery of the oil-wells of the American continent led to the expectation that a great advance would take place in our means of illuminating. The expectation was not, however, realised in the first instance. Much of the American oil was sent over to this country imperfectly rectified, and of a very light specific gravity. It was highly explosive, and, as our readers probably know, very serious accidents, attended in one or two instances with loss of life, resulted from its incautious use. Moreover, these oils, as prepared and sold under the name of paraffine, have a rank odor, which is by no means agreeable in a sitting-room, and must be injurious to health. So strong was the sense entertained of the dangerous character of these oils, that the Legislature passed an Act, imposing a pecuniary penalty, with the forfeiture of the article, upon persons keeping the dangerous oils within a given distance of any human habitation or store. Paraffine was the lowest priced oil hitherto introduced; but, for the reasons mentioned, it was very far from meeting the wants of the public.

At length, however, a hydro-carbon oil has been produced, which possesses all the qualities required to render it generally acceptable. It is as cheap as paraffine, it burns with a pure and brilliant light, and is as safe in use as a common candle. This new oil, which is called Cazeline, is as white and clear as water, and will burn in any paraffine or mineral oil lamp. The invention has been patented, and a company has been formed, which is producing the new oil in considerable quantities. Already a large demand exists for this oil, which, we think, is likely to supersede all other illuminating agents for general use. The company also produces machinery and lubricating oils, and substitutes for turpentine, which commend themselves to notice by their cheapness and superior quality.

We make no apology for introducing the Cazeline oil to the notice of our readers; for a brilliant light is so great an attraction in a home on a long winter's evening, that a discovery which places such a light within every one's reach is of social importance, and deserves to be made known as widely as possible.—*Casell's Family Paper.*

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds } Under Act 15th April, 1842	$2,833,364	6	1862	107
Coupon Bonds... }		6	1862	107
Registered Bonds } Under Act 28th June, 1847	9,415,250	6	1867	102
Coupon Bonds... }		6	1867	102½
Registered Bonds } Under Act 31st December, 1848	8,908,842	6	1868	102
Coupon Bonds... }		6	1868	102
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	97
Registered Bonds } Under Act 14th June, 1858	20,000,000	5	1874	94
Coupon Bonds... }		5	1874	93
Registered Bonds } Under Act 22d June, 1860	7,022,000	5	1871	93
Coupon Bonds... }		5	1871	93
Coupon Bonds (Oregon War Debt), Under Act June, 1861	307,900	6	1881	101½
Registered Bonds } Under Acts 8th Feb. and 17th July, 1861	50,000,000	6	1881	104½
Coupon Bonds... }		6	1881	104½
Treasury Bonds (coupon) } Under Acts 17 J'y & 5 Aug '61	55,000,000	7.3	1864	105½
Treasury Bonds (coupon) }	53,600,000	7.3	1864	105½
Registered Bonds } Under Act 25th February, 1862; re-	20,000,000	6	1882	----
Coupon Bonds... } deemable at pleasure after 5 years..		6	1882	----
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	7,757,600	6	2 y'rs	127½
Under Acts 2 Mar. '61, & 17 Mar. '62 } convert. into 20	10,000,000	---	Dem.	----
Under A's 17 Ju. & 5 Au.'61 & 17 Ma.'62 } y'r b'ds due '81	50,000,000	---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	----------	---	"	----
Certificates of Deposit, under Acts 26 Feb. & 17 March, 1862	50,000,000	5	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	100,000,000	6	1 year	99½
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	114
" — " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	107½
Georgia—Coupon Bonds	525,000	7	'62–'74	----
" — " "	2,073,750	6	'63–'80	78
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	104½
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	105
" —Interest Stock of 1857	786,223	6	------	97
" —New Refunded Stock of 1859	1,792,000	6	'60–'77	101
" —University Fund Interest Bonds of 1861	650,000	6	1879	105
" —War Fund Bonds of 1861	1,020,400	6	1879	103
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	100
" — " " " not registered..	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" — " " "	2,054,298	2½	18--	55
" —Canal Preferred Certificates	4,079,500	5	18--	----
" — " " (special) Certificates	1,216,737	5	18--	----
" —Deferred Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	97
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68–'72	95
" — " " (banks)	600,000	5	18--	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	59
" — " " (bank)	5,398,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	699,000	6	Var.	107
" —War Loan of 1861	----------	---	------	----
Maryland—Inscribed Certificates	5,964,251	6	Var.	107
" — " " (sterling)	8,857,222	5	Var.	100
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	108
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,000	5	'61–'72	----
" — " " of 1861 "	247,000	6	'68–'72	116
" —Union Fund Loan of 1861	2,217,500	5	'71–'76	----
" —Inscribed Certificates (loans to R. R. Co's)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,006,177	6	1863	101½
" — " "	216,000	6	1878	102
" —War Loan: Coupon Bonds 1861	449,100	7	1881	106
Minnesota—Coupon Bonds (State)	250,000	8	1867	104
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	----------	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41–'71	56
Missouri—Coupon Bonds	439,000	6	'63–'83	53½
" — " "	100,000	6	1862	53½
" — " " (loans to Railroads)	23,101,000	6	'72–'86	72
" —War Loan 1861	----------	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,330	6	'65–'71	103
New York—Certificates	----------	6	'61–'62	----
" — "	----------	6	'64–'65	103
" — " State Loan $6,756,654	----------	6	65–'66	103
" — " Railroad Loan 339,000	----------	6	'72–'75	120½
" — " Canal Debt—(old) 9,739,025	----------	6	1874	117
" — " " —(new) 13,200,000	----------	5½	1865	----
" — " " —(misc.) 642,585	----------	5	'66–'74	102
" — " " —(floating) 2,500,000	----------	5	1883	102½
" — "	----------	4½	1864	----
" —War Loan of 1861	----------	7	1864	105
North Carolina—Coupon Bonds	9,129,555	6	18--	70½
Ohio—Inscribed Certificates	6,413,326	6	1860	103
" — " "	1,025,000	5	1865	100
" — " " "	2,183,531	6	1870	105
" — " " "	1,600,000	6	1875	105
" — " "	2,400,000	6	1886	107
" —War Loan (1861)	1,500,000	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds } (1st January, 1862	37,687,700	5	'61–'82	98
" —Inscribed Certificates }		5	'61–'82	95½
" — " "	400,630	6	1879	108
" — " "	388,200	4½	'63–'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68–'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	55
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	18--	109½
" —War Loan (1861)	----------	---	18--	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85–'93	64½
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77–'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64–'74	----
" — " "	265,000	6	'62–'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70–'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66–'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	----
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	100
" — " " (Balt. & Ohio R. R.)	5,000,000	6	------	100
" — " " (Water Works)	3,400,000	6	------	101
" — " " (Bank Stock)	653,966	6	------	----
" — " " (Improvement Stock)	4,963,215	6	------	----
Boston—Coupon (S. F.) Bonds (Municipal)	2,412,576	5	Var.	109½
" —Coupon Bonds (Water)	6,243,680	5	Var.	109½
Chicago—Coupon Bonds (Municipal)	880,000	6	18--	100¾
" — " "	609,000	7	18--	110
" — " " (Sewerage)	822,000	7	18--	----
" — " " (Water Works)	1,133,000	7	18--	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " "	2,140,000	5	1887	109½
" —Public Education Stock	150,000	5	1873	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1883	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69–'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71–'75	----
" — " " (Municipal)	1,136,200	6	'61–'80	----
" — " " (Buildings, etc.)	532,000	6	'66–'95	----
" — " " (Sewers)	425,000	6	'70–'88	----
" — " " (Improvement Old Limits)	260,000	6	'71–'87	----
" — " " (Water Works)	497,000	6	'71–'83	----
" — " " (Harbor Improvement)	239,000	6	'63–'86	----
" — " " (Wharf Improvement)	166,000	6	'67–'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75–'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	93
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63–'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	99
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	----
" " " Unsecured Bonds	2,773,726	6	'63–'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	----
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	----
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	89
" " 2d " " "	3,980,670	6	1882	70
" " Improvement " "	586,500	6	1870	----
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	38
" " Preferred Interest Bonds	227,589	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	43
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	92
Wyoming: 1st Mortgage Coupon Bonds	837,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,000,000	---	------	91½
Housatonic Preferred	1,180,000	8	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	85½
Milwaukee & Prairie du Chien, 1st preferred	1,095,000	---	------	103
" " " 2d "	1,086,000	---	------	78
New York & Harlem, Preferred	1,500,000	---	------	49½
Philadelphia & Reading, Preferred	1,551,800	7	------	50

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'65-'76	----
Androscoggin and Kenebec :				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	535,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western :				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'69-'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	100
" "	700,000	6	1880	97½
" "	1,128,500	6	1875	99
" "	1,000,000	6	1887	101
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie :				
1st Mortgage coupon	2,000,000	7	1877	99
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	106
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	----
Mort. (chgd from Sterl'g)	888,000	5	1864	----
Mortgage	800,000	6	1849	----
*Mortgage	1,700,000	6	1875	105
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
*Catawissa :				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Central of Georgia :				
Mortgage	86,067	7	1863	----
Central of New Jersey :				
1st Mortgage	1,400,000	7	'65-'70	112
2d Mortgage	600,000	7	1875	110
Central Ohio :				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	71
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	15
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. (1860, '63, '75, and '77)	786,400	6	var.	103
Chicago, Burlington & Quincy :				
Trust Mort. S. F., convertible	317,000	8	1883	116
" " " inconvertible	2,690,000	8	1883	----
Plain Bonds, dated Sept. 20, 1860	755,000	7	1890	----
2d Mortgage, inconvertible	922,000	4½	1890	----
Chicago and Aurora, 1st Mort.	230,000	7	1867	----
Central Military Tract, 1st Mort.	248,000	7	1864	----
" " " 2d Mort.	204,000	8	1868	----
" " " Plain	28,000	8	1876	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	110
Chicago and Northwestern :				
1st Mortgage (preferred)	1,250,000	7	------	102
1st Mortgage (general)	3,660,000	7	------	75
Bonds issued for coupons of do.	756,000	7	------	89
2d Mortgage	2,000,000	6	------	33½
Appleton Extension Bonds	184,000	7	------	90
Flagg Trust Bonds	245,000	8	------	----
Cincinn., Hamilton and Dayton :				
1st Mortgage	394,000	7	1867	100
2d Mortgage	950,000	7	1880	96
*Cincinn., Wilm. and Zanesville :				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning :				
1st Mortgage	850,000	7	------	105
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	25,000	7	1861	99
2d Mortgage	228,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Dividend Mortgage	900,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	101½
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	100
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	94
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	74¾
Clev., Columbus and Cin. :				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	299,000	7	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	1872	65
Junction 2d Mortgage	221,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	1863	75
Junction Income	27,500	7	1862	----
C. and T. Income Mortgage	104,400	7	1863	75
C. and T. Income (convertible)	174,000	7	1864	----
C. and T. Income (convertible)	256,000	7	1864	----
C. and T. Dividend (convert.)	151,495	7	1865	75
C. and T. Income (convertible)	39,000	7	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	1885	103¾
Columbus and Xenia :				
Dividend (due 1860, '61, '62, '66)	115,900	---	var.	93½
Connecticut River :				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	6	1876	95
Cumberland Valley :				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60) :				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western :				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware :				
1st Mortgage	500,000	---	------	95
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	110
1st Mortgage (E. Extension)	1,499,000	---	1875	106
2d Mortgage	2,516,500	---	1881	108
Income (due 1862, '65 and '67	14,101	---	var.	88
Detroit and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	60
2d Mortgage	1,000,000	8	1868	----
3d Mortgage (convertible)	750,000	10	1883	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000	---	------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	275,000	6	var.	100¾
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	450,000	6	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,685	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,802,000	---	------	----
Endorsed by State of Tennessa.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida :—				
Internal Improvement (State)	1,655.000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Galena and Chicago Union :				
1st Mortgage Coupon	1,971,000	7	'62-'63	108
1st Mortgage (Extended)	22,000	7	1882	110
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	108
*Great Western, Ill :				
1st Mortgage Eastern Division	1,000,000	10	------	----
" Western "	1,350,000	7	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	71
Land Security	5,000,000	7	1881	50
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster :				
New Dollar Bonds	661,000	6	1883	103
Hartford and New Haven :				
1st Mortgage	927,000	6	1873	99
Housatonic :				
1st Mortgage	200,000	7	1877	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1868	----
Hudson River :				
1st Mortgage	4,000,000	7	'69-'70	115
2d Mortgage (S. F.)	2,000,000	7	1885	112
3d Mortgage	1,840,000	7	1875	101½
Convertible	1,002,000	7	1867	97
Illinois Central :				
Optional Right bonds	38,000	7	1868	----
Construction	10,798,500	7	1875	106½
Construction	4,115,000	6	1875	106½
Eight per cent. bonds	326,000	8	1865	----
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	55
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville :				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
*Kennebec and Portland :				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6½	1861	----
3d Mortgage	250,000	6†	1862	†----
*Kentucky Centr. (Cov. and Lex.)				
1st Mortgage	160.000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,900	6	1870	108½
La Crosse and Milwaukee :				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	26
2d Land Grant (Western Div.)	353,600	†	------	26
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort :				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami :				
Mortgage (Coupon)	1,300,000	6	1883	91
Long Island :				
1st Mortgage	500,000	6	1870	99
Extension Bonds	175,000	7	1890	100
Long Dock Co. :				
Mortgage Bonds	500.000	7	1882	----
Mortgages on Land	473,809	7	------	----
Louisville and Frankfort :				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville :				
State (Tenn.), 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester :				
State (Tenn.)	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis :				
Mortgage	600,000	7	1861	83
Marietta and Cincinnati :				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston :				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv. :				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State (Tenn.) Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	1869	110
1st Mortgage (S. F.), convertible	4,461,000	8	1882	115
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	934,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	85½
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	104
Detroit and Toledo	684,000	7	1876	98½
1st General Mortgage (S. F.)	3,030,000	7	1885	104½
2d General Mortgage	2,572,000	7	1877	94½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	103
1st Preferred stock	1,060,000	---	------	103
2d Preferred stock	1,020,000	---	------	79
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	99
Preferred Stock	1,175,000	10	------	125
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63'4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	536,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	110
Funding (S. F.) Bonds	1,553,000	7	1876	113
Stock Exchange (S. F.) Bonds	680,000	6	1883	106½
Real Estate (S. F.) Bonds	166,000	6	1883	105
Real Estate Bonds	391,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	105½
Convertible Bonds	970,000	7	1876	113½
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	108
New York and Erie:				
1st Mortgage	3,000,000	7	1867	117
2d Mortgage	4,000,000	7	1879	113
3d Mortgage	6,000,000	7	1883	107
4 h Mortgage	4,900,000	7	1880	101½
5th Mortgage	1,792,500	7	1888	99½
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	109½
2d Mortgage	1,000,000	7	1864	105
3d Mortgage	862,300	7	1867	90
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----

Description.	Amount.	Interest.	Due.	Price.
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	3,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	99
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	89½
2d Mortgage	3,077,000	7†	1861	6½
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	84½
Chattel Mortgage	360,000	10	1883	105½
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,050,000	†	1858	----
2d Mortgage	258,000	†	------	----
Construction	4,242,000	†	1858	17
Income	3,320,000	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	45
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage	4,990,000	6	1880	114
2d Mortgage	2,421,000	6	1875	100½
2d Mortgage Sterling	2,126,400	6	1875	----
State Works Bonds	7,100,000	5	------	89
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	76
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	288,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	132,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	5	------	103
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	----
" 1836, "	192,000	5	1880	103
" 1849, "	3,103,600	6	1870	105
" 1861, "	436,000	6	1871	----
" 1843, "	1,548,300	6	1880	109
" 1844, (convertible)	863,000	6	1880	110½
" 1848, "	124,000	6	1880	99
" 1849, "	83,000	6	1880	102
" 1857, "	3,586,500	6	1886	100½
" 1856, "	1,475,000	7	1886	100½
Bonds and Mortg's—real estate	592,200	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
McKeesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	107
2d Mortgage	5,160,000	7	1911	95½
3d Mortgage	2,000,000	7	1911	73½
Bridge Bonds, O. & P. R. R. Co.	188,000	7	1876	----
Chicago Depot Bonds	337,173	6	1865	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1895	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----

Description.	Amount.	Interest.	Due.	Price.
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	45
2d Mortgage	937,500	7	1863	8
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,200,000	7	1866	30
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1883	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*Chicago and Alton:				
1st Mortgage	2,000,000	7	------	99½
2d Mortgage	1,585,000	7	------	----
3d Mortgage (Income)	1,000,000	10	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	1877	106
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Alton & Terre Haute:				
1st Mortgage (convertible)	1,000,000	7	'62–'72	98½
2d Mortgage (preferred)	2,000,000	7	'68–'70	81
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	98½
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	1865	98½
2d M. (Toledo and Wabash)	1,000,000	7	1869	84
2d M. (Wabash and Western)	1,500,000	7	1890	84
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	23½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1872	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Dollar Bonds	802,000	6	1875	110½
Albany City Bonds	1,000,000	6	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Elmira and Williamsport:				
1st Mortgage	1,000,000	7	1890	100
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,786	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,806	—	1,067,006	777,777	240,485	2,176,0.3	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	.....	.....	.....	—	....
1 May, '61	169.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100.000	1,419,789	922,622	23,579	2,582,505	116.9	.....	505,166	260,289	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
30 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	.....	.....	23.8	45,543	77,028	24,800	16	....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302.511	—	1,936,739	1,810,500	319.444	4,303,9.2	122.4	252,906	359,14?	149,477	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254.000	102.888	2,330,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,186	14	142
31 Dec. '61	74.0	—	....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189.000	45,747	2,567,530	120.0	189,358	225,292	25,565	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,500	289,750	21,408	1,342,958	57.0	137,818	268,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	127,390	135,072	.....	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	....
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710.403	—	3,000,000	1,890,000	.....	5,626,549	117.4	489,8.0	808 060	301,979	....	....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	286,542	108,626	—	77
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406.132	870,000	271,677	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6¼	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	....	....	....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,635	—	....
.. .. '62	50.8	—	5.0	—	....	....	....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
.. .. '62	100.0	3.9	10.0	163.5	....	....	....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,927	8	125
.. .. '62	92.6	—	8.7	70.9	....	....	....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	783,700	129,500	—	.....	53.0	.....	108,288	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	....	....	....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,580.173	229.0	879 465	1,715,026	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,345	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658.976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,865	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,821	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832 348	454,541	—	....
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	.....	8,500,000	4,500,000	.....	10,000,000	220.0	.....	1,098,465	452,693	4	....
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6.024 750	.....	12,176,115	168.0	1,067,025	1,551,227	679,772	....	92½
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762.865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,870	11,817,527	213.0	.....	849,719	414,828	—	....
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023.936	*	40,469	5,603,000	1,397,000	.....	7,545,220	228.4	765,949	1,054,704	415,971	3	82½
10 Nov. '58	33.2	—	....	—	—	—	—	Fox River Valley	580.000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '61	121.0	138.5	74.5	—	60	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	.....	10,602,318	261.3	1 123,454	1,720,396	811,185	5	85½
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2,391,000	.....	.....	175.0	.....	485,945	181,529	....	....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,529,095	15,277,500	172,929	33,504,024	708.3	2,458,023	2,965,75?	1,150,903	—	81½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
.. .. ..	148.0	—	....	—	....	....	....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,40	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	....	....	....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	ope.	by Chic.	& R. Is.	125.000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '58	186.0	—	....	—	....	....	....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	....	....	....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000.000	100 0	oper.by	Bur. &	Quincy	—	....
.. .. ..	1.0	—	....	—	....	....	....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper.	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.5	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	....	Cincinnati and Chicago	2,090,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	....	....	....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	....	Evansville and Crawfordsville	2,233.413	*	2,750	986,061	1,219.100	51,772	2,288,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	364,122	400,397	133 009	—	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497.952	540,043	25,689	1,659.900	1,367,284	140,689	3,458,108	110 0	.....	448,858	230,834	9	53
31 Dec. '60	84.0	—	....	—	—	—	—	Ind., Pittsburg and Cleveland	1,896,214	*	10.000	835,971	1,023,384	37.219	2,031,942	84.0	.....	277,962	119,745	—	....
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,198,381	108.0	303,161	297,988	121,416	—	....
.. .. '59	64.0	—	....	—	....	....	....	Lafayette and Indianapolis	1,850,000	*	—	1,000.000	600.000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	....	....	Madison and Indianapolis	2,667,704	*	356.755	1,848.950	1,285,300	87,989	3,060,128	185.0	201,402	280,563	99.080	—	....
.. .. '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,927	371,40.	—	....
.. .. '58	74.0	—	....	—	....	....	....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '61	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,281,450	230,000	4,690	1,976,801	73 0	325,707	377,692	216,184	10	125
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	....	....	....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,785	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516.072	860,000	369,084	.....	86 0	7 mo's.	85,239	48,771	—	....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	.....	287,143	2,870,015	111.0	107,646	200,160	81,779	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	....	....	....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,080,000	337,532	4,375,998	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	—	—	—	Lexington and Big Sandy	624,024	*	—	sold, 1859,	for $20,000.	.....	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694.444	71,000	.....	.....	13 0	oper.by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	}	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,435	130,000	.....	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	....	}				} Louisville and Frankfort	1,383.526	126,735	6,540	1,104,567	414,519	—	1,649,651	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,12?	—	....
.. .. '59	18.8	—	....	70.2	....	....	....	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	....	....	....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,856,320	80.0	180,204	431,922	228,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	566 434	—	....
31 Aug. '60	53.7	—	....	135.3	....	....	....	*Vicksburg, Shreveport & Texas*	1,662,891	*	—	1,233,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,908	1,859,147	54.7	oper. by	An. & K.	70,566	—	.....
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	111
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	73
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,050,000	*	—	1,050,000	—	—	1,324,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	34
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.8	43.4	—	21	28	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	104½
31 May, '62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	465,758	4,076,974	—	75,150	4,905,723	119.3	599,048	732,427	290,406	6	123½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	132,720	—	.....	61.8	.....	588,871	272,429	8	127
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	129½
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	—	.....	52.3	.....	250,336	122,956	6	107
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	84,000	4,908,862	120.7	432,100	565,939	246,402	4	89½
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	.....	71.6	.....	543,158	217,054	6	111½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	28.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	.....	.....
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,383	30,275	—	200,000	75,000	15,655	365,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	122
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	67½
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,000	140,902	.....	.....	.....	.....	.....	—	.....
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	353	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	117
30 Nov. '61	18.0	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	233,305	226,900	270	.....	ope	r. by B.	and L'll	.....	.....	.....
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....	.....	.....	.....	.....	.....	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	17½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	140
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	65
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	.....
30 Sep. '60	185.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- --	--	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	--	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,083	3	91½
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,543	—	43½
-- --	--	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '58	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	...	...	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	188.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	283,212	253,577	78,220	—	.....
-- --	--	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,586,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	95.5	353,000	227,720	86,338	—	30
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,763,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	18
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	60½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord & Portsmouth, guar.	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	16,000	—	110
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mass.	—	—	90
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	112½
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	64
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	76,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,128,287	*	—	997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	155
31 Dec. '60	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	160
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,235	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	...	...	.....	New Jersey	3,609,089	400,378	1,249,621	4,397,820	688,000	—	5,628,931	33.8	.....	992,767	579,981	10	139
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*	—	154,157	—	—	.....	.....	.....	.....	.....	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	98
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	—	—	15,344	2,568	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,229	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	oper. by Rens. & Sarat.		—	—	—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	oper. by Western.		—	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Bloesburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	26,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220	23.8	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	593 845	187,704	—	—
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	80
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by Erie.	24,000	—	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by Erie.	30,000	—	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.5	oper. by West'rn	—	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,788,466	9,137,000	773,411	13,688,877	259.0	1,116,758	1,989,013	566,461	—	77½
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2.680	2,633,393	100.5	243,195	297,646	137,347	—	22½
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	.....	7,309,042	2 601,063	6	105
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,616	1,979,108	—	64½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	21½
30 Sep. '61	99.0	—	.....	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.		60,000	6	—	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	90 061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,457	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	656,249	1,776	—	557,600	150,000	13,480	721,080	oper. by B., N. Y. & E. 4,998		—	—	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,859	—	57,262	88,151	19.0	23,667	4,751	.....	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	oper. by Rens. & Sar.		.....	—	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	.....	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	5.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,535	36,073	—	274,400	—	—	—	oper. b. Hudson River.		.....	—	6	—
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	oper. by other Co's.		.....	—	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.81	33,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	98,000	45,500	11,625	153,125	.....	oper. by Erie R. W. Co.			—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,433	353,441	164,672	6	83
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	---	---	----	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	.....	—	---	---	----	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
-- -- '59	97.0	—	.....	—	---	---	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	—
								OHIO.													
-- -- '58	—	—	.....	—	---	---	----	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	—	—	.....	—	—	—	—
31 Dec. '60	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71.660	3,256,750	118.2	.....	314,091	102,765	—	15
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	—
31 Mar. '62	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	.....	646,205	329,714	7½	98
31 Dec. '60	30.0	—	.....	69.1	---	---	----	Cinc. and Indianapolis Junc.	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	25
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	.....	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	136
31 Dec. '60	67.0	—	.....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369 849	238.005	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4 888,660	96.6	578,991	1,244,975	734,991	10	114
30 Nov. '58	101.0	102.5	.....	—	42	---	----	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	40
31 May '62	109.2	79.4	.....	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	70⅝
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84.000	17.760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope r. w. Lit. Miami.		177,371	8	87½	—
31 Mar. '61	144.0	—	7.9	—	---	---	----	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	.....	375,002	212.107	—	—
31 Aug. '60	36.6	—	.....	5	3	87		Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	.....	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	102,180	52,408	—	—
-- -- '59	36.0	—	.....	84.0	---	---	----	Fremont and Indiana	.....	.....	—	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	—
31 Oct. '61	82.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	—
30 Nov. '58	13.0	—	.....	84.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,246	500 524	412,002	2,981,267	1,400,000	—	4,960,780	138.0	814,902	1,326.991	632.114	8	115
31 Jan. '62	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	238,789	106,895	9,792,293	226.6	.....	434.290	99,554	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '61	153.9	52.0	.....	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450.245	58,589	—	—
31 Dec. '60	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	848,770	1,385,200	132,063	2,588,676	125.0	.....	285,934	34 167	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	*	—	193,000	150,000	3,500	346,500	oper. by C., C. & C.		.....	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Aug. '61	242.4	—	.....	—	85	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	895,502	1,012,236	400,559	—	35
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	—	.....	378,455	62,624	.....	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	.....	311,201	164,554	10	58
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,078,000	305,000	—	3,350,000	34,000	59.359	3,472.746	146.0	289.137	219,548	22,490	—	5
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	422,200	5,293,552	4,915,500	744,579	11,780,945	202.0	.....	2,169,946	1,339,680	—	115
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	—
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,136,037	*	—	1,000,000	1,000,000	55,295	2,214,873	78.0	252.639	307,496	130,149	—	18½
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	.....	—	600,000	400,000	.....	1,000,000	oper. b. Buf. & S. L		.....	.....	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	.....	—	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	168,334	6	58½
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	82,411	7,267	—	—
31 Aug. '59	30.9	11.8	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425.015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	38.9	.....	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	----	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	.....	.....	45.7	183,500	679,908	342,039	6	63½
30 Nov. '59	28.0	5.0	18.5	----	9	----	----	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	oper. by C., W. & E.		.....	.....	—	20½
31 Dec. '60	20.0	—	4.0	—	.....	.....	----	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,950	3,413,371	303 927	9.303.932	.....	.....	783.318	670,227	6	56
31 Dec. '61	130.0	—	60.5	—	—	2	3,026	Mine Hill and Schuylk. Haven	2,973,398	278,367	—	3,218,600	—	—	3,218,600	130 0	293,692	618,043	335,671	11	48½
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	—	3,147,130	2,860,000	92.820	6,205,967	65.7	247 062	364.225	202,124	—	10
31 Dec. '61	331,1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541,156	3 447.522	1,421,980	13,264,100	16,637,400	1,322,915	34,224,559	423.0	4,413,036	7,300,001	3,644,938	6	55½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	—
30 Sep. '59	17.0	7.0	.....	—	16	---	----	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,500	104,720	1,742,333	24.0	.....	288,657	157,194	—	53½
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	—	25,295.48	151.4	1,795,927	2,906,888	1,412,906	—	39
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by Cam. & Amboy			—	140

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
1 Oct. '61	98.0	6 0	—	—	32	109	565	Phila., Wilmington and Balt.	7,021,713	744,425	142,840	5,600,000	2,475,500	140,993	8,742,000	200.5	439,780	1,516,985	675,484	6½	60
31 Oct. '61	59.9	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,21	—	.....
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 329	18,999 581	467.5	2,434,641	3,031,787	1,299,721	—	57
30 Sep. '59	31.0	—	.....	11.0	—	—	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	—	—	—	—	—	—
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	—	—	—	—	—
30 Sep. '59	9.2	15.3	14.9	—	—	—	.....	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	.....	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	—	—	.....	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	114,126	61,848	—	16
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	47½
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,635	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,900	.....	.....	62.0	240,449	331,522	106,782	5	56
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	4,7,,17	8,500	.....	.....	13.6	.....	26,454	6,914	—	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	132.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	—	—	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	—	—	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	—	—	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	—	—	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	.....	41.9	—	—	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859	.....	.....	.....	.....	.....	.....	.....	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859	130.0	—	30.6	55.8	—	—	.....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	127,256	60,029	—	.....
1859	47.4	—	2.5	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,394	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,382	*	—	2,056,544	1,781,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 6	—	.....	158.0	—	—	.....	Buffalo Bayou, Braz & Colr'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	—	—	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275.000	240,000	171,530	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	—	—	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	—	—	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	579,119	6,385,045	119.6	349 440	334,368	113,318	—	.....
31 Aug. '60	62.0	.....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	.....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	.....
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	.....	1,380,695	ope	r. by Vt.	Central	.....	—	132
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45,930	8,522	—	.....
31 Aug. '60	54.0	10.5	.....	—	—	—	.....	Western Vermont	1,083,500	*	—	832,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	.....
								VIRGINIA.													
31 Aug. '58	41.3	—	—	122.1	—	—	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.3	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	108.5	.....	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '60	88.3	68.4	10 0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517.500	590,056	.....	167.7	270,846	450.427	222,214	—	.....
30 Sep. '58	128.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,351,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326.554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '60	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85.000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	86.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844.200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541.197	83,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838.475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '60	55.0	—	2.0	121.0	8	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	198.0	—	24.9	—	—	—	.....	*Mitraukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830.073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
— — '57	42.0	—	.....	27.8	—	—	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	.....	1,108,354	436,039	—	34
— — '57	50.0	—	.....	85.0	—	—	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
10 May, '61	104.0	—	.....	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,092,471	104.0	228,627	229,850	68,438	—	.....
— — '55	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								CANADA.													
31 July '61	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	.....
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	81.0	166,245	.....	.....	—	11
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '58	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '58	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— — '58	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
— — '59	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '58	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	—	14	18	235	European & North American	4,548,564	*	—	4,637,852	—	—	4,637,852	108.0	.....	130,678	36,432	—	—
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	126,000	1,799,232	60.0	.....	132,555	36,670	—	.....
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	4,268,717	*	—	.....	.....	.....	.....	61.5	.....	120,918	26,803	—	.....
								NEW GRANADA.													
31 Dec. '60	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	620,804	5,000,000	2,400,000	—	9,603,530	48.7	.....	1,539,859	1,110,652	12	155

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 5.

	Th 30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5.
State Stocks:—						
California 7s	114½	----	----	114	----	----
Georgia 6s	----	----	----	----	----	----
Illinois War Loan	103	----	----	----	----	----
Indiana War Loan	----	97x	96	----	x97	
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s, 1878	----	----	----	----	----	----
Minnesota 8s	104	----	----	----	----	----
Missouri 6s	53	53	53	52½	53	53½
Do. iss. to H. & St. J. R.	71½	72	72	----	----	----
New York 6s, 1873	120½	----	----	----	----	----
North Carolina 6s	70	----	70½	70½	----	----
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	----	----	----	----	----
Tennessee 6s, 1890	54½	54½	55	54½	55½	55
Virginia 6s	----	65½	64½	65	64½	----
Railroad Shares:—						
Buffalo & State Line	----	----	160	----	----	----
Chicago, Burl. & Q.	113½	119	116	93x	92½	92½
Chicago & Rock Isl.	83	83½	83½	82½	83	82½
Clev., Col. and Cin.	----	----	----	----	135½	136
Clev. and Pittsburg	38½	38½	38½	38	40	40
Clev. and Toledo	69½	70½	70½	69½	70½	70½
Del., Lack. & West	114	----	----	----	----	115
Galena and Chicago	85	85½	86	85½	85½	85½
Hudson River	75	79	79½	77½	78	77½
Illinois Centr. (scrip)	81½	81½	81½	81	81½	81½
Michigan Central	90	90½	91½	91½	91½	91½
M. S. and N. I.	44	43½	44	42½	43½	43½
M. S. & N. I. guar'd.	83½	84	84½	83½	84½	85½
Mil. and P. du Chien	34½	34½	----	34	----	----
M. & P. du C. 1st pref.	----	----	----	----	----	----
M. & P. du C. 2d pref.	78	78	----	----	----	----
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	105½	105½	105½	105½	105½	105
Erie	63½	63½	64½	63½	64½	64½
Erie pref.	91	91½	92	91	91½	91½
" Ass. scrip	----	----	----	----	----	----
N. York & Harlem	21½	21½	21½	21½	21½	21½
N. Y. & H. "pref."	50½	49½	50½	49½	49½	49½
Panama	152	154	----	154	155	155
Phila. and Reading	78	78½	78½	78	77	78
Pitts. Ft. W. & Chicago	----	58½	----	----	----	57
Toledo & Wabash	----	35½	36	35	----	----
" " Pref.	80	80	----	----	----	----
Railroad Bonds:—						
Buff., N. Y. & Erie 1 M.	98½	----	----	----	99	----
Ohio. & N. W. 1st M.	----	----	----	----	----	----
" " 2d M.	33½	33½	----	----	----	----
" " S. F.	----	----	----	----	----	102
" " A. B.	58½	59	----	59	59	58½
" " I. B.	----	----	----	----	----	----
" "Ap. Ext'n	90	----	----	----	----	----
" " G. B. Ext.	----	----	----	----	----	90
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	----	----	----
" 4 M.	75	74½	----	77	----	74½
Cl. & Tol. S. F. 7 p. c.	103½	103½	103½	----	103½	103½
Chi., Bur. & Q. 8 p. c.	115½	116	----	116	----	116
Chi. & R. I. 1st M. '70	----	----	----	----	----	110
D. L. & W. 1 M. 8p. '71-5	----	----	----	----	----	----
" 2M. 8p. c. '81	----	----	----	----	----	----
Gal. & Ch. 1 M. 7p. c. '63	----	----	----	----	----	----
" 2 M. 7p. c. '75	----	----	----	----	----	----
" 1 M. Ex. '82	----	----	----	----	----	----
Hann. & St. J. bonds	----	----	----	50	50	----
Huds. R. 1 M. 7p. c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7p. c. '75	----	----	101½	----	101½x	101½
" conv. bonds	100	96½x	----	----	----	97
Illinois Central bonds	106½	107	----	106½	----	----
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. & P. du C. 1st M.	----	----	----	----	103	----
Mich. Cen. S F. 8 p. c. '82	----	----	115	----	115	----
" conv. 8 p. c. '69	----	----	----	----	----	----
M. S. & N. I. 1 M. S. F.	108½	109	----	----	104½x	----
" " 2 M.	----	99½	----	----	100	x94½
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6p. c. certif. '83	----	----	----	----	107x	106½
" 1 M. 7 p. c. '64	----	----	----	105½	----	----
" bonds 1876	----	----	----	----	113½	----
N. Y. & E. 1 M. 7 p. c. '67	----	----	117	----	----	----
" 2 M. 7 p. c. '79	----	----	----	----	----	----
" 3 M. 7p. c. '83	----	----	107	107	107	----
" 4 M. 7p. c. '80	101½	----	101½	101½	101½	101½
" 5 M. 7 p. c. '68	----	101½	100	----	99½	99½
N. Y. & H. 1 M. 7 p. c. '73	----	----	----	109½x	----	109½
" 2 M. 7 p. c. '64	----	----	105	----	----	----
" 3 M. 7 p. c. '67	----	----	----	----	----	----
Pitts., Ft. W. & Ch. 1 M.	106	107	107½	----	107	----
" " " 2d M.	94	95	95½	----	94½	95½
" " " 3d M.	----	----	76	77	----	73½
St. L., Alt. & Chi., 1 M.	----	----	----	----	----	----
St. L., A. & T. H. 1 M.	98	98	98	98	98½	98½
" " 2 M. pref.	79½	79½	----	----	81½	81
" " Int. b'ds	----	----	59	----	59	60
Toledo & Wab. 1 M.	59	----	----	97½	98½	----
" " 2 M.	89½	----	----	84x	----	----
" " Int. b'ds	87	----	----	----	----	----
Miscellaneous:—						
Del. & Hud. Canal	111½	111½	----	----	----	112
Penn'a Coal Co.	109½	109½	----	----	109½	----
Pacific Mail S.S. Co.	122	122	124½	122	124	125

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 5.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5.
Federal Stocks:—						
U. S. 5s, 1871	----	----	----	----	----	----
U. S. 5s, 1874, coup.	93	93	93	93	93	
U. S. 5s, 1865	----	97	----	----	97	----
U. S. 6s, 1881, reg.	103½	103½	104½	104½	104½	104½
U. S. 6s, 1881, cou.	103½	104	104½	104½	104½	104½
U. S. 6s, '81, O. W. L. y.	----	----	----	----	----	----
U. S. 6s, 1881, " ty.	----	----	----	----	101½	----
U. S. 6s, 1862, reg.	----	----	----	----	107	----
U. S. 6s, 1867, reg.	----	----	----	----	----	102
U. S. 6s, 1868, "	----	----	102	----	----	----
U. S. 6s, 1868, coup.	----	----	----	102	----	----
U. S. Demand Notes	----	----	----	----	----	----
U. S. 6s, 1 year certif.	99½	----	99⅝	99⅝	----	99½
Treasury 7 3-10 Notes	105½	105½	105⅝	105⅝	105½	105½

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 5.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5.
Boston and Lowell	----	----	----	----	----	104½
Boston and Maine	123½	----	123½	----	123½	----
Boston and Providence	127	----	----	----	----	----
Boston and Worcest.	129½	129½	129⅝	----	129½	----
Connecticut River	107	----	----	----	----	----
Eastern, Mass.	87½	88½	89½	90	90	89½
Eastern, N. H.	----	----	----	----	90	----
Fitchburg	111½	----	111½	111⅝	111½	111⅝
Manchester & Lawr'ce	----	----	----	111½	----	112½
Michigan Central	----	----	----	91½	91½	----
Northern, N. H.	64½	----	64	----	64½	64
Old Colony and Fall R.	----	117	----	----	----	----
Ph., Wil. & Baltimore	60	60½	60	59½	60½	60
Portl'd, Saco & Ports.	----	----	----	----	----	111
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	17⅝	----	----	17⅝	17⅝	----
Western	140	140⅝	140	----	----	140
Cambridge (Horse)	111	----	110½	110½	110½	110½
Metropolitan "	----	----	61½	62	63	----
Middlesex "	91	91½	----	----	----	----
Bohemian Copper Co.	----	----	4½	----	----	----
Central "	25⅝	----	25⅝	26	26	26½
Copper Falls Co.	7⅝	7⅝	7⅝	7⅝	7⅝	----
Franklin Copper Co.	47½	47	47⅝	47⅝	----	47½
Isle Royale "	18⅝	19⅝	19⅝	19½	----	----
Hancock "	----	----	7⅛	7⅛	----	----
Mesnard "	10⅛	15	14⅝	15⅛	15½	15
National "	----	----	30	29	29½	29½
Minnesota "	----	----	72	----	72	71⅛
Pewabic "	47	46⅞	47⅛	47⅛	47⅛	46⅞
Pittsburg "	----	----	----	66	----	----
Quincy "	61⅞	62	----	61	----	61½
Rockland "	----	----	17⅝	17⅝	17⅝	17⅝
Superior "	----	----	----	----	4½	4

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 4.

	W. 29.	Th.30.	F.31.	Sat.1.	M.3.	Tu.4
Alleghany Co., 6s	----	----	----	59	58½	58
Beaver Meadow	58½	----	----	----	----	----
Cattawissa	----	----	----	----	----	----
" preferred	15½	----	----	15½	15	15
Camden & Amboy	150½	----	----	153⅜	154	155
" " 6s, '67	103⅛	----	----	----	----	----
" " 6s, '75	103⅜	----	----	105	----	----
" " 6s, '83	103⅛	----	----	105½	----	105⅛
" " 6s, '89	----	----	----	105⅜	----	105
Elmira & W'mport	16½	----	----	----	----	----
" " pref.	----	----	32	----	----	----
" " 7s	----	----	----	100	----	100
" " 10s	----	----	45	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	55½	----	56	56
" " 6s	----	----	----	----	----	----
" " scrip	31½	----	31	----	31	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	108½	108½	----
Little Schuylkill R. R.	----	----	----	----	----	----
Long Island	22½	22½	----	----	----	----
" " 6s	99	----	----	----	99	----
Minehill	48½	48½	48⅝	48⅞	48⅝	48⅝
North Pennsylvania	10⅝	----	----	----	----	10
" " 6s	84⅝	86	86	86½	86½	----
" " 10s	104	----	105	105½	----	----
Pennsylvania R. R.	54⅜	55½	55	55½	55½	55½
" 1st m.	114½	----	----	----	----	114
" 2d m.	----	106½	106⅜	106⅝	106⅜	----
Penn. State, 5s	94½	94½	94⅝	95⅜	95⅛	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, " '108	----	----	108½	----	108	108
Philadelphia City, 6s	----	102	102	102	102½	102⅜
" " new	106	106	106½	106	106½	106½
Philad., Germ. & Nor.	54	----	54	53½	53½	53½
Phila. & Reading	39⅜	39½	----	39½	39	38½
" " 6s, '86	----	100½	100½	----	100½	----
" " 6s, '70	----	104½	----	105	----	----
Philadelphia & Erie, 6s	----	104	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Sunbury and Erie, 7s	----	106½	----	106	----	----
Arch street, (Horse)	26½	26½	26½	26½	26½	26½
Chestnut & Wal. "	47	----	----	----	49	----
Girard College, "	26½	26½	26½	26½	26½	26
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	9	----	----
2d and 3d streets, "	----	76	76	75½	77	----
Spruce & Pine, "	17½	17	----	16⅝	17	16½
13th & 15th sts., "	----	----	24½	----	----	----
West Philad., "	57½	57½	57½	----	57½	----
10th & 11th sts. "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 4.

	W. 29.	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.
Baltimore City 6s, 1875	107½	105	----	----	----	107
" " 1890	108	108	----	----	----	----
Balt. and Ohio	74½	74½	73⅝	----	73	----
" " b'ds, '62	----	----	73	73	73	----
" " " '75	99	----	----	----	99	----
" " " '80	----	97½	----	----	----	----
" " " '85	100	----	----	----	----	----
North. Central	----	----	84	----	----	----
" " b'ds, '85	99½	99½	99½	98	99	----
" " " '95	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 18th October:

Maryland 6s	70	to	72
United States 5s, 1874	66	"	68
Virginia State 6s	49	"	50
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	70	"	72
Erie shares, $100 (all paid)	36	"	37
Do., 7s, preference	59	"	61
Do., assessment scrip	1⅛	"	1⅛
Do., 7s, 1st mort., 1867	85	"	90
Do., 7s, 2d mort., 1859	78	"	83
Do., 7s, 3d mort., 1883	77	"	79
Do., 7s, 4th mort. x. c.	--	"	--
Do., 7s, 5th mort.	--	"	--
Illinois Central 6s, 1875	70	"	75
Illinois Central 7s, 1875 x. c.	76	"	78
Do. do. $100 shares, $90 paid, dis.	44	"	43
Do. do. $100 shares, all paid	52	"	53
Michigan Central 8s, Convertible, 1869	82	"	84
Do. do. S. F. 1st mort., do., '82. x. c.	83	"	85
Michigan S. and N. Indiana 7s, S. F., 1886	78	"	80
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	--	"	--
Do do. 7s, 1864	--	"	--
Do. do. 7s, S. F., 1876	78	"	80
Do. do. 7s, Convertible, 1876	83	"	85
Do. do. $100 shares	--	"	--
Panama, 1st mortgage 7s, 1865	103	"	105
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	--	"	--
Philadelphia and Reading, $50 shares	20	"	25

American Railroad Journal.

Saturday, November 8, 1862.

Stock and Money Market.

The market for the last week has been quiet, in part perhaps owing to the interest felt in the election, but it is considered strong notwithstanding its apathetic condition. The great problem of the hour is still the currency question, and the wisest are at fault in their most carefully proposed solutions. Gold has risen and fallen alternately, and on Wednesday stood at 130¾. Exchange is quoted at about 145½a146, Government stocks have not appreciated nor have many of them been thrown on the market, for as a rule those who buy them are able to hold them and bide their time. Dutiable demands have had but small inquiry, and stand at about 126½, and 7-30s are steady at 105a105½. The ease of the money market continues, and the Government has no difficulty in getting what it wants, by its power to issue paper of some kind when it wants. It is believed by many sensible people, that the present circulation afloat is none too large for the accommodation of the active business of the country, which we must not forget has been increasing in a most remarkable manner. We are advancing. The circulation of bank paper and the value of our agricultural products and manufactures have by no means kept on in equal ratios. This is evident from the following figures:

	Circulation.	Products agricultural and manufactured.
1840.	$106,968,572	$900,000,000
1850.	155,012,911	2,000,000,000
1860.	202,000,000	3,600,000,000

Thus in 20 years our circulation had not quite doubled, while our products are four times greater than they were.

So of our exports and imports, they were in the aggregate in

1840	$239,000,000
1850	330,000,000
1860	762,000,000

Our railway system has made similar progress. In 1850 the mileage constructed was only 8,590, at a cost of $296,000,000. In 1860 the mileage was 31,196, the cost $1,166,000,000. Did gold work these miracles? No, they are the result of the genius, the industry, the soil, and the credit of the country. These are still our working *capital*, which will carry us through all our present difficulties, enable us to pay our national debt, and build the Pacific Railroad, the grandest project of the age, and one certain to make our commerce the most extensive of any on the globe.

As to exchange, we learn that at the present rates, shippers find a profit in their business, since they realise good prices abroad in gold, for that which they buy at home with paper, which in home contracts is the same to them as gold. The article shipped bears a profit small or large as the case may be, and when converted abroad is good for exchange drawn at a high rate against it, and the proceeds of that exchange used by the shipper are the same in the discharge of debts and contracts as gold itself. If the articles exported rose in price here in the same ratio as gold, it would we admit be a different affair, but it is not so. In most of the material supports of life there is no advance. Food, clothing, flour, fruit, fish, vegetables are not much if any advanced in price, nor lands, nor houses, nor rent, nor salaries, but the contrary. Therefore we are in fact getting a decided commercial advantage. This idea is also sustained by the fact that our exports are exceeding our imports. For the last fortnight in this city alone they amounted to ten millions of dollars, while the imports were so much diminished as to leave a large balance to our credit abroad. How long can this go on without turning the tide of gold once more to our own shores?

There is also a very cheering view to be taken as regards our national finances. An official statement of Mr. Chase has been generally published, which gives the Government debt so far, at about six hundred and fifty millions. What will our readers think when we inform them, that the proceeds of the revenue from the present tariff and the direct taxes is already estimated at Washington as very likely to reach three hundred millions of dollars a year, so far have the results exceeded the estimates of our wisest financiers. Our national debt is therefore nothing to excite alarm under such a state of things. Let this rebellion be put down promptly, and a large reduction in our present taxes will be an early duty of the next Congress.

From personal observation we know our manufacturers are doing well, and do not mind the taxes they are paying to sustain the national Government. They are over run with work, not only in this state but the neighboring states. A recent visit to Philadelphia enables us to say of our sister city that she has her hands full, and unfortunately not hands enough to do all she might.

Our readers will see that we are of the number of those who never despair of the republic, nor for a moment doubt its power of recuperation under any difficulty or danger.

In another column they will perceive an advertisement of government bonds which offer advantages to purchasers, of a decided character according to our theory and present views. The well known and responsible house of Vermilye & Co., offer for sale what are designated as the "Five-twenties," which at present rates of gold yield about 8 per cent; these are amply secured, the interest is payable in gold semi-annually and at the end of five years for which they run, will in our opinion be paid in gold or its equivalent, for at that time the national debt will cease to be a source of anxiety, and the government notes and gold and silver will be convertible measures of equal value. Thirty dollars per head of our present population would to day wipe out the whole National debt.

The following sales of securities are in addition to those given elsewhere in our columns:

New York.—Joliet R. R. bonds, 104; Norwich and Worcester, 77 and 79; Indianapolis and Cincinnati, 53; Warren R. R. 98 and 100; California Large Bonds, 7s, 112½ and 113; Stonington, 100; Illinois coupon bonds, 1870, 104½; Rome and Watertown, 83; Illinois Central full paid stock, 78; Goshen Branch bonds, 104; Cumberland Coal pref., 13¾; Nicaragua Transit Co., 4 to 7. The quotations on Thursday were: Hudson River R. R., 1st mort., 115; do., 2d mort., S. F., 112; N. Y. and Harlem 3d mort., 90; Michigan Central 8s, 1869-'72, 110; Chicago and N. W., Interest bonds, 89; do., 1st mort., 75; Lackawanna and Western bonds, 106; Del., Lack., and Western 1st mort., 110; Galena and Chicago 1st mort., extended to 1882, 110; do., 2d mort., 108; Central New Jersey 1st mort., 112; do., 2d mort., 110; Cleveland and Pittsburg 1st mort., 101½; do., 2d mort., 100; do., 3d mort., 94; Erie 2d mort., 1879, 113; Mil. and P. du C., 1st pref., 103. New York city railroad stocks are scarce. The quotations are: Third Avenue Railroad, 190; Second, 60; Eighth, 150; Brooklyn City, 125.

Boston.—Worcester and Nashua, 65; Concord, 60½; Nashua and Lowell, 122; Concord and Portsmouth, guaranteed, 110; Cheshire 6s, 103; Vermont Central 1st mort., 23¾; do., 2d mort., 1½; Ogdensburg 1st mort., 89¾; do., 2d mort., 6⅜; Boston City 5s, 1864, 106¼; do., 1875, 110; do., 1878, 111¾; Bangor 6s, 1865 and 1868, 102; Acton Copper Co., 7; Huron, 9¾; Toltec, 3⅞ and 4⅛; Pontiac, 5¾ and 7; North Cliff, 1¼, South Side, 2; Petherick, 2⅝.

Philadelphia.—City 5s, 90; Camden and Amboy 6s, 1870, 105; do., 1873, 102½; Cleveland and Mahoning 1st mort., 105; Huntington and Broad Top 1st mort., 85½ and 90; Little Schuylkill 7s, 98; Reading 6s, 1844-'80, 110½; Schuylkill Nav., 5¼; do., pref., 15; do., 6s, 1882, 68¾ and 70; Chesapeake and Delaware 6s, 93 and 95; Delaware Division Canal, 89½; do., bonds, 104; West Branch bonds, 62; Susquehanna Canal, 5; North Pennsylvania mort., scrip, 77½ and 78½; do., Chattle 10s, scrip, 70½; Morris Canal, 55; Pittsburg, Ft. Wayne and Chicago 1st mort., scrip, 107¼; 17th and 19th streets, 8½; 2d and 8d streets 2d mort., 108; Hazleton Coal Co., 49½.

Baltimore.—N. W. Va., 1st mort., 101; do., 2d mort., 96¼; Canton Co., 18⅝; Springfield Mining Co., 2.45; Guilford, .50; Silver Val., .25; Gardiner Hill, .95; Balt., and N. C., .25.

Slipping of Locomotive Wheels.

Every one knows, we presume, that the wheels of a Locomotive Engine frequently slip along the rails, either from their moist or greasy condition, or the character of the grade. This is injurious both to the Engine and to the rails, for very obvious reasons. To remedy this, sand is generally sprinkled on the rail, but it is not very efficient, as it is easily crushed into dust. We observe that a patent has been issued to T. Selleck, of Greenwich, Conn., for a material which overcomes this difficulty successfully. This is a granulation of Franklinite metal, one of the hardest we have, which being broken into pieces no larger than the head of a pin, is spread for a few feet on the rails in front of the wheels of the Engine, and thus forms a hard and resisting surface which increases the friction and the tractive power, and prevents the slipping of the wheels. It is obvious that to start, and above all to stop an Engine at will, is a great desideratum, the latter especially, in moments of danger. The simple application of Mr. Selleck seems fully to meet these cases. No Engineer should therefore be without this article, than without his hammer, wrench or jack-screw.

American Opium.--Trade with China.

Mr. E. Weiss a gentleman who has traveled extensively in the East, has turned his attention to the subject of raising opium on the Pacific Coast, for the purpose of competing with the British in the East Indies in the trade of this article. Having seen testimonials as to his character and ability signed by eminent merchants and official authorities, we are disposed to give all the publicity in our power to the following ingenious programme. It presents a fine opportunity for the colonization of the free colored people of this country, employment of men, women and children, and remunerating labor on the soil of the U. S. His plan is to establish a Company to be called the *California and China Company for the production of Opium in Southern California.*

Capital stock only $25,000, in shares of moderate size. The proceeds to be expended.

For the purchase of land agricultural implements	$6,000
Building on the plantations	4,000
A vessel of 250 to 300 tons	8,000
Load of lumber for the Egyptian market	1,500
Expenses of voyage, traveling and transporting 20 Greek families, men, women and children to introduce the cultivation	5,500

Proceeds of the sale of lumber to be retained as working capital, &c. He proposes to engage his first company of oriental laborers, as follows. A free passage and board and lodging for five years, and wages at the rate of $4 per month for adult laborers. At the end of the five years, each laborer is to receive a grant of 30 acres of land from the Company.

The laborers to agree to furnish for the next or second five years thereafter, to the company 100 lbs. of opium at $2 per lb. and at the end of this term they are free to dispose of their own property and products.

As the cultivation of the poppy only requires three months and a half in the year, the remaining time can be devoted to raising food, cattle, and general agriculture products of the country, and particularly raising and curing figs and grapes, in the Smyrna and Malaga fashion. With fifteen hands, fifteen acres may be put under cultivation of the poppy in the run of a fortnight, which at

the rate of production per acre, 120 lbs at $6 per lb. will give $10,800. And this will cost in the production not more than a dollar per lb. Thus with a hundred hands, ninety acres could be put under cultivation, the product of which would be 10,800 lbs. of opium. Admitting that the laborers thus contracted with, worked but 35 lots of ground at the expiration of the first five years, the result then would be an annual production of 3,500 lbs. of opium for the Company, for the next five years at the fixed price of $2 per lb. This statement is based on the labor of 20 families only, but of course a larger working force would produce a larger production in the ratio of that force.

By the permanent settlement of these laborers, the remaining property of the Company would be greatly enhanced in value. Besides the opium product, the result of only three and a-half months, labor, the agricultural products of the remaining part of the year would be valuable, and more than enough to meet the expenses of the colony. In short Mr. Weiss calculates that besides giving a new impetus to our trade with the East, by which San Francisco and New York would be greatly benefitted, it would especially open to the colored people desirous of emigrating, a healthy climate, regular and certain employment, and a future which it is doubtful if they at present could hope for any where else. More than this, there is a strong probability that if the Colony is founded without delay, a large influx of the persecuted christians in Turkey would at once emigrate to the shores of the Pacific.

New York Canals.

The quantity of flour, wheat, corn and barley left at tide water, from the commencement of navigation to the 31st October, inclusive, during the years 1861 and 1862, was as follows:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Barley, bush.
1861	1,031,655	21,591,082	19,123,496	1,132,123
1862	1,240,507	26,212,676	18,161,236	1,065,682
Inc	208,852	4,621,594	*962,260	*66,441

*Decrease.

By reducing the wheat to flour, the quantity of the latter left at tide water this year, compared with the corresponding period last year, shows an increase of 1,203,464 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide water from the commencement of navigation to and including the 31st of October, in the years indicated:

Canal opened.	1860. April 25.	1861. May 1.	1862. May 1.
Flour, bbls.	925,405	1,031,655	1,240,507
Wheat, bush	12,164,999	21,591,082	26,212,676
Corn.	13,244,039	19,123,496	13,161,236
Barley	1,839,839	1,182,123	1,065,682
Oats	5,447,211	4,341,625	3,136,688
Rye.	271,290	561,250	726,077
Beef, bbls.	5,283	601	12,746
Pork, bbls	7,071	8,356	154,156
Bacon, lb	458,464	583,900	5,823,796
Butter, lb	1,136,670	1,075,383	2,300,802
Lard, lb	995,035	803,893	8,306,607
Cheese, lb.	6,224,014	3,346,737	3,196,190
Wool	2,022,060	1,578,369	1,607,800

Cancellations of Stamps.

The Commissioner of Internal Revenue has decided that in the cancelling of the various stamps in use by the various institutions and corporations, the hand press will answer every purpose.

Camden and Amboy Railroad.

The Camden and Amboy Railroad Company are now constructing two rooms, at the end of the Walnut street pier, for the use of travellers. One will be exclusively for ladies and the other for gentlemen. A ticket office is so arranged in the centre that it will have windows opening into either apartment. The improvement is much needed; passengers, who are obliged to wait, being at present incommoded by the throngs which hurry along the pier on the arrival and departure of every boat.

Finances of Canada.

Statement of the receipts and payments for the year ending 31st December, 1861:

RECEIPTS.

Customs	$4,774,562
Excise	344,665
Post-office	357,015
Ocean postage	100,710
Public works	324,620
Provincial steamers	30,578
Territorial	678 923
Interest on investments	489,305
Sundries	740,933
Total ordinary	$7,841,311
Invest. realized and advances paid	1,116,219
On account of special and trust funds	934,084
	$9,891,578
Debentures, etc., sold	2,764,003
Deficit (provided for by funding)	2,087,253
Total.	$14,742,834

PAYMENTS.

Interest and exchange	$2,829,754
Sinking fund, consol. Can. loan	119,392
Civil government	437,285
Justice, police, and prisons	849,327
Legislature	463,125
Education and lit. and sci. instit	524,694
Hospitals and charities	272,042
Militia and enrolled force	84,687
Census	118,394
Agricultural societies	102,620
Public works, roads, bridges, etc	1,257,481
Ocean and river steam service	432,023
Light-house and coast service	110,462
Redemption of seigniorial rights	224,133
Sundries	2,671,080
Collection of revenues	1,507,463
	$12,003,962
Redemption of public debt	2,738,872
Total.	$14,742,834

Statement showing the liabilities and assets of the Province on the 31st December, 1861:

LIABILITIES.

Imperial guaranteed loan	$7,300,000
Consolidated Canadian 5 per cent loan (London)	27,169,384
Consolidated Canadian 5 per cent inscriptions	2,850,933
Old provincial debent. (London)	11,430,002
" " " (Canada)	1,691,655
Absolute debt	$50,441,974
Railroad guarantees	14,354,233
Municipal loan fund (Upper and Lower Canada)	399,031
Other guaranteed accounts	431,240
Total liabilities	$65,626,478
Sinking funds, etc.	678,331
Special and trust funds account	4,299,561
Consolidated fund (less unprovided items	3,373,978
Cash items	2,681,758
Total	$76,560,109

ASSETS.

Sinking fund (imperial loan)	$7,300,000
" " (consol. Can. loan)	153,458
Loans to incorporated companies	142,154
St. Lawrence canals	7,245,691
Welland Canal.	7,193,973
Chambly Canal, etc.	433,808
Lake St. Peter.	358,235
Burlington Bay Canal.	308,328
Ottawa works.	1,127,159
Harbors and light-houses	2,931,523
Trent improvements	558,506
Roads and bridges	1,729,195
Government buildings, Ottawa	900,000
Miscel. works and buildings	1,590,592
Ontario, Simcoe, and Huron R. R	2,311,667
" " " interest	670,435
Great Western R. R	2,810,500
" " " interest.	375,580
Grand Trunk R. R	15,142,638
" " " interest and special	5,482,385
Consol. municipal loan (U. C.)	7,294,800
" " " interest	1,786,270
" " " (L. C.)	2,279,115
" " " interest	336,019
Other investments and advances	11,752,065
Trust and special funds	1,343,166
Cash (less unprovided warrants)	2,131,426
Cash items	871,416
Total.	$76,560,109

Statement of the outstanding debt of the Province on the 31st December, 1861, and of the interest payable thereon yearly:

CURRENCY DEBENTURES.

Rates of interest.	Chargeable on Consolidated Fund.	On account of L. Canada: interest guaranteed.	Charges on special funds.
4½	$	$14,600	$
5	5,480	452 027	
6	1,302,748	202,800	515,641
8			28,639
Total	$1,308,228	$669,427	$544,270

—On which the annual interest is as follows:

4½	$	$ 657	$
5	274	22,601	
6	78,165	12,168	30,939
8			2,290
Total	$78,439	$35,426	$33,229

STERLING DEBENTURES.

Rates of Interest.	Issued on account of Province.	Issued on account of guarantees.
4	$7,300,000	$
5	30,835,632	
6	14,057,853	10,911,067
Total	$52,198,485	$10,911,067

—On which the annual interest is as follows:

4	$292,000	$
5	1,541,782	
6	840,471	654,664
Total	$2,667,253	$654,664

TOTAL OF ALL DEBENTURES.

Rates of Interest.	Currency Debentures.	Sterling Debentures.	Total Debentures.
4	$	$7,300,000	$7,300,000
4½	14,600		14,600
5	457,507	30,835,632	31,293,139
6	2,021,189	24,968,920	26,990,109
8	28,630		28,630
Total	$2,521,926	$63,104,552	$65,626,478

—On which the annual interest is as follows:

4	$	$292,000	$292,000
4½	657		657
5	22,875	1,541,782	1,564,657
6	121,271	1,498,155	1,619,406
8	2,291		2,291
Total	$147,094	$3,331,917	$4,479,011

Of the above debt there is—past due $4,880; inscriptions $2,850,933, and payable at pleasure $107,870. The remainder of the debt becomes due as follows:

1861.	$12.000	1870.	$42,400	1878.	$1,263,113
1862.	4.800	1871.	349,635	1879.	7,513,160
1863.	3,234,553	1872.	746,242	1880.	6,216,193
1864.	1,464,000	1873.	226,322	1881.	1,417,903
1865.	2,148,950	1874.	1,883 067	1882.	2,670 340
1866.	1,276,238	1875.	101.170	1883.	1,139,773
1867.	6,707	1876.	1,811.064	1884.	1,362,180
1869.	2,433	1877.	601,167	1885.	27,169,384

Mahanoy and Broad Mountain Railroad.

A New Source of Coal Supply.—An extension of the Philadelphia and Reading Railroad, under the title of the "Mahanoy and Broad Mountain Railroad," is now supplying Anthracite from the second coal field, heretofore accessible by the Minehill and Schuylkill Haven Railroad only. The new route leaves the Schuylkill Valley at Port Carbon, and reaches the top of the Broad Mountain by heavy grades. The cars are then lowered into the Mahanoy Valley by means of an inclined plane, where they are attached to locomotives, which convey them to different collieries on both sides of the valley within thirteen miles, viz: from Mahanoy city to Ashland. The road passes through the Girard lands, owned by the city of Philadelphia.

Lake Superior Mines.

The product of copper ore by the mines of Ontonagon district, during the nine months of 1862, ending September 30th, was 3,122 tons 1,149 lbs., and the shipments of refined copper were 1,737 tons 1,837 lbs. The Quincy mine produced nearly one third of the ore, the Pewabic and Franklin each nearly one fourth, the Isle Royal more than one-eighth, while the Huron and Hancock produced on 84 and 47 tons respectively.

Upwards of 100,000 tons of iron ore have been shipped from the Lake Superior region this season.

Trade of the British North American Provinces.

The following table gives the imports of the British North American Provinces for 1860 and 1861:

	1860.	1861.
Canada	$34,447,935	$43,054,836
Nova Scotia	8,511.549	7,613,227
New Brunswick	6.944,352	7,080,172
P. E. Island	1,104,260	1,007,792
Newfoundland	6,020,073	6,785,565
Total	$57,028,169	$65,541,592

For the latter year the imports were per head of the population as follows; Canada, $17.17; Nova Scotia, $23.01; Prince Edward's Island, $12.46.

The exports of all these colonies for the same periods were:

	1860.	1861.
Canada	$34,681,890	$36,614,195
N. Scotia	6,619,534	5,774,834
N. Brunswick	6,049.785	5,367,112
P. E. Island	966,883	782,949
Newfoundland	6,055,944	6,785,576
Total	$54,324 036	$55,324,166

Of the imports into Canada in 1861, only $478,-180 came from the other provinces, namely: From Nova Scotia, $280,495; from New Brunswick, $71,939; from P. Edward's Island, $6,443; and from Newfoundland, $119,233. Of these the principal articles were sugar and fish.

The exports from Canada to the other provinces in 1861, were:

Produce of the Mine	$1,342
Do. Fisheries	133,640
Do. Forest	141,964
Animals and their products	97,117
Agricultural produce	605.076
Manufactures	45,825
Other articles	3,975
Total	$1,030,939

Annexed we give a table of the imports of the maritime provinces from the United States for 1861:

	Free.	Dutiable.
N. Scotia	$1,724,101	$913,429
N. Brunswick	1,519,604	1,783,837
P. E. Island	93,376	177,484
Newfoundland	1,353,964	390,537
Total	$4,716,045	$3,240,287

—Making an aggregate of $7,956,332.

The exports of these provinces to the United States for the same period were:

Nova Scotia	$1.523,555
New Brunswick	1,192,214
P. E. Island	376 348
Newfoundland	403,954
Total	$3,496,471

Railroad Earnings--Weekly.

The traffic of the Great Western Railway of Canada for the week ending Oct. 24th, 1862, was as follows:

Passengers	$25,160 94
Freight and live stock	36,982 16
Mails and sundries	1,353 24
	$63.496 84
Corresponding week of last year	58,935 77
Increase	$4,560 57

The receipts of the Grand Trunk Railway of Canada for the week ending October 18, 1862, were:

Passengers	$25,741 52
Mails and sundries	3,016 50
Freight and live stock	64,309 19
Total	$93,067 61
Corresponding week of last year	97,819 39
Decrease	$4,751 78

Railroad Earnings--Monthly.

The Michigan Southern and Northern Indiana Railroad earned in October, 1862 | $325,018 25
Do., 1861 | 274,948 76
Increase | $30,069 49

These are the largest earnings in one month, by $40,000, since the road was built.

The traffic of the Illinois Central for October, 1862, was | $385,356 71
Do., 1861 | 284,020 59
Increase | $101,336 12
The land sales for the month were | $58,057 85
The land collections | 73,014 16

The Chicago and Rock Island Railroad earned in October, 1862 | $153,127 00
Do., 1861 | 146,169 00
Increase | $6,958 00

The earnings of the Hudson River Railroad for October, 1862, were | $239,910 86
Do., 1861 | 178,260 80
Increase | $66,643 96

The Financial Strength of the People and the Government.

The statement in our last CIRCULAR in reference to the amount of the national debt, even if approximately correct, will tend greatly to relieve apprehension as to the probable financial embarrassment of the Government. The amount is small compared with debts that have been contracted at different epochs in our history. It is now about $30 per head of the population of the loyal States. It was very nearly the same, per head, at the formation of Government, and at the close of the war of 1812. Both of these debts were borne and paid off without inconvenience or complaint, and neither constituted, nor were regarded as grounds for apprehension and alarm.

Since the period last named—1812—there has been an extraordinary change in the productive capacity of society which in ratio to its numbers has immensely increased its wealth and its means of defraying large public burdens. The ratio of this increase would be a most interesting and instructive theme, but quite too broad for our space, or for the manner in which we discuss questions of public concern. It is enough to say that, since 1812, the greater portion of the discoveries and inventions that abridge labor, or have added to the number of articles entering into domestic economy, have been made. The cost and price of many articles of prime necessity, such as iron, clothing and fabrics of all kinds have been reduced, all the way from 25 to 75 per cent. One reason that food has not declined in a similar ratio is the enormously increased demand, growing out of the increased ability to purchase and consume. For the production of food, certain conditions may be said to be constant quantities—such as area or space, and variety or quality of soil. The product, with the highest culture, is limited to a certain rate per acre; but in the manufacturing of iron or clothing, a single county either in England or America could supply the world. The amount of production being not at all dependent upon space, but to richness and abundance of coal, ore, population and facilities for transportation. Every simplification of a process inures in part to the benefit of the producer. Hence the enormous increase of wealth of the manufacturing classes, although the prices of their fabrics may have been reduced to one-quarter those paid a few years a go. Within a few years, scientific invention has done as much for agriculture as for the mechanic arts, yet there has been no reduction in the price of food. The demand increases so fast as to maintain prices notwithstanding the greatly reduced cost of production. In the countries of Europe owing to the rapid increase of population upon an already over-crowded soil, and to the progress of manufacturing towns, the area devoted to agriculture is yearly becoming less and less. In this country from the progress of our settlements, it is daily becoming greater and greater. The amount of production increases not only in ratio to the improved processes used, but, unlike that of Europe, in ratio to the increase of our population.

The United States, consequently, have this great advantage over other nations, that they get the full benefit of the improvements that abridge, or add to the profits of, the labor of the greater portion of its population. A bushel of wheat is raised in the West, and sent to market at one-quarter the cost of its production and transportation a few years ago. Yet notwithstanding this reduced cost, a higher price is obtained.

With all our facilities and improvements, our production can hardly keep pace with the

demand from other countries. The increased profits of labor and capital devoted to agriculture, consequently, are enormous. The case of England would be similar to our own if she could get, with the reduced cost of production, the prices of a half century ago. It is easy to see, that in such event she would soon swallow up the world. But in the production of food, whatever is saved by improved methods goes directly into the pockets of our people, and must continue to do so for an indefinite period. We can hardly imagine a state of things that will reduce prices below the average of the past three or four years.

It is this extraordinary productiveness of labor devoted to agriculture, which is the source of the prosperity which we witness on every hand in the North, and which is most strikingly illustrated in the increased earnings and value of the railroad property. Never at any previous period was the internal commerce of the country so vast and active. The earnings of our railroads are fully 25 per cent. greater than ever before known. The movement of freight is, probably, fully 50 per cent. greater, as every year, from the new economies and improvements introduced, reduces the cost and charges of transportation.

The basis of all this prosperity are the products of agriculture. All other interests rise or fall with this. But this great interest in the United States, unlike that in other countries, is capable of almost indefinite expansion. Our people have occupied only a small portion of our wide domain. It is characteristic alone of the United States that the most complicate and elaborate machines used in agriculture can be employed with the same advantage in the West, the first year that the soil is broken, as in any subsequent one. The general surface of the country is so uniform, and the soil so friable and homogeneous, that no work of preparation whatever is necessary to adapt it to the use of mechanical contrivances. Hence production is not as in other countries, mainly in ratio to population but to capital employed. The same amount of manual labor in the grain-growing districts will now cultivate and secure five times the area that it could ten years ago. The productive capacity of the nation has, consequently been increased very nearly in the same ratio.

Among the other results of this profitable cultivation of the soil, has been the extraordinary advance in the value of all kinds of railroad property, due mainly to increased earnings. The advance within the year in the market value of the Railroad securities dealt in at the New York Stock Exchange, has been fully 100 per cent.! The prices at its commencement were depressed far below their actual value; still after all the disappointments suffered, the extraordinary earnings of the present year were necessary to inspire renewed confidence by demonstrating beyond cavil the value of the investments in our public works. This assurance is of the utmost value, not only to the people, but still more so to the government in the evidence it furnishes of their wealth and resources.—*Hallett's Financial Circular.*

Hartford, Providence and Fishkill Railroad.

At the recent annual meeting of the Hartford, Providence and Fishkill R.R.Co., the former Board of Directors were re-chosen. The road has been kept in excellent condition. There is a fair prospect of an increase of business for the ensuing year. The net earnings from operating the road for the year ending Oct. 1, were $126,918 60, showing an increase over the previous year of $28,919 29.

Pittsburgh, Fort Wayne and Chicago Railway.

The official statement of this company to August 31, 1862, shows the following results:

Cost of railway, equipment, structures, &c.		$16,917,566 28
Stock of supplies for current operations	364,211 91	
Due from other Companies	68 875 45	
Miscellaneous assets	387,012 60	
Cash in hand	416,441 12	
Total		$18,154,097 36
Capital stock		$4,819,942 03
Funded debt		12,935,173 00
Due to other Companies		52,159 79
Miscellaneous liabilities		12,970 83
Due for current expenditures in August and prior		197,087 67
Balance to credit of income account		136,764 05
Total		$18,154,097 36

The total amount of cash on hand is $416,441 12.

The earnings for 8 months have been as follows:

Freight		$1,473,040 30
Express		20,800 00
Passenger		590,814 83
Mail		62,600 00
Rents		2,245 36
Rent of Railway		56,666 64
Miscellaneous		4,901 91
Total earnings		$2,211,169 04
Cost of purchase of railway, &c., as ascertained to this date		$18,663,595 16
Less amount of stock of P. F. W. & C. R. Company, not yet surrendered for conversion into this Company's shares.	$1,433,653 14	
Amount of supplies in shops and on the line of railway at the time of purchase by Trustees.	312,375 74	1,746,028 88
Present cost of railway, &c.		$16,917,566 28

Railroad Items.

The Michigan Southern, and Northern Indiana Railroad Companies have been building at their works in Adrian a large number of splendid sleeping cars, constructed of the forest woods of Michigan and the tough iron of Lake Superior. They are so arranged as to have but little motion and are exceedingly comfortable.

The Wisconsin Railroad Companies are also constructing their cars at their own works.

Jeremiah Prescott, Esq., the well known and popular Superintendent of the Eastern Massachusetts Railroad, has resigned his position much to the regret of the Directors of the Company and the traveling public.

It is reported on good authority that the President intends sending a very large number of contrabands to the coal mines of Pennsylvania where there is a want of laborers. If so, it will give additional supplies of fuel and reduce the present high rates.

Lead Mines.

The lead mine in Potton, C. E., is a very rich one, and contains so much silver that the tools of the workmen become coated with it. Still as the ore occurs only in masses, and not in veins, it may run out soon.

A rich mine of the same ore has recently been discovered in Shawangunk, Ulster Co., N. Y.

Opium Trade.

A German gentleman of the name of Weiss has arrived in this city and proposes to establish opium plantations in Lower California. Having travelled much in the East, and had much experience in Asiatic commerce, he is of the impression that opium may be raised in such quantities and so cheaply on our Pacific coasts that we may take the whole of the Chinese opium trade away from the East Indies. A very interesting article from his pen has appeared in the columns of the *Journal of Commerce.*

Horse Railroads.

The Board of Aldermen of Hartford, on the 27th ult., accepted the report in favor of the Horse Railroad on Asylum and State streets, and passed a vote authorising it. This line, will run from State street wharf through Asylum to Sigourney street, through Sigourney to Farmington Avenue, back to the junction with Asylum street. The route is called a good one for dividends.

Street railways are soon to be introduced in the cities of Hamburg and Altona, Berlin and Vienna.

Oil Creek Railroad.

The Oil Creek Railroad has been completed. It runs from Corry to Titusville, a distance of twenty seven miles. At Corry it connects with the Philadelphia and Erie Railroad, for Erie and the West, and also with the Atlantic and Great Western Railroad, and thence by the Erie Road to New York direct. By means of this road the great oil regions can be reached without difficulty. The road was projected and determined on by the owners of the oil wells, about the middle of the Spring of this year. The capital was at once subscribed, and the work was commenced in May, and by the 1st of the present month the road, twenty-seven miles long, was completed and turned over to the proprietors.

Amalgamation.

It is stated that the Erie Co. have purchased the Atlantic and Great Western (broad gauge) Railroad, and leased the Cleveland and Mahoning Road, which connects with the A. and G. W. at Warren. A new rail—broad gauge—is to be laid down on the C. and M. line, and upon the completion of the second division of the former, trains will run direct from Cleveland to New York. The first section of the Atlantic and Great Western Road is now in good running order, and at an early day the entire line will be in operation.

We consider this reported arrangement as one of the best possible for both these companies, the Erie and Great Western. The former may now calculate on having a great part of the trade of Ohio by the connection made with the Great Western, and we do not see how it can avoid being one of the best railway properties in the World. The line has actually been opened to Meadville Crawford Co., Pa. being a section of about 160 miles.

Salem, New Jersey, Railroad.

The Salem Railroad, of New Jersey, is so far completed that the cars are expected to commence running to the Woodstown station on the 19th of this month. Woodstown, by this arrangement, will be placed within about two hours' and Salem three hours' distance of Philadelphia. By the close of navigation it is expected the road will be completed and the cars running to Salem.

Tax on Business Firms.

The commissioner of internal revenue has decided that a firm doing business in different places must take license for each place where the business is carried on.

VERMILYE & CO.,
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HAVE on hand for immediate delivery, the **NEW TWENTY-YEAR SIX PER CENT. BONDS** of the United States, designated as "Five-Twenties," redeemable at the pleasure of the Government after five years, and authorized by Act of Congress, approved February 25, 1862.

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$50, $100, $500, $1,000 and $5,000.

Interest will commence from date of subscription, and is payable in Gold at the Mint or any Sub-Treasury or Depository of the United States on the first days of May and November of each year. At the present premium on Gold, the Bonds yield about eight per cent. per annum. The ample provision made by Custom Duties, Excise Stamps and Internal Revenue for the payment of Interest and liquidation of the Principal, makes an investment in this loan safe, profitable, and available at all times.

This being the permanent Loan into which the Legal Tender Notes are convertible, it will become the principal Loan in the market, and a profitable mode of investment for Trust Funds, the surplus funds of capitalists, as well as the earnings of the industrial classes.

Subscriptions received at par in Legal Tender Notes or notes and checks of Banks at par in New York. Subscribers by mail will receive prompt attention, and every facility and explanation will be afforded on application at this office. 3m45

OFFICE OF THE NEW YORK CENTRAL RAILROAD CO., ALBANY, November 1, 1862.

THE annual election for Directors of this Company, and for three Inspectors of the next Election, will be held at the Office of the Company, in the city of Albany, on the second Wednesday (the tenth,) of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

ROBERT L. BANKS,
5t45 *Secretary.*

Union Pacific Railroad Co.

OPENING OF BOOKS OF SUBSCRIPTION.

BOOKS OF SUBSCRIPTION TO THE CAPITAL Stock of the Union Pacific Railroad Company will be opened on WEDNESDAY, the 5th day of November, A. D. 1862, at noon, on the terms and conditions therein set forth, at the places and with the persons following, at their respective places of business:

Albany,	New York,	Thomas W. Olcott.
Baltimore,	Maryland,	Thomas Swan.
Buffalo,	New York,	Dean Richmond.
Boston,	Massachusetts,	Samuel T. Dana.
Burlington,	Iowa,	Lyman Cook.
Cincinnati,	Ohio,	S. S. L'Hommedieu.
Columbus,	Ohio,	William Denison.
Chicago,	Illinois.	William B. Ogden.
Cleveland,	Ohio,	Amasa Stone.
Concord,	New Hampshire,	Joseph A. Gilmore.
Carson City,	Nevada Territory,	Wells, Fargo & Co.
Detroit,	Michigan,	Chas. A. Trowbridge.
Dubuque,	Iowa,	Platt Smith.
Denver City,	Colorado,	George W. Clayton.
Hartford,	Connecticut,	G. P. Bissell & Co.
Indianapolis,	Indiana,	James M. Ray.
Louisville,	Kentucky,	James Guthrie.
Leavenworth,	Kansas,	Gen. J. C. Stone.
Milwaukee,	Wisconsin,	Ed. D. Holton.
New York City,	New York,	Henry V. Poor, Office of Secretary.
Omaha,	Nebraska Territory,	Alvin Saunders.
Portland,	Maine,	Charles E. Barrett.
Portland,	Oregon,	Wells, Fargo & Co.
Providence,	Rhode Island,	Walter S. Burgess.
Philadelphia,	Pennsylvania,	Jay, Cooke & Co.
Pittsburg,	Pennsylvania,	Thomas M. Howe.
Rutland,	Vermont,	Henry H. Baxter.
St. Louis,	Missouri,	Wm. M. McPherson.
St. Paul,	Minnesota,	Parker Paine.
Salt Lake City,	Utah,	Brigham Young.
San Francisco,	California,	Wells, Fargo & Co.
Trenton,	New Jersey,	Philemon Dickerson.
Wilmington,	Delaware,	R. R. Robinson & Co.
Wheeling,	Virginia,	S. Brady.
Washington City,	District Columbia,	R. W. Latham.

Said books of subscription will remain open on the terms aforesaid for at least two weeks from and after noon of said 5th day of November, at the places and with the persons above set forth.

By order of the Board of Commissioners of the Union Pacific Railroad Company. OFFICE OF THE SECRETARY, **54 William st.**

WILLIAM B. OGDEN, President.
HENRY V. POOR, Secretary.
THOMAS W. OLCOTT, Treasurer.

Dated at New York, this 25th day of October, 1862.



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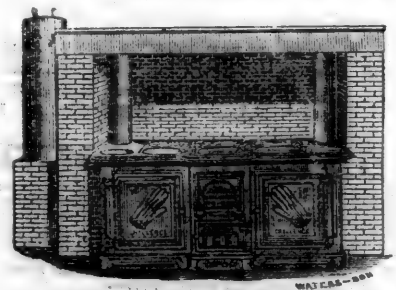
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Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical in fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y.



SANFORD'S

MAMMOTH OR GLOBE HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

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This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.

The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used. CYRUS P. SMITH, Managing Director.

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The COSMOPOLITE PARLOR RADIATOR, & GAS BURNER,

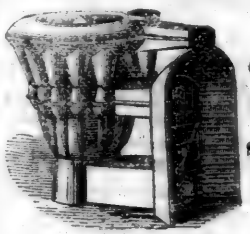


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Fire may be kept all winter with an astonishingly small supply of coal.

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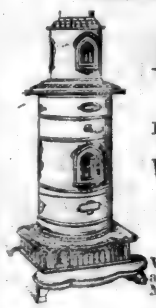
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HEATERS,



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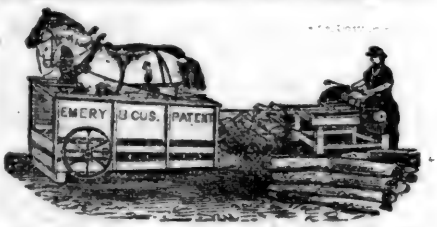
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Made changeable for both right and left hand work, also with changeable degrees of forces and motions of the driving Pullies without changing the Speed and Labor of the Horses, thereby adapting them to the different uses required, as Sawing Wood, Pumping Water, Driving Elevators and Machine Shops, Foundries, etc. The Power is also adjustable to any degree of wear or use, so as to always insure its working with its greatest efficiency. All the running chains in these Powers are made of the best MALLEABLE IRON which gives to them triple the strength and durability of Grey Iron which last is universally used by all other Railway Horse Power Manufacturers—thereby at the same time lessening the weight of these several hundred pounds, making them less cumbrous for handling and transportation.

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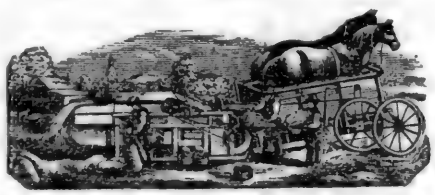
These Sawing Mills are made upon the most approved and convenient plans in use. Having a heavy plate fly-wheel fixed to the Mandrill with a Ratchet or catch pulley for the driving band on the outside of the fly-wheel—the journal bearings are fitted with Babbet Metal—the wood carriage traverses on iron ways and gibbs—a 24 or 26 inch Saw is fitted, filed and set in working order and the plates warranted. When desired, a 14 inch saw is fitted, also a table for the purpose of slitting boards, etc., for fencing and carpenter work.

The whole together forming one of the most complete and desirable sets of machines for their purposes. They are already in very general use on nearly all the principal Railroads in this country.

PRICE,	ONE HORSE POWER	$90.00
"	TWO " "	120.00
"	SAW MILL, 24 in. Saw	37.00
	SETT BANDS and EXTRAS	5.00

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Of different kinds for Raising Water for Railroad tanks and other purposes, can be furnished on demand with Reciprocating or Rotary Pumps—fitted to be operated by these Horse Power and the best adapted for Railroad and Mining purposes. One of the SEVENTY-FIVE DOLLAR PUMPING ENGINES when driven by the TWO HORSE POWER has a capacity equal to any Four or Five Horse Power Steam Engine and Pumping Machine for the same purposes.



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Of the most approved kinds, for one and two horses and with simply Separators, or with Complete Cleaners which fit the grain for market in one and the same operations. And of the most approved construction.

They are very extensively introduced into all the grain-growing sections of this country and the world. They are especially adapted to the force of the above Horse Powers and can be driven by Steam or Water power with equal advantage. They will be furnished on the most liberal terms and warranty.

Liberal discounts made to RAILROAD COMPANIES from the above prices, and agents solicited for the sale of their manufactures.

For further particulars see the new Illustrated and Price Catalogue of the ALBANY AGRICULTURAL WORKS, furnished gratis on application to the proprietors.

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ALBANY, N. Y.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XVIII., No. 46.] SATURDAY, NOVEMBER 15, 1862. [WHOLE No. 1,387, VOL. XXXV.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, November 15, 1862.

Pacific Railroad.

We had the pleasure, on Thursday last, of meeting W. E. HARVEY, Esq., Auditor of Nebraska, on his return from Washington, a gentleman who represented that State in the Railroad Convention at Chicago in September last. He confirms the opinion which we have frequently expressed in this JOURNAL, that a great portion of this road may be substantially constructed for $16,000 per mile, beginning at the 100th parallel and continuing along the south side of the Platte for more than three hundred miles. And as a proof of his sincerity, he is willing to contract at that rate for the first forty miles. Mr. Harvey is one of our most skilful engineers, and has had great experience in his profession.

☞ The present high price of coal is attracting considerable attention to the necessity of increased supplies. Capitalists and men of enterprise are offered a good opportunity to go into the business by the Catawissa Railroad Company, which advertises in another column for proposals to lease their mammoth vein 47 feet thick, and one of 7 feet, and one of 5 feet, recently opened and proved to be of the best quality.

☞ Mr. A. H. NICOLAY, the well known broker, No. 52 William st., offers his services in buying and selling stocks and bonds. His well known experience makes him an efficient agent for the transaction of this kind of business.

Explosibility of Mineral Oils.

The falling off in the supply of whale oil the last few years, has been most remarkably compensated by the discovery of the oil wells of this country and Canada, a providential arrangement in the conduct of human affairs, which cannot but strike even the most careless and apathetic observer. The application of these oils to the purposes of illumination and the lubrication of machinery is becoming very general, and indeed an absolute necessity. For while cities and towns of population may be most cheaply and advantageously lighted by gas companies, yet in small villages, farm houses, detached residences, and on board ships, lamps and candles will continue to be indispensable. Petroleum comes then in good time to meet the wants of our rapidly increasing numbers.

Two objections have interfered with its popularity, and retarded its usefulness. The one is the disagreeable smell which accompanies the article in its natural state, and the other its explosive character, and its destructive force even at blood heat, Since the article has been adopted in Europe, and cargoes are continually exported from this country with a good profit, it has become an important consideration to overcome its dangerous tendencies, and to make it as safe an article to deal in as the ordinary oils of commerce. Particularly since some disastrous conflagrations have taken place, spontaneously it is believed from an exposure to the sun, and as in consequence, the Insurance offices have become alarmed at incurring risks which they did not contemplate. The subject has therefore been recently called up by these institutions for particular examination, and the Common Council of this city have undertaken an official inquiry, to see how far legislation is becoming necessary, to protect the public from the dangers of a conflagration arising from even the mere storage of the article. The examination of parties engaged in the trade have not been entirely satisfactory. Mere experience of the business is not enough to decide the questions proposed. We must look to scientific men, to those capable of a rigid system of analysis, and familiar with the natural combinations of elementary substances for the explanations we seek, and the precautions to be adopted, and here let us do justice to that useful painstaking, learned and philanthropic class, who are continually removing from our path, the obstacles which so often intervene between a good idea and the carrying of it out. There are too many who devote themselves to the pursuit of business, merely for selfish purposes, indifferent to every principle in the world unless it ends in success, while others trim the midnight lamp to discover for others the means of that success, or to explain the causes of failure, and on the other hand to arm industry and perseverance with the means of their triumph.

In the present case we are therefore greatly indebted to the skillful labors of Mr. T. Allen, of Providence, Rhode Island, for an elaborate report on the subject, made at the request of the Mutual Fire Insurance Company of that State, and we think we cannot do a better or more timely service to our readers and the public, than by giving the substance of his conclusions, after very careful and prolonged experiments. He says, "All the liquid products of the distillation of coal are popularly considered as "coal oils." but there is an extraordinary difference in their volatility and inflammability, from the explosive flash of volatile spirits resembling ether and alcohol, to the dull heavy blaze of smoking tar. The natural petroleum so nearly resembles the artificial tarry oil obtained by the bituminous coal, that the same name will be applied to designate the results of the distillation of the same material. Both the natural and artificial petroleum in the crude state of this tarry oil, are found unfit to be burned in lamps. After numerous attempts to refine the crude petroleum by a second process of distillation, three remarkably different products were separately obtained. Each one of these three different substances having a different evaporative or boiling point like water and alcohol, they are readily separable during one continual process of distillation, by gradually increasing the heat beneath the still.

The first product that comes over from the condenser is the volatile spirit resembling ether and alcohol, called naptha, benzole, benzine, &c., which boil at a lower temperature than alcohol. (about 150° to 160° Fahrenheit.) Naptha evaporates as rapidly as ether, producing similar lethean effects on breathing the vapor, and even exceeds ether and alcohol in inflammability. It appears to be

the common practice of distillers of petroleum or coal tar, to keep the heat beneath the stills very low, until this naptha has time to become evaporated at its boiling point of 160°, and to flow from the condenser in a chrystalline stream into a cistern arranged to receive it. When by the test of a hydrometer its specific gravity is found to become increased to a certain degree by containing some of the heavier coal oil, the stream from the condenser is directed into another cistern, designed for receiving the second product of the distillation, being a heavier coal oil, commonly known as "kerosene."

The exact point where the naptha becomes exhausted, and the kerosene begins to flow is a nice question to be decided upon by the distiller. The extreme inflammability of naptha renders it unsafe for burning in lamps, and it cannot be advantageously reduced to vapor to be mixed with coal gas, because it does not form a permanent gas; for the vapor like that of alcohol, becomes condensed into a liquid when ever it is cooled as occurs in its passage through cold iron gas pipes under ground. The only available use of Naptha is for dissolving India rubber and for mixing with painter's oil as a substitute for the spirits of turpentine. For these reasons Naptha is nearly worthless for sale in the market; and as it constitutes 10 or 15 per cent. of the petroleum used for distillation, there is a strong temptation for the distillers to divert the current of naptha into the kerosene oil cistern to gratify the cupidity of purchasers, by thus affording oil at a low price. Thus both buyers and sellers, are alike tempted to disregard the danger resulting from mixing the naptha with the kerosene oil.

To gratify purchasers of coal oil by an extraordinary low price, it has been stated that dealers have contracted for the waste naptha, and residuary heavy coal oil or tar for preparing a mixture of about the same specific gravity as kerosene oil and resembling it in appearance. The hydrometer is not therefore available for detecting this spurious article and there remains no other mode of ascertaining its dangerous character, than by actually testing its inflammability experimentally by the degree of heat indicated by a thermometer, at which it will become kindled by the application of a lighted match, and begin to exhibit a lambent flame flickering over its surface as over that of blazing alcohol. (It would seem from this that Mr. Tagliabue's instrument exhibited before the Common Council Committee last week, is of but little value.)

If the simple oil contains much naptha, it will be found capable of emitting sufficient gaseous vapor to take fire at the ordinary temperature of the air on plunging a burning match in a cup of the oil. Other samples will require to be heated to 90° and even 160° before they can be similarly kindled. There is all this difference in the inflammability of the article sold in the market for coal oil. Judging of all the qualities of coal oil by some few cases, of the explosive inflammability of the lowest grade in the market, they have all been subjected alike to doubts and suspicions. As the coal oils offered for sale by establishments of known respectability, are really most valuable and economical substitutes for whale oil purposes of illumination, it is unwise as well as unprofitable to embrace them all in one sweeping clause of condemnation, without experimented examinations to determine the facts in relation to this novel subject of inquiry."

As the presence of naptha in kerosene oil essentially contributes to the brilliancy of the light, and tends also to diminish the quantity of smoke, Mr. Allen considers that it is important to retain as much of this volatile spirit as is safe and practicable, and he expects that by some new chemical discovery its violent explosive nature may yet be tamed down to usefulness with safety. To test the inflammability of the various kinds of kerosene oil manufactured in this country, he proceeded to perform some simple but very decisive experiments. This was done by pouring samples of each into cups, and placing them afloat in a basin of water heated by a spirit lamp, with a thermometer immersed in the water, to indicate the increase of temperature from 60° to 212°.

As the temperature increased, blazing matches were passed over each of the cups, at short intervals, until the increased heat caused sufficient gaseous vapors to arise from each to take fire, which they all did at degrees varying from 80° to 162°, exhibiting faint flames quivering over the surface of the oil, precisely like those, hovering over the surface of the spirits of wine or alcohol when similarly kindled. The flames are quite as readily extinguished by a blast of the breath, and not the least symptom of any explosive character became manifest when each one took fire. Until the evaporation point of each sample of oil was produced by the increase of heat applied, and until lambent flames were kindled, burning matches were extinguished when plunged into the coal oil as effectually as if they had been similarly plunged into water. The average heat at which all the samples emitted sufficient vapor to admit of being kindled, was about 125° of Fahrenheit.'

The next interesting point of inquiry was to ascertain the heat to which coal oil is ordinarily elevated when burning in lamps. The results showed, that in glass lamps the temperature is increased about 6°; in metallic lamps about 10° or 12°, above that of the apartment in which they were experimented upon, and that being 67°, produced a heat in the oil of from 71° to 79° leaving a considerable range of temperature above 125°, the average range of combustibility before found in the experiment with the samples in the cups.

This deduction followed.

"Finding by actual observation that only the gaseous vapors arising from the heated oil, exhibit the phenomenon of flame whilst ascending, and combining chemically with the oxygen of the air, it became manifest, that no explosive action could be anticipated to take place from any kind of oil or inflammable spirits, until these gaseous vapors were first evolved by a previous increase of temperature, and then brought into contact with the atmosphere before applying a match thereto. There being no room left for either the gaseous vapor of the oil, or for atmospheric air to combine therewith, in the chamber of any lamp *entirely filled with oil*, every attempt to produce explosive action with a full lamp, utterly failed when lighted matches were applied to the open orifice of the lamp. The only result produced by increasing the heat of the coal oil, was an increase of the evaporation of the gas and a higher jet of flame steadily rising as from the jet of a gas burner. *So long as lamps are kept full of oil, or even of explosive camphene and "burning fluid," there can be no explosive action whatever.* ("On this principle we suggest that is practicable to invent a lamp, the globe or chamber of which shall always be kept full automatically.")

Mr. Allen proceeded to experiment in this direction and found that when the coal oil was heated to 160°, the rising gaseous vapor filled the room, and extinguished all the matches which were lighted as a test, but produced no explosion, as the atmospheric air had been in the process of evaporation nearly if not quite expelled. On the other hand he found that if one measure of carbonated hydrogen, be thoroughly mixed with four or five of atmospheric air, and brought in contact, a violent explosion takes place. "In order therefore to produce the explosion of a lamp or any other vessel it is only necessary to mix the gases of decomposed oil, or even wood with this combining portion of atmospheric air and then apply a lighted match." The bursting forth of flames in common stoves, coal and air tight, is caused by similar means.

The inflammable nature of naptha was also ascertained by a course of experiments. It was found that under the ordinary atmospheric temperature, and even when cooled down to the zero of Fahrenheit, it blazed with violence. It would continue to blaze in spite of water thrown upon it, or snow, or even ice, even when the surrounding air was 19° below the freezing point.

It is this vapor then which insidiously produces all the mischief. In a cellar, when stored in barrels with the bungs left out, it creates so much vapor that the introduction of a lighted candle will explode it like gun powder. Petroleum contains a considerable per centage of this, and as long as it remains there, is a dangerous constituent.

We arrive at this conclusion, that petroleum must be completely deprived of its naptha to ensure safety in its use, and that careful distillation is necessary to procure a good article under any circumstances. Also that at ordinary temperatures, the article so manufactured may be safely stored, and insured at reasonable rates as well as whale oil.

Vermont and Canada Railroad Company.

The annual meeting of the Stockholders in the Vermont and Canada Railroad Company was held at Northfield, Vt., on the 6th inst. Full and highly satisfactory reports were made by the Directors, and the Trustees and Managers, which are to be printed.

The net earnings of the roads for the year ending June 30, 1861, was....	$224,050 14
And the net earnings of the Roads for the next eleven months after was..	191,465 43
To which, adding one month more at pro rata, would make the net earnings the past year.....	208,871 38
The earnings of the Roads the first four months of the current year have been.....	318,171 52
For the corresponding months of last year the earnings were.....	265,312 10
Showing a net gain in four months of.	52,809 42

Negotiations have been completed for Western freights, and arrangements made with the Managers of the Grand Trunk Railroad connecting that road with the dock at Prescott, opposite Ogdensburg, and also with the depots at Ogdens-

burg, by a steam ferry-boat; and the line is now prepared to transport freight between Boston and Chicago. Other important connections are in progress of completion. The following named gentlemen were elected Directors for the ensuing year:

Lucius B. Peck, Edw. Mott Robinson, Edw. Blake, John Porter, W. C. Smith, J. P. Clark, Benjamin P. Cheney.

Elmira and Williamsport Railroad.

The Elmira and Williamsport Railroad Company is the successor of the Williamsport and Elmira Railroad Company. The latter company was chartered in Pennsylvania in June, 1832, with authority to construct a railroad commencing at Williamsport, Pa., and running thence by the way of Lycoming Creek to the north line of the State, in the direction of Elmira, N. Y. The work of construction was commenced in 1834, and completed to Ralston, 25 miles, in 1838. The road was operated for some years without profit. In 1849 it was sold on behalf of its creditors, and a new company organised, which resumed the construction of the road northward, and completed the same to Elmira on the 9th of Sept., 1854. The whole length of the road is 78 miles, of which about 10 miles are in the State of New York. The chartered rights of the company in the latter State were derived from an act of the Legislature passed in 1850. The share capital authorized and paid in was $1,500,000, in 30,000 shares of $50 each.

At the date of the last annual report of the old company, March 31, 1859, the funded debt was $2,361,972, viz: 1st mortgage 7 per cent coupon bonds, $1,000,000, dated July 1, 1851, and payable July 1, 1861; 2d mortgage 7 per cent coupon bonds $700,000, dated May 31, 1854, and payable April 1, 1879; Chattel mortgage 10 per cent bonds, $495,000, dated March 31, 1857, and payable April 1, 1887; 10 per cent bonds, $11,000-1st mortgage scrip $60,715; 2d do., $45,805; Chattle do., $49,452. In addition to which there were: bills payable, $161,272; due bills for labor, $17,573; loans, $78,246; pay rolls and vouchers, $21,945; and debts due by the company, $7,912—making the aggregate of indebtedness $4,148,920. Offset by cost of road and equipment $4,031,581; discount on sale of bonds, $5,361; materials, office furniture, telegraph, etc., $31,317; stocks and bonds on hand, $41,615; debts due the company, $32,552; freight and toll bills due, $3,981; cash, $2,513.

The earnings of the road in that year were: from passengers, $61,788; freight, $112,741; mails, $17,441; repairs for other companies, $3,885—total $195,855. The disbursements were: operating expenses and repairs, $95,662; coupons, $50,472; interest, $12,599; salaries, office expenses, insurance, etc., $11,244—balance to credit of construction account $25,878.

No report was issued for the year ending March 31, 1860. The earnings of the road during that period were $201,651 72.

For the ten months ending March 31, 1860, the gross earnings were $166,895 70; the expenses, $127,622 90; and the net earnings $39,272 80.

Since the date of the report of 1859, the affairs of the company have been re-organized. In consequence of default in the payment of interest, proceedings were instituted for the foreclosure of the mortgages, which resulted in a decree, dated February 29, 1860, for the sale of the road. The sale was subsequently made with the consent of the various parties in interest, who had previously agreed upon a plan of reorganization, based on a capital of $2,000,000, as follows:

New mortgage, 7 per cent bonds (in exchange for old bonds,) dated May 1, 1860, and payable, principal January 1, 1880, and coupons semi-annually Jan. 1, and July 1		$1,000,000
Preferred 7 per cent stock issued—		
1st. For confidential debt	$150,000	
2d. For 2d mort. bonds (one half)	350,000	
		500,000
Common stock issued—		
1st. For unsecured debt	$100,000	
2d. For old stock (one-fifth)	300,000	
3d. For mortgage coupons	100,000	
		500,000
		$2,000,000

The Chattel mortgage was satisfied by an agreement to surrender the equipment to the company, and receive therefor the sum of $20,000 annually, to be increased to $30,000 when the revenues of the road would allow it.

The first report issued by the managers of the Elmira and Williamsport Railroad Company is for a period of ten months commencing June 1, 1860, and ending March 31, 1861. The result of the company's business during that time was as follows:

Gross income from freight		$94,971 32
" " coal transp.		39,275 43
" " passengers		52,178 16
" " mails, etc.		21,325 97
		$207,750 88
Ordinary expenses	$118,890 45	
Extraordinary "	12,000 00	
		130,890 45
Balance of general income account		$76,860 43
Applied as follows, viz:		
Deposits for coupons mortgage bonds		$44,026 73
Deposits for rents of chattels		2,100 00
Still to be deposited on these accounts to April 1		1,773 27
Interest on mortgage on real estate		1,750 00
Interest on scrip for confidential debt		2,133 67
Interest account of 1860–'61		1,078 56
Balance applied to reduction of debt		23,998 20
		$76,860 43

The indebtedness above alluded to consisted in the first place of the expenses of foreclosure entailed on the new corporation by the order of the court, including trustees and counsel fees, receiver's charges, and all prior liens or incumbrances subject to which the road was sold under the first mortgage; secondly, of certain obligations for labor and materials, and other pressing claims against the old company, assumed by this corporation on its re-construction; thirdly, the standing amount of indebtedness along the line of the road, transferred from the receiver's accounts to those of the company. These various charges amounted in the aggregate to $151,641 48, the payments of which were distributed over the five years following the date of the agreement for the reorganization of the company, excepting $27,778 94, payable before a dividend on the preferred stock.

The general statement of the company April 1, 1861, was as follows:

Construction account		$2,136,036 88
Elmira basin		50,000 00
Cash and cash items		6,824 62
Freight and toll bills due		2,269 10
Debts due the company		2,688 50
Materials on hand		12,895 88
		$2,210,714 98
Seven per cent mortgage bonds		$1,000,000 00
Preferred stock		500,000 00
Common "		500,000 00
Bills payable	$11,194 71	
Scrip	18,248 73	
Labor and material debt of W. & E. R. R. Co.	52,993 35	
Tools and patterns	5,234 72	
		87,671 51
Due for wages and material bills		24,049 34
Debts due by the company		10,465 93
Coupons to April 1, 1861		10,630 00
Rent of chattels "		2,900 00
Interest on Elmira basin property		1,000 00
Balance of income account		23,998 20
		$2,210,714 98

The receipts for the fiscal year ending March 31, 1862, were as follows:

From passengers including troops	$100,615 54
" freight on merchandise	102,311 98
" " coal	65,527 43
" U. S. Mail	11,550 00
" miscellaneous sources	26,491 07
	$307,496 02
Ordinary operating expenses	160,146 99
Leaving a profit of	$147,340 03
Disbursed as follows:	
40,000 cross ties	$10,000 00
Rebuilding bridges	7,200 00
Deposits for mortgage bondholders	70,000 00
" Chattel "	20,168 00
Interest on mort., on Elmira basin	3,500 00
Interest on scrip, labor and material debt	5,895 47
Balance applied to reduction of debt	30,585 56
	$147,349 03

The financial condition of the company at the close of its last fiscal year, March 31, 1862, was as follows:

Construction account		$2,136,036 88
Elmira basin		50,000 00
Cash and cash items		7,648 56
Freight and toll bills due		2,310 86
U. S. Government		803 07
Debts due the company		2,395 28
Materials on hand, etc		14,678 75
Williamsport basin		1,000 00
		$2,214,873 40
Seven per cent mortgage bonds		$1,000,000 00
Preferred stock		500,000 00
Common "		500,000 00
Mortgages—Elmira basin		50,000 00
Bills payable	$13,470 02	
Scrip	5,946 82	
Labor and material debt	32,302 20	
Tools and patterns	3,575 96	
		*55,295 00
Due for wages and material bills		27,301 15
Debts due by the company		15,044 72
Coupon's outstanding		735 00
" due July 1, 1861		10,000 00
Rent of Chattels (to April 1, 1262,) due July, 1862		3,068 00
Balance of income account		53,429 53
		$2,214,873 40

* Since the date of this report, this item has been reduced to $25,000 and will be all retired by the close of the present fiscal year.

The Directors finding that the net receipts of the year were encouraging, expended very judiciously a large portion of this surplus in valuable improvements on the road, as being conducive to the future interests of the stockholders. Thus they have substituted very judiciously oak and chestnut cross ties, in place of the hemlock sills originally used in the construction of the road, thus cutting off a continual source of annoyance and expense. The important bridges of the road have been mostly rebuilt, and all the sound timber left in the old work, used in repairing the small bridges and cattle guards; the interest on the mortgage bonds has been promptly paid, also that on the Elmira basin. This proves to be a most valuable property of fifty five acres, and 1500 eet of canal wharfage, completely arranged with racks, trestle works, shutes for dumping coal, both into the boats of the Chemung Canal which distributes the mineral for hundred of miles North and East on the Erie Canal and the lakes, but also into the cars of the Buffalo and Canadaigua Railroads, which also convey it away in enormous quantities. The Company also has a reciprocal arrangement with the Erie Railroad, in regard to their facilities at this point, the free use of a mile of the track of the latter from their station to the junction in the town of Southport, and of the bridge over the Chemung river at Elmira.

The sum of $53,429,53 has been applied to the payment and discharge of the old indebtedness, assumed by the new company. Should the business of the road show no change in the next two years, the net income at present rate of receipts will suffice to discharge by July 31, 1863 the balance of the scrip, labor and material debt, the cost of tools, and yet leave enough to pay a dividend to the preferred stockholders. The Directors very justly believe therefore, that their old difficulties are practically overcome, and that the prospect of early remuneration to the stockholders is a bright one. This prospect is founded on the significant fact that a new link in the railway line, has been established between Buffalo and Corning, a point seventeen miles West of Elmira on the Erie Road, and by arrangement with the latter, and thus the intermediate distance is overcome by the actual running of the Buffalo and Corning cars into Elmira "which was not so before," at least since the old connexions by the Elmira and Canandaigua, and the Canandaigua and Niagara Falls roads were broken up by the failures of these companies. [The latter we happened to notice in perfect state of dilapidation during a recent visit to Niagara Falls.]

Thus the Elmira and Williamsport now connects with Buffalo, Rochester and the North West, and with the South East by the completion of the Northern Central of Pennsylvania which gives a direct route to Washington City from Buffalo, two hundred miles shorter than by the way of New York, an advantage that has been seized upon by the Government for the economical transportation of its western troops to the seat of war. The distance between Buffalo and Washington by this route is but twenty-four hours.

So too the opening of the Lebanon Valley Road gives another connection with Philadelphia by the Reading road, and with New York by the completion of the Lackawanna and Bloomsburg road to the Northern Central at Northumberland, thus opening also Danville and Rupert, and the Wyoming and Wilkesbarre districts, all excellent feeders.

Yet there is still further advantage in prospect, from the lease of the Philadelphia and Erie by the Pennsylvania Railroad Company, and the consequent control of the link from Sunbury to Williamsport, thus forming a close alliance with the Elmira and Williamsport, and securing for Philadelphia the transit in that direction, of a large portion of the Canadian and lake trade, and a fair competition with New York for their products.

Still further by the opening of the Tyrone and Lock Haven road, also controlled by the Pennsylvania Railroad Company, the coal regions of Clinton and Centre Counties, will be able to furnish inexhaustible supplies of the finest bituminous coal to the cities of New York and Philadelphia, at very reduced cost. As it is, the coal trade over this road has largely increased the present year. The settlement and clearing of the lands adjacent to the line of the road especially in the valley of Lycoming are rapidly going on, iron works are being put in operation, grain is beginning to be raised in considerable quantities along the line, and the whole face of the country is rapidly improving. We do not know when we have read a report so entirely satisfactory as this of the 2nd year (1862) and we do not doubt but that with Thos. Kimber Jr., as President, H. A. Fonda Superintendent, and the efficient board of managers consisting of the Messrs Lewis, Farnum, Mercer, Randolph and Diven, the Elmira and Williamsport Railroad will be a first class property, and deservedly so.

Employment of Stages by Railroad Companies to run to and from Stations.

WHEN THESE CONTRACTS ARE LAWFUL. LIABILITY OF A COMPANY TO A PASSENGER INJURED WHILE RIDING IN ITS STAGE. SUCH CONTRACTS ARE NOT ULTRA VIRES.

The action was brought by one Buffit against the Troy and Boston Railroad Company, to recover damages for injuries sustained by him by the overturning of a stage sleigh employed by that company for the purpose of conveying passengers to and fro between the village of Schaghticoke Point, and the Schaghticoke station on the defendant's railroad, distant about a mile from the village, and was brought to trial at the Rensselaer circuit, of the N. Y. Supreme Court, in May 1860.

It appeared that the railroad passes about a mile from the village of Schaghticoke Point, at what is called Schaghticoke station. Passengers on the defendant's railroad, going to and from the village of Schaghticoke Point, had, ever since the opening of the road been conveyed in omnibuses, stage-wagons or sleighs, which, in going to the trains, ordinarily started from the upper end of the village and passed down through the main street, stopping along for passengers. The conveyances used for this purpose were furnished by one John Downs, who was, together with his conveyances, horses and servants, hired by the defendant, at a daily compensation to carry passengers between the village and the station, and said Downs was in the defendant's employ for that purpose at the time of the occurrence out of which this action arose. The plaintiff took passage at the lower end of the village of Schaghticoke Point on the stage sleigh, then driven by one of Downs' men, for the purpose of coming to Troy by the defendant's railroad. As the sleigh stopped the driver told the plaintiff that it was full inside, and he then got on the outside. The defendant had no ticket-office at the village of Schaghticoke Point, but Downs sold tickets. Passengers generally purchased their tickets of Downs after reaching the depot, but sometimes at the village. The plaintiff had not purchased one on this occasion. Between the village and the depot the sleigh was overturned, and the plaintiff received the injuries for which the action was brought.

The jury rendered a verdict in favor of the plaintiff for $450 damages, and the defendant then appealed to a general term of the Supreme Court which now affirmed the judgment of the court below, and held the contract made by the defendant with Downs to be a lawful one, and that the company was liable in damages for the plaintiff's injuries. The following is a part of the opinion rendered by the court at the decision of the case.

HOGEBOOM J.—Two questions are made in this case. First; was the plaintiff a passenger with the defendant, and, second, was the contract for carrying by stage a lawful one.

As to the first question, the proof was sufficient to go to the jury, and it was submitted to them with instructions that the plaintiff held the affirmative. The stage was run in connection with the railroad, and so far as it appears, for no other purpose. The presumption is, that the plaintiff entered the stage intending to take passage by rail. The proof is express that such was his intent. These facts made a legitimate case for the jury, and the question being fairly submitted to them, their verdict on this point should not be disturbed.

Second, was the business of the defendant in running the stage in connection with its railroad, *unlawful*, and the contract to convey the plaintiff by stage *ultra vires?*

It must be conceded that the right to run a stage was not one of the *express* powers granted by the charter; nor perhaps an *implied* power *indispensably* necessary to carry into effect the *express* powers. But it was nevertheless a power convenient and proper for the successful transaction of the business of the defendant, promotive of the objects of the corporation, and conducive, at least not injurious—to the interests of the public. It appears to have been exercised in strict subordination to the principle objects of the incorporation, to wit, the transportation of passengers and freight by rail, with safety, convenience and dispatch. It was not made an independent business carried on for the purpose of speculation, nor with a view to compete with rival conveyances from the village by stage, but strictly incidental to railroad operations, and confined to the immediate neighborhood of the depot. In itself the business was not unlawful nor a prohibited one; nor was it to the limited extent it was carried on, against public policy. Under these circumstances can it be said to be unlawful, or beyond the just powers of the corporation, fairly and reasonably construed? If so, then any conveyance of passengers by stage between the termini of different railroads in a city, or between disconnected por-

tions of the same railroad, disconnected by accident or design, permanently or temporarily, is illegal if carried on by the railroad company. And any conveyance of passengers by the railroad, if it happens to traverse in any portion of its route, land not expressly dedicated to the railroad company, or the title to which has not been legally acquired, is also illegal. I am inclined to think that as the business, irrespective of the charter was lawful in itself, plainly promotive of the objects of the incorporation, not pushed beyond a needed accommodation to the immediate neighborhood, and not violative of any principle of public policy, the business was lawful.

It seems also to be settled by judicial decisions, at least so far as this court is concerned, that such a contract is lawful, and that the defendant is estopped to deny its validity. (*The judge here comments upon the following cases. Hart vs. the Rensselaer and Saratoga R. R. Co., Cary vs. Cleveland and Toledo R. R. Co., Bissell vs. The Michigan, Southern and Northern Indiana R. R. Co., and Parish vs. Wheeler.*) The contracts in all of these cases seem to me to be as much *ultra vires* (if so at all) as in the case at bar. They had strictly no power to contract for railroad operations, or railroad liability, beyond the bounds of their respective routes and States. It is true their business was in its nature a legitimate railroad business. But I have endeavored to show in a previous part of this opinion, that the business pursued by the defendant on this occasion was a legitimate railroad business—not done exclusively *on* its railroad, to be sure—but connected with it and appurtenant to it—incidental entirely to railroad transportation—done to advance that interest by concentrating travel and freight at the railroad station by other means and appliances, within a narrow circle of territory in the immediate neighborhood, and not designed to set up an independent and substantive business, competing with other interests, disconnected with and dissimilar to the legitimate railroad operations for which it was chartered.

But suppose the contract and business in question to be unlawful, in the sense that it exceeded the powers granted by its charter, is the defendant released from liability? On this subject several considerations seem to me to be worthy of notice, and to possess considerable force.

First; the defendant had long been engaged in this stage business—indeed, ever since it had existed as a corporation. This appears from the evidence. It must be *presumed* to have been known to the stockholders, who never in any way arrested it. Second; it must also be presumed, from the absence of evidence to the contrary, that the stockholders participated in the benefits of this arrangement, and thus approved and *adopted* the unauthorized acts of their directors and managers. In this particular instance they did the same thing as taking the money of the plaintiff and agreeing to transport him safely to Troy.

I incline to think—under the authorities before quoted and the general principles of law—that it is *estopped* from denying its liability for the acts of its agents, as much as a party would be who, knowing that a note was infected with usury, and therefore void, nevertheless represents it as valid business paper, on the faith of which representation it is taken. At all events receiving the plaintiff into its stage with its consent, it was under a duty to transport him with ordinary care, and it is responsible for a neglect of that duty.

This latter point was not presented at the trial, nor ruled by the court, and there is some doubt perhaps, whether it ought to be employed here to prevent a new trial, although I do not see why, if well taken, it will not be fatal to the defendant's case, if the weight of evidence on the question of negligence be conceded to be with the plaintiff. The essence of the charge was, that the defendant was liable for negligence in the conveyance of the plaintiff. I am prepared, however, if necessary to rest the affirmance of the judgment upon the grounds taken by the judge at the trial. Judgment affirmed.

The National Finances.

In a period of war, with enormous expenditures, every interest hinges upon the condition of the National Treasury. Such condition is taken as indicating that of the nation, as well as the cause in which it is engaged; for in modern times war is only a question of money, or resources. So long, consequently, as the Treasury is readily and easily filled, the public burdens cannot be oppressive, nor can any doubt be reasonably entertained as to the issue of the contest, unless in all respects the belligerents are equally matched.

So far the Government has had no difficulty on the score of money. It has had all it asked. We may not have approved of all the modes by which this has been provided, but the currency it has put afloat, has served, as far as its own expenditures have been concerned, all the purposes of gold and silver. The sources it has, so far, chiefly resorted to, are yet inexhausted. It has more than one hundred millions of demand notes left, while it has hardly begun to use the 5-20 year bonds, of which $500,000,000 were voted. In addition to these resources yet in hand, it has the new revenues provided by a sweeping system of internal taxation, which must, with the ordinary revenues, produce at least $250,000,000 annually.

From this statement it would seem that the condition of the National Treasury could be hardly more favorable. But we can well imagine that Mr. Chase should feel some apprehension at the continued issue of Demand Treasury notes. That those already issued have caused considerable inflation in prices, there can be no doubt. A further issue must necessarily add to the inflation. If, at the present time, with an issue of $200,000,000 of notes, 131 be the fair value of gold when paid for in paper, the price should advance to nearly 150, with the issue of an additional $100,000,000. With such issue, the result stated must be approximately approached. However different may have been the theories of Mr. Chase and his advisers, the law in such cases is unmistakable. Assuming the premise, the sequence is unavoidable.

The other source immediately available to the Treasury, (excepting a small amount of the 7 3-10ths,) the 5-20 year bonds mature too early to render them a desirable investment. People do not want to purchase a security which may be paid off in a few years *in kind*—in government paper. They want something payable in the golden era that is to follow the present one of paper. Hence the bonds last described will sell only sparingly, notwithstanding their high rate of interest which is payable in gold. They cannot be sold in sufficient quantities to meet the exigencies of the government.

Neither will the revenues from taxation come in as fast as wanted. The machinery which is to produce them is only now being put in motion, and several months must yet elapse before any considerable receipts can be expected from this quarter.

In such a dilemma the Department must continue to resort to its Treasury notes. It has nothing, at present, to supply the place of these. Necessity will force Mr. Chase to overcome his scruples against a further issue, from its tendency to put up the price of gold. He unquestionably begins to doubt the correctness of his views which led him to recommend the issue of demand notes to serve as currency, and to see that such notes are securities, not money. But it is now too late to retrace his steps. The depreciation is not yet excessive. To him the notes on hand are nearly of equal value with silver and gold. They pay the army and purchase whatever is necessary to its maintenance, and to the vigorous prosecution of the war; and, in the absence of other sources of income, must be used.

However much the Department may wish to change its financial policy, it cannot do so till new legislation is obtained of Congress. Such legislation will probably, as usual, be one of its last acts. Appropriation bills are seldom or never passed, except upon the heel of the session. But Congress will not be likely to act hastily, when such action is in direct conflict with its precedents. The Treasury Note bill was a favorite measure of both Houses, and self-respect, or love of consistency forbids the idea of the adoption, at an early day, of different policy and measures.

The extent of the depreciation of a paper currency, or appreciation in the price of gold, measures the degree of the impolicy of the acts that caused the two kinds of currencies to differ in value. We do not pretend to say what this difference is, or that that now existing is real or fictitious. Sufficient time may not have elapsed to determine their relative value. Whatever this may be, no time should be lost in reconciling them. It may be proper for Government to issue demand notes receivable in payment of taxes, as a part of the machinery for, and in anticipation of, their collection. Such issue may, unquestionably, be mutually advantageous to the Government and the people. But in case of such issue, means should always be provided for the retirement of whatever amount is in excess of the objects for which they are used. Such provision is the privilege of converting them into a long government bond, which may bear a very low rate of interest. A bond having 100 years to run, and bearing only 4½ per cent. interest, would immediately become a favorite subject for investment. Money is fast becoming as abundant in this country as in England, and on the best security, the rate named may be regarded a high one. All that Government has to do is to provide such bond. The larger the issue of Treasury notes, the more rapidly will they be converted, from the greater abundance of, and lower rates for money. With such provision for the retirement of demand notes, the amount afloat could hardly ever be in excess of the wants of the people, while those afloat could be retired in a similar manner, and so gradually as to cause the least possible amount of public distress.—*Hallett's Financial Circular.*

☞ Works on Railways and Railway Improvements, Steam and Steam Navigation, Science and Art generally, will hereafter be received at this office, and impartially reviewed.

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds } Under Act 15th April, 1842	$2,833,364	6	1862	106
Coupon Bonds... }		6	1862	106½
Registered Bonds } Under Act 28th June, 1847	9,415,250	6	1867	102
Coupon Bonds... }		6	1867	102½
Registered Bonds } Under Act 31st December, 1848	8,908,842	6	1868	102
Coupon Bonds... }		6	1868	102
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	95
Registered Bonds } Under Act 14th June, 1858	20,000,000	5	1874	92½
Coupon Bonds... }		5	1874	92½
Registered Bonds } Under Act 22d June, 1860	7,022,000	5	1871	92½
Coupon Bonds... }		5	1871	93
Coupon Bonds (Oregon War Debt), Under Act June, 1861	307,900	6	1881	100
Registered Bonds } Under Acts 8th Feb. and 17th July, 1861	50,000,000	6	1881	103½
Coupon Bonds... }		6	1881	103½
Treasury Bonds (coupon) } Under Acts 17 J'y & 5 Aug '61	55,000,000	7.3	1864	103½
Treasury Bonds (coupon) }	53,600,000	7.3	1864	103½
Registered Bonds } Under Act 25th February, 1862; re-	20,000,000	6	1882	99½
Coupon Bonds... } deemable at pleasure after 5 years...		6	1882	99½
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	7,757,600	6	2 y'rs	127½
Under Acts 2 Mar. '61, & 17 Mar. '62 } convert. into 20	10,000,000	---	Dem.	----
Under A's 17 Ju & 5 Au.'61 & 17 Ma.'62 } y'r b'ds due '81	50,000,000	---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	----------	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	50,000,000	5	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	100,000,000	6	1 year	98
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1871	----
Arkansas—Coupon Bonds	1,471,000	6	1869	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	114
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	107½
Georgia—Coupon Bonds	52,000	7	62–74	----
" — " "	2,073,750	6	'63–'80	78
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	104½
" —Interest Bonds: new Int. Improvement Stock	1,382,986	6	1877	105
" —Interest Stock of 1857	786,223	6	------	97
" —New Refunded Stock of 1859	1,792,000	6	'60–'77	101
" —University Fund Interest Bonds of 1861	650,000	6	1879	105
" —War Fund Bonds of 1861	1,020,400	6	1879	103
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	100
" — " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18..	80
" — " " "	2,054,298	2½	18..	55
" —Canal Preferred Certificates	4,079,500	5	18..	---
" — " " (special) Certificates	1,216,737	5	18..	----
" —Deferred Certificates (State)	1,242,500	5	18..	----
" —Deferred (special) Certificates (State)	479,076	5	18..	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	97
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,344	6	'68–'72	95
" — " " (banks)	600,000	5	18..	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	59
" — " " (bank)	5,295,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	699,000	6	Var.	107
" —War Loan of 1861	----------	---	------	----
Maryland—Inscribed Certificates	5,984,251	6	Var.	107
" — " (sterling)	8,857,222	5	Var.	100
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	108
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53, 00	5	'61–'72	----
" — " " of 1861 "	247,000	6	'68–'72	116
" —Union Fund Loan of 1861	2,217,300	5	'71–'76	----
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,006,177	6	1863	101½
" — " "	216,000	6	1878	102
" —War Loan: Coupon Bonds 1861	449,100	7	1881	108
Minnesota—Coupon Bonds (State)	250,000	8	1867	104
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	----------	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41–'71	56
Missouri—Coupon Bonds	439,000	6	'63–'83	53½
" — " "	100,000	6	1862	53½
" — " " (loans to Railroads)	23,101,000	6	'72–'96	72
" —War Loan 1861	----------	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,330	6	'65–'71	103
New York—Certificates	----------	6	'61–'62	----
" — "	----------	6	'64–'65	103
" — " State Loan	$6,756,654	6	65–'66	103
" — " Railroad Loan	339,'00	6	'72–'75	120½
" — " Canal Debt—(old)	9,739,025	6	1874	117
" — " " —(new)	13,200,000	5½	1865	----
" — " " —(misc.)	642,585	5	'66–'74	102
" — " " —(floating)	2,500,000	5	1863	102½
" — "	----------	4½	1864	----
" — "	----------	7	1864	105
" —War Loan of 1861	----------	7	1870	116½
North Carolina—Coupon Bonds	9,139,555	6	18..	70½
Ohio—Inscribed Certificates	6,413,325	6	1860	103
" — "	1,025,000	5	1865	100
" — " "	2,183,531	6	1870	105
" — " "	1,600,000	6	1875	105
" — " "	2,400,000	6	1886	107
" —War Loan (1861)	1,500,000	6	1868	----
Pennsylvania—Coupon Bonds } (1st January, 1862	37,687,760	5	'61–'82	9½
" —Inscribed Certificates }		5	'61–'82	16
" — " "	400,630	6	1879	103
" — " "	388,200	4½	'63–'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68–'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (Banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	55
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	18..	109½
" —War Loan (1861)	----------	---	18..	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85–'93	64½
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77–'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64–'74	----
" — " " "	265,000	6	'62–'76	----
" — " " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70–'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66–'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	----
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	100
" — " " " (Balt. & Ohio R. R.)	5,000,000	6	------	100
" — " " " (Water Works)	3,400,000	6	------	101
" — " " " (Bank Stock)	553,986	6	------	----
" — " " " (Improvement Stock)	4,963,215	6	------	----
Boston—Coupon (S. F.) Bonds (Municipal)	2,412,576	5	Var.	109½
" —Coupon Bonds (Water)	6,243,680	5	Var.	109½
Chicago—Coupon Bonds (Municipal)	860,000	6	18..	100½
" — " " "	609,000	7	18..	110
" — " " " (Sewerage)	822,000	7	18..	----
" — " " " (Water Works)	1,133,000	7	18..	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	152,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " " "	2,140,000	5	1887	109½
" —Public Education Stock	150,000	5	1873	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union De ence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1863	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69–'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,594,000	6	'71–'75	----
" — " " (Municipal)	1,136,200	6	'61–'80	----
" — " " (Buildings, etc.)	532,000	6	'66–'96	----
" — " " (Sewers)	425,000	6	'70–'85	----
" — " " (Improvement Old Limits)	260,000	6	'71–'87	----
" — " " (Water Works)	497,000	6	'71–'85	----
" — " " (Harbor Improvement)	239,000	6	'63–'86	----
" — " " (Wharf Improvement)	166,000	6	'67–'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " " (Fire)	175,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1893	----
" — " " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18..	----
Jefferson, O.—Coupon Bonds	285,000	7	18..	----
Muskingum, O.—Coupon Bonds	564,000	7	18..	----
New York, N. Y.—County Court House Stock	250,000	6	'75–'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18..	----
Ross, O.—Coupon Bonds	343,880	7	18..	----
Scioto, O.—Coupon Bonds	110,000	7	18..	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,243	6	1886	93
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63–'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	99
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	----
" " " Unsecured Bonds	2,773,728	6	'63–'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	----
North Branch: 1st Mortgage Coupon Bonds	690,000	6	1876	----
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	89
" " 2d " "	3,980,670	6	1882	70
" " Improvement " "	586,500	6	1870	----
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	38
" " Preferred Interest Bonds	227,569	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	43
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	92
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,000,000	---	------	90
Housatonic Preferred	1,180,000	8	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	83½
Milwaukee & Prairie du Chien, 1st preferred	1,095,000	---	------	103
" " " 2d "	1,086,000	---	------	77
New York & Harlem, Preferred	1,500,000	---	------	48
Philadelphia & Reading, Preferred	1,551,800	7	------	50

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'60-'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	533,100	6	1890	70
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western:				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	99⅝
" "	700,000	6	1880	97⅝
" "	1,123,500	6	1875	99
" "	1,000,000	6	1867	101
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	■	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie:				
1st Mortgage coupon	2,000,000	7	1877	99
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	106
Income ½ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	----
Mort. (chgd from Sterl'g)	888,000	5	1854	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	105⅝
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,030,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
***Catawissa:**				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65 '70	112
2d Mortgage	600,000	7	1875	110
Central Ohio:				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	71
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	15
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	785,400	6	var.	103
Chicago, Burlington & Quincy:				
Trust Mort. S. F., convertible	317,000	8	1883	115
" " " inconvertible	2,690,000	8	1883	----
Plain Bonds, dated Sept. 20, 1860	755,000	7	1890	----
2d Mortgage, inconvertible	922,000	4½	1800	----
Chicago and Aurora, 1st Mort.	230,000	7	1867	----
Central Military Tract, 1st Mort.	248,000	7	1864	----
" " " 2d Mort.	204,000	8	1868	----
" " " Plain	28,000	8	1876	----
Chicago, Alton and St. Louis:				
1st Mortgage	------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	110
Chicago and Northwestern:				
1st Mortgage (preferred)	1,250,000	7	------	102
1st Mortgage (general)	3,600,000	7	------	75
Bonds issued for coupons of do.	756,000	7	------	90
2d Mortgage	2,000,000	6	------	31
Appleton Extension Bonds	184,000	7	------	90
Flagg Trust Bonds	245,000	8	------	----
Cincinn., Hamilton and Dayton:				
1st Mort age	394,000	7	1867	100
2d Mortgage	950,000	7	1880	96
***Cincinn., Wilm. and Zanesville:**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	105
2d Mortgage	469,000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	25,000	7	1861	99
2d Mortgage	228,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Dividend Mortgage	900,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	101½
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	100
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	94
4th Mort. (M. L.) or 3d Extension	1,164,000	7	------	73¼
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	299,000	7	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	1872	65
Junction 2d Mortgage	221,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	1863	75
Junction Income	27,500	7	1862	----
C. and T. Income Mortgage	104,400	7	1863	75
C. and T. Income (convertible)	174,000	7	1864	----
C. and T. Income (convertible)	256,000	7	1864	----
C. and T. Dividend (convert.)	151,495	7	1865	75
C. and T. Income (convertible)	39,000	7	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	1885	103½
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	115,900	---	var.	93½
Connecticut River:				
Mortgage	250,000	6	1878	----
Connecticut and Passump. Rivers:				
1st Mortgage	800,000	6	1876	95
Cumberland Valley:				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	95
Guaranteed	65.000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	110
1st Mortgage (E. Extension)	1,499,000	---	1875	106
2d Mortgage	2,516,500	---	1881	109
Income (due 1862, '65 and '67	14,101	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	60
2d Mortgage	1,000,000	8	1868	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	---	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	275,000	6	var.	100⅝
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	450,000	6	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,802,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655 000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	------	7	1891	----
Free Land. 2d Mortgage	------	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	800,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Galena and Chicago Union:				
1st Mortgage Coupon	1,971,000	7	62-'63	108
1st Mortgage (Extended)	22,000	7	1882	110
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	108
***Great Western, Ill:**				
1st Mortgage Eastern Division	1,000,000	10	------	----
" Western "	1,350,000	7	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	------	71
Land Security	5,000,000	7	1881	52
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	103
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	200,000	7	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210.000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	115
2d Mortgage (S. F.)	2,000,000	7	1885	112
3d Mortgage	1,840,000	7	1875	101¼
Convertible	1,002,000	7	1867	97¼
Illinois Central:				
Optional Right bonds	38,000	7	1868	----
Construction	10,798,500	7	1875	104⅜
Construction	4,115,000	6	1875	104⅜
Eight per cent. bonds	326,000	8	1865	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland:**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400.000	8†	------	----
City of Keokuk, (special tax)	150.000	10†	------	----
Lee County. 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,900	6	1870	108
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	30
2d Land Grant (Western Div.)	358,600	†	------	30
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1.300,000	6	1883	91
Long Island:				
1st Mortgage	500,000	6	1870	100
Extension Bonds	175,000	7	1890	100
Long Dock Co.:				
Mortgage Bonds	500,000	7	1882	----
Mortgages on Land	473,809	7	------	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State (Tenn.), 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State (Tenn.)	372,000	6	------	----
Mortgage	24.000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	83
Marietta and Cincinnati:				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston:				
State Tenn.) Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State (Tenn.) Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	---
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	1869	112
1st Mortgage (S. F.), convertible	4,461,000	8	1882	115
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	994,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	---
Michigan Southern, conv.	44,000	7	1863	85½
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	104
Detroit and Toledo	684,000	7	1876	88½
1st General Mortgage (S. F.)	3,030,000	7	1885	103½
2d General Mortgage	2,572,000	7	1877	99
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	---
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	---
2d Mortgage	200,000	7	------	---
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	---
2d Mortgage	600,000	8	------	---
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	103
1st Preferred stock	1,000,000	---	------	103
2d Preferred stock	1,020,000	---	------	79
Mississippi Central:				
1st Mortgage	1,007,363	7	------	---
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	---
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	---
2d Mortgage (S. F.)	400,000	8	------	---
Oskaloosa Division	1,425,000	7	------	---
Land Grant	7,000,000	7	------	---
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	---
Mississippi State Loan	202,799	6	------	---
1st Mortgage	171,000	7	1876	---
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	---
Tennessee State Loan	674,860	6	------	---
Alabama State Loan	389,410	6	------	---
Income	1,508,070	8	'61-'67	---
Sterling	878,935	6	1883	---
Mississippi State Loan	200,070	6	------	---
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	---
Mortgage (due 1860, '63 and '65)	350,000	6	var.	---
Mortgage	450,000	8	1866	---
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	99
Preferred Stock	1,175,000	10	------	125
Muscogee:				
1st Mortgage	249,000	7	------	---
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	---
Chat. and Clev. Subsc. (endors.)	231,000	---	------	---
*New Albany and Salem:				
Crawfordsville	175,000	7	------	---
1st Mortgage	500,000	10	------	---
1st Mortgage	2,235,000	6	------	---
N. Hav., N. Lond. and Stonington:				
Mortgage	450,000	7	------	---
Mortgage	200,000	6	------	---
Extension	100,000	10	------	---
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	---
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 4 '8	---
1st Mortgage Coupon	2,665,000	8	1886	---
N. Orl'ns, Opelous, and Gt. West.:				
Louisiana State Loan	611,000	6	------	---
New Orleans City Subscription	1,500,000	5	------	---
1st Mortgage (S. F.)	566,000	8	1880	---
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	110
Funding (S. F.) Bonds	1,553,000	7	1876	113
Stock Exchange (S. F.) Bonds	680,000	6	1883	109½
Real Estate (S. F.) Bonds	166,000	6	1883	106
Real Estate Bonds	301,952	7	------	---
Bonds of June, 1854	3,000,000	7	1864	105
Convertible Bonds	970,000	7	1876	114
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	108
New York and Erie:				
1st Mortgage	3,000,000	7	1867	116
2d Mortgage	4,000,000	7	1879	113
3d Mortgage	6,000,000	7	1883	107
4 h Mortgage	1,900,000	7	1880	100
5th Mortgage	1,702,500	7	1888	99
New York and Harlem:				
1st Mortgage	2,050,000	7	1873	110
2d Mortgage	1,000,000	7	1864	105
3d Mortgage	862,500	7	1867	90
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	---

Description.	Amount.	Interest.	Due.	Price.
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	---
North Carolina:				
State Loan	3,000,000	6	------	---
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	---
2d Mortgage	224,500	---	------	---
Real Estate	35,910	---	------	---
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	---
Md. State Loan (B. and Susq.)	1,500,000	6	------	---
York and Cumberland 1st Mort.	175,000	6	1870	---
York and Cumberland 2d Mort.	25,000	6	1871	---
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	---
N. C. Contract, 2d Mort.	300,000	6	1875	---
Construction, 2d Mort.	2,500,000	6	1885	99
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	89½
2d Mortgage	3,077,000	7†	1861	6½
North Missouri:				
State Loan (30 years)	4,350,000	6	------	---
North Pennsylvania:				
Mortgage	2,500,000	6	1875	86
Chattel Mortgage	360,000	10	1883	105½
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var	---
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	---
Mortgage	205,800	6	1860	---
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,050,000	†	1858	---
2d Mortgage	258,000	†	------	---
Construction	4,242,000	†	1858	17
Income	3,320,000	†	1858	---
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	---
2d Mortgage or 1st Extension	1,200,000	6	1875	---
2d Extension	600,000	8	1873	---
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	45
State Loan (S. W. Branch)	2,800,000	6	------	---
Construction	4,500,000	6	------	---
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	---
Pennsylvania:				
1st Mortgage	4,990,000	6	1880	113
2d Mortgage	2,421,000	6	1875	107
2d Mortgage Sterling	2,126,400	6	1875	---
State Works Bonds	7,100,000	5	------	89
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	76
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	---
2d Mortgage (Coupon)	268,800	6	1876	---
3d Mortgage (Coupon)	156,600	6	1871	---
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	---
1st Mortg. (E. Ext.) convertible	500,000	8	1873	---
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	---
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	---
1st Mortgage (1859-'70-'75)	365,000	6	var.	---
3d Mortgage (1862-'70-'72)	378,000	6	var.	---
Special Mortgage (1865-'68)	175,000	6	var.	---
Last Mortgage (1861 to 1869)	133,500	8	var.	---
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	---
Loan of 1842	100,000	5	------	103
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	---
" 1836, "	192,000	5	1880	103
" 1849, "	3,103,600	6	1870	109
" 1861, "	436,000	6	1871	---
" 1843, "	1,548,300	6	1880	109
" 1844, (convertible)	883,000	6	1880	110½
" 1848, "	124,000	6	1880	99
" 1849, "	85,000	6	1880	102
" 1857, "	3,586,500	6	1886	100½
" 1856, "	1,175,000	7	1886	100½
Bonds and Mortg's—real estate	592,200	---	------	---
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	---
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	---
Alleghany Co. "	750,000	---	------	---
Connellsville "	100,000	---	------	---
Mc'Keesport "	100,000	---	------	---
Baltimore City "	94,000	---	------	---
Baltimore City Stock	906,000	---	------	---
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	---
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	103
2d Mortgage	5,160,000	7	1911	92½
3d Mortgage	2,000,000	7	1911	70
Bridge Bonds, O. & P. R. R. Co.	188,000	7	1876	---
Chicago Depot Bonds	337,173	6	1865	---
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	---
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	---
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	---

Description.	Amount.	Interest.	Due.	Price.
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	---
1st Mortgage (West'rn Division)	757,000	8	------	---
Raleigh and Gaston:				
Coupon	100,000	---	1862	---
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	---
Guarantied by State	260,000	7	1875	---
Mortgage (Coupon)	250,000	7	1859	---
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,066	6	1860	---
Richmond and Petersburg:				
Coupon	159,000	---	1875	---
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	45
2d Mortgage	937,500	7	1863	8
3d Mortgage	435,050	7	1863	---
Sacramento Valley:				
1st Mortgage	400,000	10	1875	---
2d Mortgage	329,000	10	1881	---
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	---
Mortgage	997,000	7	1866	---
Mortgage	1,000,000	7	1875	---
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	30
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	---
1st Mortgage (R. and W. Br.)	100,000	7†	1856	---
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	---
3d Mortgage	75,000	7	1870	---
Dividend Bonds	60,000	7	1856	---
South Carolina:				
State Loan	187,000	5	1868	---
Sterling	183,333	6	1863	---
Sterling	2,000,000	5	1866	---
Southern Mississippi:				
1st Mortgage	500,000	---	------	---
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	---
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	---
2d Mortgage	450,000	---	------	---
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	---
2d Mortgage	900,000	7	1865	---
*Chicago and Alton:				
1st Mortgage	2,000,000	7	------	99½
2d Mortgage	1,535,000	7	------	---
3d Mortgage (Income)	1,000,000	10	------	---
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	---
St. Louis City Subscription	500,000	---	------	---
St. Louis County Subscription	1,000,000	---	------	---
Sunbury and Erie:				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	106½
Mortgage (half to State)	7,000,000	5	'75-'78	---
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	---
Alton & Terre Haute:				
1st Mortgage (convertible)	1,000,000	7	'62-'72	97½
2d Mortgage (preferred)	2,000,000	7	'68-'70	75
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	---
Terre Haute and Richmond:				
1st Mortgage (convertible)	220,000	7	1866	---
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	98½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	98½
2d M. (Toledo and Wabash)	1,000,000	7	1869	82
2d M. (Wabash and Western)	1,500,000	7	1899	82
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	23½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	---
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	---
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	---
Warren (N. J.):				
1st Mortgage	568,500	7	1875	---
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	---
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	---
Dollar Bonds	802,000	6	1875	110½
Albany City Bonds	1,000,000	6	'66-'76	---
Hudson & Boston R. R. Loan	150,000	6	------	---
Elmira and Williamsport:				
1st Mortgage	1,000,000	7	1880	100
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	---
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	---
Sterling, issued in 1858	144,500	6	1868	---
Company's, endorsed by State	150,000	6	1873	---

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance due to Sup't, and other Accounts and Balances.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,?36	*	—	877,?53	503 500	195,255	1,515,704	54 6	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461.505	30,991	—	335,010	109,500	21,632	518,965	30?	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,023	169.6	.....	297,626	111,222	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—					57.0	236,791	76,776	21,000	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	....
1 May, '61	460.3	12.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—					—	—	1,402,858	695,370	—	....
29 Feb. '60	88.?	28.4	....	—	23	14	285	Montgomery and West Point	1,838,718	427,265	100,000	1,418,769	922,622	23,579	2,582,500	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	—	—	—	—	—	—	—	—	—	—	—	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	—	—	—	—	—	—	—	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	220,251	104,594	....	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	....	23.8	45,54?	77,028	34,866	16	....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,560	319,444	4,3?2,922	122.4	252,906	359,14?	149,477	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	2,207,396	254,000	102,888	2,250,000	927,000	13,356	3?9 5,057	73.0	223,491	712,876	354,136	14	142
31 Dec. '61	74.0	—	....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,?87,?50	120.0	189,358	225,292	25,565	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,842	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	23	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,380	135,07?	—	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,560	500,000	—	1,422,560	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	....
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,648,649	710,403	—	3,000,000	1,890 000	—	5,626,549	117.4	489,850	808 969	301,979	—	....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,600	809,300	62,477	.....	66.4	.....	288,542	108,026	—	77
								DELAWARE.													
31 Oct. '60	84.3	—	13.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,46	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6½	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	....	....	....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	(19,112	32.0	.....	7,857	3,255	—	....
.. .. '62	59.9	—	5.0	—	....	....	....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153.5	....	....	....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,?8?	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	....	....	....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	86.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	188,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	....	....	....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,539 173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123 343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,29?	1,6?8 976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	5	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180.621	1,473,146	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,915	2,822,9?3	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	852 345	454,541	—	....
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	—	—	3,500,000	4,500,000	—	10 000,000	220.0	.....	1,098,465	452,698	4	....
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024 750	—	12,176,115	168.0	1,087,025	1,551,227	679,772	—	85
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,08?	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '62	242.0	—	....	29.0	36	28	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,055,000	264,976	11,817,527	248.6	.....	849,719	414,828	—	....
31 Mar. '62	181.8	—	....	—	58	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	80?
10 Nov. '58	38.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	8,414,?02	—	10,502,818	261.3	1,123 454	1,720,?96	811,185	5	85
31 May, '61	175.0	—	....	—	—	—	—	Great Western	5,022,926	*	—	1,600,000	2 391,000	—	.....	175.0	.....	489,943	181,529	—	....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,501,024	708.3	2,458,023	2,965,758	1,150,903	—	77½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	—	—	—	—	—	—	—	—	—	—	—	—	....
.. .. ..	148.0	—	....	—	....	....	....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	....	....	....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper. by Chic. & R. Is.		125,000	.....	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	—	—	—	—	—	—	—	—	—	—	—	—	....
.. .. '58	186.0	—	....	—	....	....	....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	....	....	....	Quincy and Chicago	1,978,555	*	—	800,000	1 200,000	—	2,000.000	100.0	oper. by Chic.	Bur. & R. Is.	Quincy	—	....
.. .. ..	1.0	—	....	—	....	....	....	Rock Island Bridge	—	—	—	—	—	—	—	oper. by Chic.	& R. Is.	—	—	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,609,958	628,487	—	2,026,903	5,035,615	741,040	8,865,?5?	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	....	....	....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	169.0	—	....	—	....	....	....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219.100	51,772	2,?83,?48	169.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26.641	810,050	1,178,000	40.550	2,108,611	109.0	363,122	460,897	183,609	—	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,688,900	1,362,?85	140.6??	3,?58,108	110.0	.....	448,858	230,884	9	83
31 Dec. '60	84.0	—	....	—	—	—	—	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,?84	37.219	2,031.942	84.0	.....	277,962	119,745	—	....
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,565	2,188,881	108.0	303,161	297,986	121,416	—	....
.. .. '59	64.0	—	—	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	....	....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,000,128	135.0	291,402	230,563	99,050	—	....
.. .. '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	....
.. .. '58	74.0	—	....	—	....	....	....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820.000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '61	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,975,801	73 0	325,707	377,692	216,184	10	125
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	....	....	....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,145	2,870,015	111.0	107,646	200,160	81,779	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	—	—	—	245,000	755,000	—	.....	—	—	—	—	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570.000	—	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	....	....	....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,975,995	111.8	.....	426,408	227,584	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0 00.	—	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13 0	oper. by	Cov. & Lex.	—	—	....
30 Jun. '61	29.0	—	....	— }	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,?12	29.0	.....	168,944	43,267	—	80
30 Jun. '61	65.1	—	....	— }				} Louisville and Frankfort	1,383.526	126,735	6,540	1,104,587	414,519	—	1,649,?51	65.1	214,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,800	661,?80	9,456,?50	269 0	613,?0?	716,478	371,12?	—	....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18 8	oper. by	Cov. & Lex.	—	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.6	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566.000	339,297	5,855,?20	80.0	120,?04	481,9?2	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,685,000	1,150,717	.....	206.0	.....	1,232,624	555 484	—	....
31 Aug. '60	53.7	—	....	135.3	....	....	....	*Vicksburg, Shreveport & Texas*	1,062,691	*	—	1,283,015	248,969	108.431	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,958	172,113	91,487	—	—
31 Dec. '59				14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	.....					—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	93,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,752	6	111½
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,463	25,404	—	—
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,886	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	76
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	84
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,882	.....	57.7	.....	449,051	128,733	7	104½
31 May, '62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	465,758	4,076,974	—	75,150	4,905,723	119.3	599,048	732,427	290,406	6	123
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	122,720	.....	.....	61.8	.....	588,871	272,429	8	128
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	130
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	.....	.....	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	.....	.....	52.3	.....	250,836	122,956	6	107
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,884	315,165	264,102	2,853,400	1,885 000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	88½
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	—	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	.....	71.6	.....	543,158	217,054	6	111½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	338,884	26.4	.....	83,820	7,663	8	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	...	...
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	122
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	67½
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	—	.....
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	118½
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	.....	.....	44.4	.....	308 228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	.....
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usatonic.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	...	...	.....	Troy and Greenfield	.....	—	—	—	—	—	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	17½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,864	14,242,462	217.9	.....	1,894,568	812,997	8	140
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	65
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Sep. '60	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '62	284.8	—	28.4	—	98	85	2,589	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	.....	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	88½
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	41
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	...	...	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '61	206.6	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114 0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	30
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	53.6	.....	327,741	125,159	—	18
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	60½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord & Portsmouth, guar.	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	110
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492.500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	88½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,980	24,027	12,450	—	.....
31 Mar. '59	28.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	363,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	111
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282 504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	63½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	42,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76 0	.....	274,204	162,841	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,529	12	152
31 Dec. '60	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	1½
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662.393	1,201,895	673,443	10	150
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	—
31 Dec. '58	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,157,800	340,000	1,766,236	1,768,241	53.0	163,703	283,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	...	...	.....	New Jersey	3,609,089	400,378	1,249,621	4,397 820	688,000	—	5,628,931	33.8	—	992,767	579,981	10	139
31 Dec. '60	21.3	—	.....	2	6	—	17	Northern New Jersey	365,344	*	—	154,157	—	—	.....	—	—	—	—	—	—
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	25
31 Dec '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	98
31 Dec. '60	13 0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	50,532	.....	—	—	15,344	3,268	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	60,000	—	ope	r. by Re	ns. & S	arat.	—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	ope	r by W	estern.	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	25,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220	23.8	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	693 845	187,704	—	—
30 Sep. '61	68.3	—	14.5	—	28	32	325	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3.009,600	82.5	367,365	940.042	417,458	10	160
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	698	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,758	1,989,013	566,461	—	75
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2.680	2,633,393	100.5	243,195	297,646	137,547	—	22½
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	—	7,309,042	2,601,063	6	103½
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,61t	1,979,108	—	63
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	20½
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60.000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	90 061	—	—
30 Sep. '61	36.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Potsdam and Watertown	1,529,608	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,25	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,652	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	ope	r. by B.	N. Y. &	E. 4,996	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,731	—	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	ope	r. by Ren	s. & Sar.	—	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	—	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	ope	r. by oth	er Co's.	—	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	511,560	37.81	23,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	----	oper. by	Erie R.	W. Co.	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,433	353,441	164,672	6	83
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	—	469 458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '60	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	—	314,091	102,765	—	15
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,675,000	1,126,458	6,810,432	141.0	—	699,716	230,551	—	—
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	—	646,205	329,714	7½	98
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	—	—	—	—	28
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	135.4	5.8	—	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580,621	10	136
31 Dec. '60	67.0	—	—	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369 849	238,003	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4 888,060	96.6	576,991	1,244,975	734,991	10	114
30 Nov. '58	101.0	102.5	—	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646.413	772,093	332,093	4	39½
31 May '62	109.2	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,520	188.6	610,292	1,003,637	543,488	3	67½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	—	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	—	375,002	212,107	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	397,246	716,000	80,845	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,066	16.0	40,064	64,000	33,000	—	—
1 Nov. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	102,180	52,408	—	—
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,600	*	—	300,000	473,000	75,000	—	47.0	—	69,352	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50.000	3,965	—	13.0	24,000	31,126	10.460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3 532,266	500 524	412,002	2,981,267	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	8	115
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	—	434,290	99,554	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	—	829,932	119,032	—	1½
31 Aug. '58	137.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '61	153.9	52.0	—	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	—
31 Dec. '60	116.0	9.0	—	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	—	185,934	34 167	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,206,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	855,502	1,012,236	400,559	—	34½
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	62,624	—	45.0	61,634	94,342	45,161	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	57½
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,072,000	305,000	—	3,350,000	34,000	52,359	3,472,746	146.0	269,137	219,548	22,490	—	4½
30 Sep. '61	52.5	—	3.2	—	11	8	68	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	—	2,169,946	1,339,680	—	116
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	990,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,136,037	*	—	1,000,000	1,000,000	55,295	2,214,873	78.0	252.639	307,496	130,149	—	18½
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L	—	10	—
31 Aug. '60	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	436,237	153,334	6	58½
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '60	45.7	—	22.3	20.2	15	6	—	Lehigh Valley	3,787,633	*	—	1,966,350	1,500,000	—	—	45.7	183,500	679,908	342,039	6	63½
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.	W. & E.	—	—	21
31 Dec. '60	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,950	3,413,871	303 927	9.803,932	—	—	753,318	670,227	6	56
31 Dec. '61	130.0	—	60.5	—	—	2	3,026	Mine Hill and Schuylk. Haven	2,973,898	278,367	—	3,2 8.600	—	—	3.248,600	130 0	293,492	619,043	335,671	11	48½
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	—	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364.325	292,124	—	10½
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541,156	3447 522	1,421,980	13,264,100	16,637,400	1,322,915	34,234,549	423.0	4,413,036	7,300 001	3,646,938	6	55½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1.637	—	—	—
30 Sep. '59	17.0	7.0	—	—	16	—	—	Phila., Germant'n & Norristt'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,338	24.0	—	288,657	157,194	—	53½
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,491,461	645,170	11,548,929	12,411,600	—	25,295.48	151.4	1,795,927	2,905,838	1,412,906	—	88
31 Dec. '60	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	140

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil". Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
1 Oct. '61	98.0	6 0	—	—	32	109	665	PENNSYLVANIA, (*Continued.*)													
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Phila., Wilmington and Balt.	7,021,713	744,425	142,840	5,600,000	2,475,500	140,998	8,742,000	200.5	439,780	1,516,985	675,484	6½	59½
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsburg and Connellsville	2,828,895	90,903	—	1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	—
30 Sep. '59	31.0	—	11.0	—	—	—	—	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,423	10,264,995	1 847 325	18,999 581	467.5	2,434,641	3,031,787	1,299,721	—	52
30 Sep. '59	54.0	—	3.0	—	7	7	26	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	.....
31 Mar. '61	28.0	1.2	2.0	—	4	1	445	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
31 Dec. '59	148.0	—	20.0	140.0	—	—	—	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,070	60,821	1,724,227	.....	.....	96,227	54,582	—	.....
30 Sep. '61	29.6	—	2.1	—	4	3	70	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	114,126	61,848	—	16
30 Sep. '59	26.4	—	2.1	—	4	11	9	Tioga	718,918	77,999	—	367,300	396,500	65,726	.....	29.6	68,543	101,499	61,270	6	47½
								Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
								RHODE ISLAND.													
31 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	.....	.....	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	—	5	Providence, Warren & Bristol	448,666	*	—	447,017	8,500	.....	.....	13.6	.....	26,454	6,914	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	—	—	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	—	—	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	—	—	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	—	—	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	700	South Carolina	.....	.....	.....	.....	2,643,333	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859	.....	.....	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859	30.0	—	0.6	8.0	.....	.....	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	*	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	50.0	31,300	32,870	.....	—	.....
1 May '60	70.0	—	5.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	978,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May, '61	90.7	—	8.6	19.0	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	679,119	6,385,045	119.6	349 440	334,368	113,318	—	.....
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	.....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	3,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	.....
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	132
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45,930	8,522	—	.....
31 Aug. '60	64.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	532,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	118.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	126.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '58	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,642	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
— — '57	42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	.....	1,108,354	436,039	—	32
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
10 May, '61	104.0	—	.....	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	.....
— — '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								CANADA.													
31 July '61	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	—
— — '59	81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	11
— — '59	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	324.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
— — '55	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
— — '58	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	254,530	.....	.....	—	.....
— — '58	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
— — '58	26.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.6	12 0	—	14	18	235	European & North American	4,548,564	*	—	4,637,852	—	—	4,637,852	108.0	.....	130,678	36,432	—	.....
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,390,000	13,100	136,000	1,799,232	60.0	.....	132,555	36,670	—	.....
								NOVA SCOTIA.													
31 Dec. '61	61.6	—	.....	60.1	.....	.....	.....	Nova Scotia	4,268,717	*	—	.....	.....	.....	.....	61.6	.....	120,918	26,803	—	.....
								NEW GRANADA.													
31 Dec. '60	48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	620,804	5,000,000	2,400,000	—	9,608,530	48.7	.....	1,539,859	1,110,652	12	185

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 12.

	Th 6.	F.7.	Sat 8.	M 10.	Tu.11.	W 12.
STATE STOCKS:—						
California 7s	----	113¾	----	113½	113	
Georgia 6s	----	----	----	80	----	
Illinois War Loan	103½	----	----	103½	102	
Indiana War Loan	97	97	----	----	----	
Kentucky 6s	----	----	----	----	----	
Louisiana 6s	----	----	----	----	----	
Maryland 6s	----	----	----	----	----	
Michigan 6s, 1878	----	----	----	----	----	
Minnesota 8s	----	----	----	----	----	
Missouri 6s	53	52⅝	52⅞	52½	51½	
Do. iss. to H. & St. J. R.	75	74	71	----	----	
New York 6s, 1875	----	----	----	----	----	
North Carolina 6s	70⅞	70	----	----	----	
South Carolina 6s	----	----	----	----	----	
Ohio 6s	----	----	----	----	----	
Tennessee 6s, 1890	55	----	----	54½	53	
Virginia 6s	----	63½	64	64½	65	
RAILROAD SHARES:—						
Buffalo & State Line	100	----	----	----	----	
Chicago, Burl. & Q.	90⅜	90	89½	----	88	85
Chicago & Rock Isl.	82	81⅞	82½	82	81⅞	80⅛
Clev., Col. and Cin.	136	----	136	----	136	----
Clev. and Pittsburg	34½	40½	42	42½	42	39⅞
Clev. and Toledo	69½	68⅝	69	69	69½	67½
Del., Luck. & West.	115½	----	116	----	----	
Galena and Chicago	84½	84⅝	84¼	84½	82½	83
Hudson River	77	75	75	75¾	76⅜	75
Illinois Centr. (scrip)	80½	79½	79⅝	79½	79½	77⅛
Michigan Central	96½	89⅞	90	89½	89⅝	88½
M. S. and N. I.	42¾	42½	42⅝	41⅞	42½	41
M. S. & N. I. guar'd.	84½	84½	85	84⅞	85½	83⅝
Mil. and P. du Chien	32	----	33	----	----	32
M. & P. du C. 1st pref.	----	----	----	----	----	----
M. & P. du C. 2d pref.	80	----	79	----	77½	77
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	104¾	104	104½	104	105	103½
Erie	64⅛	63⅞	64⅜	64½	64⅞	63
Erie pref.	91	90	90⅜	90⅜	91½	90
" Ass. scrip	----	----	----	----	----	----
N. York & Harlem	21½	20½	20⅞	20⅞	21	20½
N. Y. & H. "pref."	49	48	----	49	49	48
Panama	155	155	----	----	----	155
Phila. and Reading	77⅜	76⅜	77½	77	77½	75⅝
Pitts. Ft. W. & Chicago	57	54	53⅜	54½	54⅜	52
Toledo & Wabash	35	----	34½	----	----	----
" " Pref.	79½	----	----	----	----	----
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	99	98¾	99	----	----	----
Chic. & N. W. 1st M.	----	----	----	----	----	----
" " 2d M.	32½	31½	----	----	31	31
" " S. F.	----	----	----	----	----	----
" " A. B.	58½	58	56½	----	57½	58
" " I. B.	89	90	----	----	90	----
" "Ap. Ext'n.	----	----	----	----	----	----
" " G. B. Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	----	----	----
" 4 M.	74½	----	----	----	73½	----
Cl. & Tol. S. F. 7 p. c.	103¾	----	----	103½	103½	103½
Chi., Bur. & Q. 8 p. c.	115	----	----	----	----	----
Chi. & R. I. 1st M. '70	----	----	----	----	110	----
D. L. & W. 1 M. 8 p. '71-5	----	----	----	----	----	----
" 2 M. 8 p. c. '81	----	----	----	----	----	109
Gal. & Ch. 1 M. 7 p. c. '63	----	----	----	----	----	----
" 2 M. 7 p. c. '75	----	----	----	----	----	----
" 1 M. Ex. '82	----	----	----	----	----	----
Hann. & St. J. bonds.	50	----	----	----	52	----
Huds. R. 1 M. 7 p. c. '69.	115	----	----	----	----	115
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p. c. '75	101	----	101½	101½	101½	
" conv. bonds	----	97½	97½	97½	----	
Illinois Central bonds	106⅛	106	----	106⅛	104¾	
La Crosse & Mil. L. G.	30	----	----	----	----	30
Mil. & P. du C. 1st M.	----	103	----	----	----	104
Mich. Cen. S F. 8 pc. '82	115	----	----	----	----	----
" conv. 8 p. c. '69	----	----	----	----	112	----
M. S. & N. I. 1 M. S. F.	105	----	----	103½	----	----
" " 2 M.	94½	93¾	----	----	94	93
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p. c. certif. '83	----	107	----	----	106⅛	106
" 1 M. 7 p. c. '64	----	105	----	----	----	105¾
" bonds 1876	----	----	----	114	----	114
N. Y. & E. 1 M. 7 p. c. '67	----	----	----	----	----	116
" 2 M. 7 p. c. '79	----	----	----	----	----	----
" 3 M. 7 p. c. '85	----	106⅜	106⅛	106⅛	107	----
" 4 M. 7 p. c. '80	----	100⅜	100½	100½	100⅜	100
" 5 M. 7 p. c. '88	99⅜	99	----	----	----	----
N. Y. & H. 1 M. 7 p. c. '73	----	----	----	----	110	----
" 2 M. 7 p. c. '64	----	----	----	----	----	----
" 3 M. 7 p. c. '67	----	----	----	----	----	----
Pitts., Ft. W. & Ch. 1 M.	106	----	105	106¾	106⅜	106
" " " 2d M.	----	93	92	92½	92¾	----
" " " 3d M.	73½	----	72	----	----	70
St. L., Alt. & Chi., 1 M.	----	----	----	----	----	----
Alton & Terre H. 1 M.	----	98½	98½	----	----	97½
" " 2 M. pref.	81	79½	79⅛	79	79	78
" " Int. b'ds.	59	----	----	----	59	57
Toledo & Wab. 1 M.	----	----	----	----	----	----
" " 2 M.	----	82	80½	82	82	82
" " Int. b'ds.	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. & Hud. Canal	113	----	114½	114½	116	
Penn'a Coal Co.	109½	109½	----	110	----	109½
Pacific Mail S. S. Co.	124½	123	123½	125⅜	121⅜	120½

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 12.

	Th. 6.	F.7.	Sat. 8.	M. 10.	Tu. 11.	W. 12.
FEDERAL STOCKS:—						
U. S. 5s, 1871	----	----	----	----	----	----
U. S. 5s, 1874, coup.	92⅛	----	92½	----	92½	
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	104	----	103⅜	103	----	103½
U. S. 6s, 1881, cou.	103⅝	103⅞	103¾	103½	103⅜	103½
U. S. 6s, '81, O. W. L. y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	101	101
U. S. 6s, 1862, reg.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, "	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	99¼	98⅝	----	98⅛	98⅛	98
Treasury 7 3-10 Notes	105⅛	104⅛	104⅜	104⅛	104	103⅜

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W. 12.
Boston and Lowell	----	104⅛	----	----	----	----
Boston and Maine	----	123	----	123	----	123
Boston and Providence	----	----	----	128	128	128
Boston and Worcest	129½	----	----	----	----	130
Connecticut River	107½	107	----	----	107	----
Eastern, Mass.	89¼	89½	88¾	----	88⅛	----
Eastern, N. H.	----	----	----	88½	----	----
Fitchburg	111½	111½	111½	----	111	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	91½	----	----	----	----	----
Northern, N. H.	----	----	----	----	----	63¾
Old Colony and Fall R.	117¾	117¾	----	----	118½	----
Ph., Wil. & Baltimore	60	60	59⅞	59¾	59⅛	59½
Portl'd, Saco & Ports.	----	----	----	----	111½	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	17	----	17½	17⅝	17⅝	
Western	140	----	140½	140½	141	141
Cambridge (Horse)	110	110½	110¼	110½	----	111
Metropolitan "	63½	63½	63½	----	----	----
Middlesex "	----	----	92½	94	96	97½
Bohemian Copper Co.	4	----	----	----	----	----
Central "	----	25¾	----	25¾	25¾	25¾
Copper Falls Co.	7⅛	7⅛	7⅛	7⅛	7⅛	----
Franklin Copper Co.	47	45¾	46⅛	46½	----	46½
Isle Royale "	18¾	----	18⅛	17⅛	18⅛	18½
Hancock "	----	7½	----	----	----	----
Mesnard "	14⅝	14½	14⅞	14⅝	15	15½
National "	----	29½	29⅝	----	----	----
Minnesota "	71	----	68	66½	66⅛	67½
Pewabic "	45⅞	45⅞	45⅞	45⅛	45⅛	45⅛
Pittsburg "	66	65⅞	----	----	----	65
Quincy "	61⅛	62	62	61⅛	----	62½
Rockland "	----	17⅛	17	----	16⅛	16½
Superior "	----	----	----	----	----	3¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 11.

	W. 5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.
Beaver Meadow	----	57½	----	57½	57⅛	57½
Cattawissa	----	4⅜	----	----	----	----
" preferred	15	15½	14½	----	14½	14½
Camden & Amboy	154½	----	154	153½	152	152
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	105¼	----	----	----	----	----
" " 6s, '75	105¾	----	----	----	----	----
" " 6s, '83	105	105½	----	105½	----	----
" " 6s, '89	105½	----	----	----	----	----
Elmira & W'msport	----	----	----	----	18½	18½
" " pref.	----	----	----	----	----	----
" " 7s	----	100	----	----	----	----
" " 10s	45	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	56	56	56
" " 6s	----	----	----	----	----	----
" " scrip	----	31	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	63½
" " scrip	----	15	----	----	----	----
" " 6s	108	108	----	----	108	----
Little Schuylkill R. R.	20	----	20½	----	21	----
" " 7s	98	----	----	----	----	----
Long Island	----	----	----	22½	22½	----
" " 6s	----	----	100	100	100	
Minehill	48⅞	48½	----	48½	48½	48½
North Pennsylvania	----	----	----	10⅜	----	----
" " 6s	86	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	55½	55⅜	55	55⅜	55½	55½
" 1st m.	----	----	----	----	----	113
" 2d m.	106⅜	----	106¼	107	----	107
Penn. State, 5s	----	96	93	96	96	----
" " 5s, coupon	----	----	----	----	98½	----
" " 6s, "	----	----	----	----	----	108
Philadelphia City, 6s	102⅜	103	----	102½	103	103
" " new	106⅜	----	106½	106⅛	106⅛	106⅜
Philad, Germ. & Nor.	----	----	----	----	53½	----
Phila. & Reading	38⅜	38⅜	38⅛	38⅛	38⅛	38⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	109
Philadelphia & Erie, 6s	----	----	103½	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Sunbury and Eric, 7s	----	----	----	----	----	106½
Arch street, (Horse)	20½	27	----	----	----	----
Chestnut & Wal. "	----	50	----	----	----	----
Girard College, "	----	26	----	----	----	----
Green & Coates, "	----	----	----	33	36	34½
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	75	77	----	75	75	75
Spruce & Pine, "	17	----	----	16½	----	----
13th & 15th sts., "	----	----	----	----	24½	----
West Philad., "	----	----	----	57½	----	----
10th & 11th sts. "	----	----	----	60	35	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 11.

	W. 5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.
Baltimore City 6s, 1875	107	107	----	----	----	105
" " 1890	108	107½	107	----	106	106
Balt. and Ohio	74	----	74½	74⅜	77	76
" " b'ds, '62	----	75	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	99	----	----	----	----	----
" " " '85	----	99	----	----	----	99⅜
North. Central	----	----	----	----	34	----
" " b'ds, '85	99	----	99	----	----	----
" " " '95	----	----	----	----	----	----
Washington Branch	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 29th October:

Maryland 6s	70	to	72
United States 5s, 1874	63	"	65
Virginia State 6s	47½	"	48½
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	70	"	71
Erie shares, $100 (all paid)	36½	"	37½
Do., 7s, preference	57½	"	58¼
Do., assessment scrip	1½	"	2
Do., 7s, 1st mort., 1867	--	"	--
Do., 7s, 2d mort., 1859	75	"	85
Do., 7s, 3d mort., 1883	73	"	78
Do., 7s, 4th mort. x. c.	--	"	--
Do., 7s, 5th mort.	--	"	--
Illinois Central 6s, 1875	72	"	76
Illinois Central 7s, 1875 x. c.	74	"	77
Do. do. $100 shares, $90 paid, dis.	46	"	45
Do. do. $100 shares, all paid	51	"	52
Michigan Central 8s, Convertible, 1869	75	"	80
Do. do. S. F. 1st mort., do., '52 x. c.	78	"	82
Michigan S. and N. Indiana 7s, S. F., 1885	--	"	89
Do. do. do. $100 shares	18	"	20
New York Central 6s, S. F., 1883	75	"	80
Do. do. 7s, 1864	76	"	80
Do. do. 7s, S. F., 1876	75	"	80
Do. do. 7s, Convertible, 1876	78	"	82
Do. do. $100 shares	68	"	72
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	78	"	82
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	--	"	--
Philadelphia and Reading, $50 shares	18	"	22

American Railroad Journal.

Saturday, November 15, 1862.

Stock and Money Market.

The condition of the money market is so intimately connected with the present civil war, that it is impossible for the most impartial or even the coolest and most calculating observer, at all interested in finance, to avoid alluding to the military and political state of the country. For, on the successful or unsuccessful termination of the present contest, will inevitably depend our financial future; and this necessarily affects the present, whether we like it or not. There may be great shrewdness in Wall street, but after all, its operations are regulated by the state of the country, whether they will or no. We may look at the Stock and Exchange Brokers as a body of great influence and sagacity, and such it undoubtedly is; but they are as much obliged to trim their *sales* according to the prevailing winds, as the bravest mariner that ever dared the ocean.

Thus, the sudden removal of GEN. MCCLELLAN, from the command of the army has had its effect on the money market the last few days. Wall street keeled over under the first gust, not down so far that the water came in at the scuppers, but almost. It is again on an even keel, but is deeply loaded, and the spray continually breaks over it.

We may say *en passant*, that the graceful, the charming manner in which MCCLELLAN left his command, and took leave of his army, his noble conduct to BURNSIDE, and the utter suppression on his own part of any sense of personal wrong, find their way directly to the heart; they remind us of the adieux made by NAPOLEON to his soldiers on bidding them farewell at Fontainblean and

such words will always "resound in the hearts of the brave."

Now then, what does the Wall street Barometer indicate this week?

First, that money is plentiful to those able to give adequate security, without much regard to its form; lenders find ample employment for their funds at a moderate interest, but not very often at 2 and 3 per cent. per month, as they once did; the banks are plethoric with coin, with deposits, and with business; not so commercial in its character it is true, as was wont before the war, but still animating and profitable. In the Bank circles, the knowing Presidents and Cashiers are full of thought, of calculation, of financial schemes; entertaining different views of Mr. Chase's policy, with hopes and fears as one or another opinion prevails, and all in doubt as to the finality except those who, working by line and rule, see a bad perspective, or following the rigid analysis of the Bullion Chemists, declare there will be no residuum in the national crucible but ruin.

Practically, however, the war goes on, the Government has plenty of money, Mr. Chase finds no difficulty in getting all he wants, even from the most sceptical of the Bankers themselves; the troops are paid, the contractors pocket their thousands, the armies advance, and the enemy retreat. All this too without Gold, the great stilyard and weights of commerce. Who then is wise enough to tell what capitalists, or even poor people may hereafter rely on? We can only record facts.

The Treasury Department having occasion to dispose of a balance of 7.30s, about ₱8 millions, has advertised to receive proposals for the same, and confident of getting satisfactory replies, comes into the street and readily meets with Bankers who are willing to advance temporarily whatever is needful. If they actually take them at par, they are sure of 5 or 6 per cent. profit after a few days. For it is positively certain that these 7.30s will be very soon absorbed. The men who have made millions out of their contracts, are beginning to think of income.

They read the reports of the City Banks and find their regular rates of profits are not extraordinary, with the exception of a few like the Chemical, which compounds its interest, or the Broadway, which dashes along like an omnibus, and rattles boldly through the street. They inquire after the Railways, and there, being encouraged by the masterly management of the New York Central, the Erie, the Michigan Central, the Pennsylvania, and a few others of that sort, go in for a fair investment, and keep the Brokers alive; but those who look ahead to the future, conclude that Government securities are "Heaven's last best gift to man," and go in for those stocks whose redemption is the most remote.

Thus we go on, one hand washing the other, the money market and stock exchange picking up all that is spilled. It is demonstrated that as yet the war debt is much less than was anticipated, that the internal revenue and the tariff are not only producing enough to pay the interest, but will go far to sink the principal, that the people bear the load with cheerfulness, and only require in return, that the Government, surrounding itself by the ablest, noblest and wisest men, without regard to party, will push forward the *policy of Victory.*

In the daily transactions of business, much difficulty is still experienced from the want of small change. Some Brokers give it at 4 per cent. premium, and cannot supply the demand. It is certainly a remarkable fact, and one detrimental to the public interest, that when the people are so willing to use the small currency of the Government, there is not the ability to supply it, though the country is full of engravers, and paper. It is believed that twenty millions of notes under the denomination of a dollar, would be readily absorbed, and at the same time give immense relief to the public.

If we wanted a reason for the scarcity of silver we could find one perhaps in the statement recently made at a meeting of photographers in this city, that the artists of this class use one million of dollars annually in a solution of nitric acid to prepare their plates and paper for the camera, and that out of this, full nine hundred thousand dollars are lost. We confess we do not see it, but it is a curious speculation, and may be taken into account by some future writer on Coin and the consumption and waste of the precious metals, and we record it for his benefit.

A valuable metal in nearly all respects like silver, except in density, and called Aluminium, produced from clay, is now successfully manufactured at the price of $10 the lb., troy weight. It is a splendid material, and might be substituted for the small three cent pieces. Both the Secretary of the Treasury and the Director of the mint have had the plan brought before them, but neither seem to take any interest in a subject, which has excited the attention of the greatest statesmen and financiers abroad.

The following quotations of sales are in addition to those given elsewhere:

New York.—Goshen Branch bonds, 101 and 104; Illinois Internal Improvement bonds, 100; Illinois Canal Registered bonds, 99; Illinois coupon bonds, 1862, 101½; do., 1870, 103⅜; Illinois Central cancelled bond scrip, 51; Little Miami, 123; Ohio 6s, 1881, 114; Jersey City Water Loan, 104; Pennsylvania Coal Co., 7 per cent bonds, 107; Detroit, Monroe and Toledo 1st mortgage, 98½; N. Y. City 5s, 1870, 101; Norwich and Worcester, 77; Cumberland Coal pref., 11 to 13½; Nicaragua Transit, 5½; U. S. 5 20s coupon, 99¾. The quotations on Wednesday were: Hudson River R. R., 2d mort., S. F. bonds, 111; N. Y. and Harlem 3d mort., 90; Lackawanna and Western bonds, 107; Del., Lack. and Western 1st mort., 111½; Galena and Chicago 1st mort., 108; do., 1st mort., extended, 108; Cleveland and Pittsburg 1st mort., 101½; do., 2d mort., 100; do., 3d mort., 90; U. S. 5s, 1871, 92¾; do., 1865, 98; Oregon War Loan, 100; U. S. 6s, 1862, 102; do., 1867, 102; do., 1868, 102; Gold, 131¾ and 132; Exchange, 145 and 146; Dutiable demand notes, 124¾ and 125.

Boston.—Eastern R. R. Income bonds, 100; Ogdensburg 1st mortgage bonds, 89½; Concord, 60; Cheshire, 18; Malden and Melrose (horse), 7¼; South Side Mining Co., 1⅞; Albany and Boston do., 10¼; Pontiac 6½ and 7⅛; Toltec, 4; Huron, 9⅞; Bohemian, 4; American Gold, 131½ and 132.

Philadelphia.—Tioga 7s, 103; Delaware R. R. mort., 100; Pennsylvania 6s War Loan, 108; Allegheny 6s, 80¼; West Chester R. R., 7s, 90; Reading 6s, 1843-'80, 110½; Schuylkill Nav., 5¼; do., pref., 14¾; do., 6s, 1882, 69¾; Chesapeake and Delaware 6s, 93½ and 95; Camden and Amboy bonds, 1864, 101; Susq. Canal 6s, 87; West Branch Bonds, 102¼; Huntington and Broad Top 1st mortgage, 92; Del. Div., 89; Philadelphia and Erie, 18; North Pennsylvania scrip, 78½; Ridge Avenue (horse), 15 and 16; 5th and 6th streets, 51½; 17 and 19th streets, 10½.

Baltimore.—City 5s, 86; do., 6s, 1886, 104¾; do., pleasure, 101¾; Baltimore and Ohio bonds scrip, 60; Central Ohio Income bonds, 16; Western Maryland bonds, 63 and 64¾; Gold, 133.

Trade in the East.—Austrian Railroads.

An interview with TOWNSEND HARRIS, Esq., our late Minister to Japan, a few mornings since, enabled us to gather some interesting facts in relation to our commerce with China and Japan, to be entirely changed in its extent and value by the construction of the Pacific Railroad. We learn that the whole trade of Japan, exports and imports, amounted in 1860 to $11,000,000. Included in this were 12,000 bales of raw silk of the value of $4,000,000, and tea 11,000,000 lbs., and also vegetable wax amounting to 1,000 tons. The production of these articles is enormously on the increase. These, therefore, will inevitably come over our continent in large quantities. Shanghae is the centre of trade in Eastern China, the depot of the great valley drained by the river Yangtse, populated with one hundred and ten millions of people. Here there is unlimited material for an active exportation, and the American route will be the shortest for its use. Even with the delay now experienced in getting our China news overland from San Francisco, and by sailing vessels to that port from Shanghai, Mr. Harris frequently was able to give the British Minister later news from London than he was able to obtain by the old channels of communication. Japan lying directly in the route of navigators will also necessarily adopt the same direction in its exports.

He describes the condition of the latter country as prosperous, the rise in its products occasioning a vast increase of production. The Government and rulers are particularly friendly to the United States, more so than to any other nation. While the foreign ministers have shown both personal apprehension, and a querulous disposition towards the Japanese, the American representative acting with his usual good faith, courage and ability maintained his position under very trying circumstances with success and honor.

Mr. Pruyn the successor of Mr. Harris, (both of these gentlemen have long been well known to us,) succeeds to the enviable reputation obtained by his predecessor. In July last, when in consequence of fresh disturbances at their official residences, the other foreign representatives deserted their posts, Mr. Pruyn who was celebrating the 4th with some American friends on the coast, no sooner heard of the difficulties, than he instantly returned to Yeddo and took with him two American ladies as his guests. This act of bravery and confidence entirely won the hearts of the Japanese. "Good man, brave man," was the common remark.

Mr. Harris returned home overland and took Vienna and Trieste on his way. He describes the railway across the Sommering mountains, as being

the most magnificent work he has seen in any part of the globe. It passes those mountains with grades as low as 1 in 45, and the trains overcome them at the rate of fifteen miles an hour. He is of the opinion that the difficulties to be encountered in some parts of the Pacific Railroad, can not be greater than those vanquished in these mountains, and advises that our engineers who shall have charge of the American work should visit the Austrian line referred to; in which opinion we fully coincide.

It is to be hoped that Mr. Harris will give his countryman a history of his interesting mission, which we do not doubt will surpass those even of Lords Macartney and Amherst.

The Expanding Screw Fastenings.

This is an ingenious application of the principle of increasing the friction, and of course the holding power of a bolt, by having the hole into which it is fastened rendered smaller and tighter by expansion pieces around it, which are spread out by the action of the screw. They are the invention of those enterprising machinists, Loudon & Ahlstrom, 395 1st Avenue.

Railroad Earnings--Weekly.

The traffic of the Great Western Railway of Canada for the week ending Oct. 31st, 1862, was as follows:

Passengers	$22,353 95
Freight and live stock	39,526 23
Mails and sundries	1,342 53
	$63,222 71
Corresponding week of last year	57,201 54
Increase	$6,021 17

The receipts of the Grand Trunk Railway of Canada for the week ending October 25, 1862, were:

Passengers	$23,481 17
Mails and sundries	4,966 10
Freight and live stock	68,208 23
Total	$96,655 50
Corresponding week of last year	95,391 88
Increase	$1,263 62

The earnings of the Chicago and Alton Railroad for the first week in November were:

	1862.	1861.
Passengers	$9,001 95	$4,555 75
Freights	17,830 18	14,728 61
Sundries	815 33	815 33
Total	$27,647 46	$20,099 69
Increase in 1862	7,547 77	
Total since Jan. 1.	$1,034,172 10	$934,014 42

The Michigan Southern Railroad earned for the 1st week of November, 1862 $71,315 66
Do., 1861 59,000 83
Increase $12,314 83

The Chicago and Rock Island Railroad earned the 1st week in November, 1862 $41,584 00
Do., 1861 32,979 00
Increase $8,605 00

The Galena and Chicago Railroad earned the 1st week in November, 1862 $47,778 00
Do., 1861 48,749 00
Decrease $971 00

The Cleveland and Toledo Railroad earned the 1st week of November, 1862 $25,779 00
Do., 1861 18,118 00
Increase $7,667 00

Louisville and Nashville Railroad.

The annual meeting of the stockholders of this company was held in Louisville on the 6th of October last. The Annual Reports of the President, Superintendent of Transportation, and Superintendent of Mechanical and Road Department, were read, adopted, and ordered to be printed. The receipts from transportation, etc., during the fiscal year ending June 30, 1862, have been as follows:

	Memphis Branch. 46 miles.	Lebanon Branch. 37 miles.	Main Stem. 135 miles.
From pass'g'rs.	$28,810 68	$35,079 24	$298,707 27
" freight..	23,768 65	36,032 89	343,429 12
" mail....	3,525 00	3,750 00	21,800 00
" express.	2 353 80	3,854 91	21,322 66
" rents ...	... .	107 55	456 27

Total main stem	$685,715 32
" Lebanon branch	78,824 59
" Memphis "	58,458 13

Total main line and branches—

From passengers	$362,597 19	
" freight	403,230 66	
" mails	29,075 00	
" express	27,531 37	
" rents, etc.	563 82	
		$822,998 04

And the expenses have been:

Repairs of road	$100,401 20	
" bridges	15,539 60	
" buildings, etc.	6,136 12	
" cars	22,466 63	
" engines	23,473 42	
Motive power	22,247 83	
Fuel account	28,557 50	
Oil and waste	3,316 12	
Watchmen	7,258 46	
Loss and damage	3,519 02	
Salaries	13,366 62	
Transportation	51,324 71	
All other expenses	16,799 81	
		$314,407 04
Net earnings (61.8 per cent)		$508,591 00

Included in the above earnings are $263,665 96, derived from the transportation of troops and government freights—a sum insufficient to repair the damages inflicted upon the road by the incursions of the rebels. The actual damages sustained on this account, during the fiscal year, after deducting what has been regained, amounts to $386,791 04. Of this sum, $211,100 24 has been applied to re-construction, leaving a balance of $175,870 80 still to be expended to make good the damage.

The estimated cost of completing and equipping the road as originally contemplated, after July 1, 1861, according to the last annual report was $804,841 25; of this there had been expended during the year ending July 1, 1862, upon the Main Stem, $20,680 91; upon the Memphis branch, $10,496 90; and upon the Lebanon branch, $453 63—making a total expenditure on this account of $31,639 44; and leaving to be expended therefor the further sum of $774,201 81. The company had applied all their capital and credit to the construction of the road, and relied on the net earnings to pay interest and floating debt. In consequence of the seizure of so much of the road, motive power and rolling stock, and great damage to the bridges, it was necessary to restore the same in order to make it profitable.

The company owed a large floating debt; and in the condition of its affairs no further loans could be made. The directors therefore appealed to the mortgage bondholders to capitalize the interest on the bonds, and consent to the application of the surplus earnings to the restoration of the bridges, motive power and rolling stock, and accept bonds secured by a second mortgage. The second mortgage has been executed, and a considerable part of one year's interest has been capitalized, and the work of restoring the bridges, motive power and rolling stock proceeded with. This work is still in progress on the faith of the net earnings.

The loss of revenue caused by the seizure of the road and rolling stock is estimated at $281,336 38; but this estimate will not cover the whole loss on that account, because the continued deficiency in the equipment of the road will still affect the earnings during many ensuing months.

The government rebuilt the bridge over the Cumberland river at Nashville, and furnished forces to guard the bridges; and the company not having the motive power and rolling stock to do both the local and government business, were compelled, under the exigencies of the government to do the latter.

The portion of the Main stem which was in the possession of the confederate forces is equivalent to 48½ miles for the period of one year, leaving the part operated by the company 136½ miles. On this part of the road there were expended for ordinary repairs $43,854 13, or $321 28 per mile; for renewal of ties and iron on 185 miles, $40,659 49, or $291 78 per mile—total $84,513 62, or per mile per year, $541 06. In 1860–'61, it was $388 47. In 1859–'60, $605 73. The expenditures for repairs and renewals per revenue train mile in 1861–'62 were 38.18 cents; in 1860–'61, 14.84; and in 1859–'60, 26.03.

During the past year, 463 tons of new iron were purchased, of which 227 tons have been laid; 143.5 tons of iron were repaired, and 32.5 tons re-rolled. Of the 227 tons put in the track, 143 tons were laid on the first 30 miles of the road; 29 tons were put on the division between Green river and Barren river; and 55 tons between Barren river and Nashville. The repaired and re-rolled iron was also used on the first 30 miles. Of the 27,752 cross-ties bought during the year, only 13,572 were laid: 12,303 on the first 30 miles, 502 between Green river and Barren river, and 767 between Barren river and Nashville.

The cost of repairs and renewals on the Lebanon branch during the year was $10,515 49, or $248 20 per mile. In 1860–'61 it was $318 54. In 1859–'60, $326 14. The cost per revenue train mile was 34.63, 25.40, and 25.09 respectively. Twenty tons of new iron, seven tons of repaired iron, and 3,577 new cross ties have been used on this branch.

The Memphis branch was in possession of the confederate forces for six months, which is equivalent to 23 miles of the road having been in their possession for one year; 23 miles only were therefore operated by this company. The amount expended for road repairs during this time was $5,383 64, being $234 07 per mile of road, or 23.02 cents per train mile. In the preceding year the expenses were $264 34 per mile of road, and 25.6 per revenue train mile.

The engines have run in the service of transportation department 324,399 miles (of which 274,860 were run by revenue trains) at a cost for repairs of $23,461 87, and in the service of the

road department, and on the Bardstown branch, 50,598 miles, at a cost for repairs of $2,529 90. Total miles run 374,997. Total cost for repairs $25,991 77, or 6.93 cents per mile run. For oil and waste, 0.59; fuel, 8.61; water supply, 1.02; train hands, 5.91—making the total cost per mile run by engines, 23.06 cents. Cost per mile run by passenger trains, 21.80 cents; by freight trains, 31.56; by distributing trains, 21.59—average cost per mile of all trains, 27.53 cents.

The equipment of the road July 1, 1861, consisted of 38 locomotives; 22 passenger, 9 baggage, 174 box, 132 flat and 5 boarding cars. There have been added during the year, 5 locomotives; 10 passenger, 4 express and 134 box cars. There have been lost, 6 locomotives; 14 passenger, 3 baggage, 142 box and 30 flat cars.—Leaving on the road July 1, 1862, 37 locomotives; 18 passenger, 6 baggage, 4 express, 166 box, 102 flat and 5 boarding cars.

CONDENSED BALANCE SHEET.

MAIN STEM.

Graduation and masonry		$2 287,556 84
Railway superstructure		1,647,269 47
Equipment		566,989 16
Interest and discount		1,221,670 30
Depot grounds		99,599 45
Lands for road and stations		99,577 48
Depot buildings, stations, etc		160,434 18
Cumberland River bridge		112,637 77
Bridge superstructure		171,264 58
Engineering expenses		229,540 99
Locomotive works		84,682 02
Construction		94,968 22
Other items of cost		107,704 49
Reconstruction account		210,250 04
Total cost of road		$7,094,144 99
Mortgage bonds unsold	$313,000 00	
Co. bonds and notes	7,139 11	
Due from Lebanon br'h	102,562 04	
" Memphis br'h	19,428 31	
" transp. depart.	130,828 74	
Materials on hand	35,938 91	
Sundry balances	35,634 33	
Cash on hand	28,426 22	
		672,957 66
		$7,767,102 65
Capital stock		$4,537,365 69
Mortgage bond account		2,000,000 00
State of Tennessee		560,500 00
Second mortgage		26,000 00
Back interest		93,870 00
Bills payable		174,324 79
Due contractors, etc		14,057 83
Bills and pay rolls for June		80,240 00
Profit and loss		280,744 34
		$7,767,102 65

LEBANON BRANCH.

Grading and masonry	$320,457 91
Railway superstructure	324,939 84
Interest and discount	272,759 46
Lands for road and stations	6,594 98
Buildings	25,635 38
Bridge superstructures	46,833 63
Construct'n, engineering expenses, etc.	70,372 46
Total cost	$1,067,593 66
Real estate, accounts, etc	549 59
	$1,068,143 25
Capital stock	$560,039 05
Due Main Stem	102,562 04
" sundry contractors	827 16
City of Louisville bonds loaned	225,000 00
Mortgage bond account	175,000 00
Second mortgage bond account	2,100 00
Back interest	3,115 00
	$1,068,143 25

MEMPHIS BRANCH.

Grading and masonry	$315,668 42
Construction account	478,260 80
Lands for road and stations	21,688 65
Equipment	118,412 48
Interest and discount	192,156 98
Total cost	$1,126,197 28
Due for bonds sold	614 69
	$1,126,811 97
Capital stock	$761,210 31
Due Main Stem	19,428 31
Bills payable	8,837 51
Due contractors	1,238 06
Mortgage bond account	300,000 00
Second mortgage bond account	4,600 00
Back interest	6,195 00
Profit and loss	25,302 78
	$1,126,811 97

CONSOLIDATED STATEMENT.

Cost of road and branches	$9,287,935 93
Resources	552,131 59
	$9,840,067 52
Capital stock	$5,858,615 05
Bonded debt	3,293,200 00
Floating debt	198,785 35
Back interest	103,180 00
Pay rolls and bills for June	80,240 00
Profit and loss account	306,047 12
	$9,840 067 52

The office of the company is at Louisville, Ky.

The officers and directors are:

President—JAMES GUTHRIE.

Directors—James Guthrie, Thomas Quigley, U. E. Ewing, H. D. Newcomb, James B. Wilder, James Speed, Jo. C. Guild, Russell Huston.

Secretary—WILLIS RANNEY.

Sup't of Transportation—B. MARSHEL.

Sup't of Machinery and Road Department—ALBERT FINK.

The City of Pittsburgh and her Railroad Debt.

The Councils of the City of Pittsburgh have passed the following ordinance relative to the bonds issued to the different railroad companies.

An Ordinance authorizing the issue of Bonds to be exchanged for Bonds issued in payment of Subscription to Railroad Companies:

Whereas, By an act of the General Assembly of the State of Pennsylvania, entitled "An act to authorize the City of Pittsburgh to compromise with the holders of bonds of said city, issued in payment of subscriptions to the capital stock of certain Railroad Companies," approved 11th day of April, A. D., 1862, the Councils of said city are authorized to negotiate a compromise with the holders of said bonds, and issue new bonds to be exchanged for the old ones; now, therefore, in accordance with said act of Assembly, and for the purpose of effecting said compromise.

SEC. 1. Be it ordained and enacted by the Mayor, Aldermen, and citizens of Pittsburgh, in Select and Common Council assembled, and it is hereby enacted by the authority of the same, That the bonds of the city be issued, in the manner prescribed in said act, to an amount not exceeding eighteen hundred thousand dollars, each in the sum of one thousand dollars, dated Jan. 1, A. D., 1863, and payable in fifty years, bearing four per cent interest, payable semi-annually on the first days of July and January of each year, and having coupons annexed to cover said interest, signed by the Controller of the city, said bonds and coupons to be made payable in the city of New York.

SEC. 2. That the Controller of the city be, and is hereby authorized to compromise with any holder or holders of bonds issued by the city authorities in payment of subscriptions to the capital stock of any railroad company, by giving in exchange for said bonds, new bonds of the issue authorized by this ordinance, on the following terms and conditions, viz: The new bonds, bearing 4 per cent. interest, to be in the same amount as the old ones for which they are exchanged, and the coupons, due and unpaid, of the old bonds to be paid and canceled by transfering stock of the Railroad Company to which said old bonds were issued, at its nominal value, to an amount equal to said coupons.

Railroad Earnings--Monthly.

The earnings of the Michigan Central Railroad for October, 1862, were $322,369 06
Do., 1861 ..... 307,332 80

Increase $15,036 26

The Cleveland and Toledo Railroad earned in October, 1862 ..... $113,780 00
Do., 1861 ..... 96,434 00

Increase $17,296 00

The earnings of the Galena and Chicago Railroad Company in Oct., 1862, were ... $207,315 50
Do., 1861 ..... 221,326 27

Decrease $14,010 77

Corrected earnings for previous month $188,369 77.

The earnings of the Panama Railroad in September were $123,029 69, showing a decrease of about $10,000 on September of last year.

The receipts of the New York and Harlem Railroad for October, 1862, were $107,092 76
Do., 1861 ..... 97,857 90

Increase $9,234 86

The earnings of the Central Ohio Railroad in August were $67,173 85
Expenses 42,076 52

Net earnings $25,097 37

The October statement of the Illinois Central Railroad is as follows:

Land Department.

Acres Construction Lands sold	2,918.24	for	$31,665 82
Acres Interest Fund L'ds sold	247.30	"	2,098 11
Acres Free Lands sold	2,000.58	"	24,293 92
Total sales during the month	5,166.12	for	$58,057 85
To which add Town Lot sales			229 00
Total of all			$58,286 85
Acres land sold since Jan'y 1, 1862	65,397.44	for	$753,557 00
Acres sold prev'sly (net sales)	1,260,273.46	for	16,147,983 91
Total	1,325,670.90	for	16,901,540 91

Construction bonds canceled previous to September 30	$2,200,000 00
Cash collected in September	73,014 16
Net collections to Sept. 30, 1862	4,457,263 05

Traffic Department.

Receipts from passengers	$137,750 49
" freight	230,514 55
" mails	6,858 34
" rent of road	5,333 33
" other sources	5,400 00
Total receipts for October, 1862	$385,356 51
Do. do. 1861	284,020 59
Increase	$101,335 92

The receipts of September and October were $785,791, against $573,882 in 1861—an increase of $211,909 in two months.

The earnings of the Buffalo, New York and Erie Railway, for October, are as follows:

	1862.	1861.
Passengers	$16,817 13	$13,759 63
Freight	62,753 67	56,147 35
Mails	3,000 00	3,680 42
Total	$82,570 80	$73,587 49

The earnings of the Toledo and Wabash Railroad for October, 1862, were:

	1862.	1861.
Passengers	$25,481 88	$21,782 00
Freight	147,388 03	141,076 47
Total	$172,869 91	$162,858 47
Increase		$10,011 44

The earnings of the Chicago and Northwestern Railroad for October, 1862, were	$125,694 61
Do., 1861	105,146 27
Increase	$20,548 34
The earnings of the Milwaukee and Prairie du Chien Railroad in Oct., 1862, were	$177,879 07
Do., 1861	154,368 89
Decrease	$23,510 18
Total receipts for the year up to Nov. 31, 1862	$979,626 95
Total receipts for the year up to Nov. 31, 1861	955,232 31
Increase	$24,394 64

Seventh Avenue Railroad.

SUPREME COURT—SPECIAL TERM.

Before Hon. Judge INGRAHAM.

The Mayor, &c., of New York, vs. John Kerr, et al.—The plaintiffs asked for an injunction restraining the defendants from laying rails through Broadway and other streets, under authority granted by an act of the Legislature, passed 1860. (Sess. Laws, ch. 513.) The court held that so far as an inquiry might arise as to the owners of the adjoining lots and their right to interfere, the question was settled in favor of the defendants by the decisions of this court, as well as of the Court of Appeals; and the only material questions for the decision of this motion are whether the corporation of this city are the owners of the fee of the streets in such a sense as to prevent the Legislature from allowing a railroad to be constructed thereon without their consent: and secondly, whether the construction of a horse railroad in the streets of the city is an encroachment upon the land that will entitle the owner of the soil to compensation. That the city of New York owns the fee of the streets was not denied upon the argument. This is so, undoubtedly, as to all the streets laid out upon the map of the city as made in 1807, and taken by legal proceedings for streets, and which prior to that time had not been taken for or appropriated to public use as streets or roads, because by that act the fee of all streets to be taken by virtue thereof was vested in the plaintiffs. As to other streets in existence prior thereto, the charters of the city and the act of 1793, re-enacted and continued in the act of 1813, (2 R. S., p. 423,) conveyed to the Mayor, &c., of New York, all the right, title and interest which the Crown of England, and afterwards the people of this state, had in any lands used for streets at the time of such conveyances. But while the title of the people was thus conveyed to the corporation by the Legislature, it by no means follows that the whole fee of such streets was vested in them to the exclusion of those who owned the lots bounded on the streets which had been appropriated for that purpose. If it be conceded that the title of the fee to these streets in the plaintiffs may be interfered with or taken away by the Legislature, without compensation, it must be remembered that such fee is held by them in trust for certain public purposes. The *cestui que* trusts are the people. The streets are to be kept open for their use as a public street, and so long as these streets continue, the interest of the plaintiffs in them can only be a trust estate for the benefit of the people.

Decisions were quoted to show that the Legislature had the power to grant a charter to a horse railroad, even against the wishes of the property-owners on the streets through which it would pass, because such a use of the street is merely a mode of excercising the public right of travel, and not an appropriation of the property of the owners of the land, requiring compensation in damages.

In conclusion the court decided:

I wish, in the disposition of this case, to express my dissent to the whole class of these decisions in which it has been held that the city authorities, or the owners of the adjoining lots on a street, whichsoever one may hold the fee of the street, are not entitled to compensation in damages for the privilege granted to a railroad company to lay their rails in a public street. The rails become fixtures, are used under the surface, and occupy exclusively a portion of the land; and for such use I think the owner of the fee is entitled to compensation, and I concur with Justice Leonard on this point, as expressed by him in his dissenting opinion. I am, however, constrained, notwithstanding that I entertain this view of the question, to yield my opinion to that of the General Terms in the First and Second districts, which have expressed contrary opinions. If those decisions are right that the owners of the soil have no claim for damages for the privileges granted to a railroad in a public street, then I concur in the conclusion that the people, being the *cestui que trusts*, may prescribe the mode in which their right to the use of the streets is to be exercised by acts of the Legislature, thus to take away the right of the city, and the late course of decisions in the courts tending to sustain such acts of the Legislature, and to deprive the public authorities of rights and powers conferred by their charters, admonish me of the propriety of yielding to those decisions, whatever may be my opinion as to the question involved therein. For these reasons I am of the opinion that the motion of the plaintiffs for an injunction should be denied and the temporary injunction dissolved.

Bald Eagle Valley Railroad.

This road lies in the lap of a valley from which on one side is lifted up the towering crest of the main Allegheny and from the other side Bald Eagle Ridge. It will open a route from the extreme northern angle of the Juniata at Tyrone to the extreme southern angle of the West Branch at Lock Haven. And as Tyrone is on the Pennsylvania Railroad and Lock Haven is on the Philadelphia and Erie Railroad, the Bald Eagle Valley Railroad will provide a communication between these two main trunks, parallel with the Allegheny mountain, and also with the Susquehanna river, at the very base and foot of the former and about an hundred miles west of the latter.

The whole length of the Bald Eagle Valley Railroad is 54 miles. Trains now run over it from Tyrone to Port Matilda, 14 miles; thence 4 miles to Martha Furnace the rails are in place; and soon thence to Unionville, 4 miles, the track will be laid; next thereafter and by Christimas time the iron (which is on the ground) will be put down to Milesburg, thirty miles from Tyrone, when (over three miles of the Snow-shoe road,) *Bellefonte*, the beautiful town which gems the geographical centre of the State, will be annexed to the dominions of the locomotive—the autocrat of all the iron roads.

Next spring the remaining distance to Lock Haven will be covered over with trackway, and then transportation service from river to river will begin, under auspices which will commend the road to local and general favor.

As the Philadelphia and Erie Railroad is now operated by the Pennsylvania Railroad under lease, and as the Bald Eagle Valley Railroad is the only cross link between said roads from the Allegheny mountain to the Susquehanna river, it is a fact which should be considered a fortunate circumstance that Lock Haven is in precisely the right spot to make it the machine and shop centre on the Philadelphia and Erie road, precisely as Altoona is the machine and shop centre on the Pennsylvania Railroad, so far as the comparison is *apposite* in the leased condition of the first named road to the owners of the last named road.

True, the Philadelphia and Erie Railroad begins at *Sunbury*, 54 miles north of Harrisburg; but it is also equally true that the Philadelphia and Erie Railroad must hereafter be worked in co-operation with the Pennsylvania Railroad from Philadelphia, rather than as heretofore and at present in co-operation with the Northern Central Railroad from *Baltimore*, otherwise the projected and chartered road on the west bank of the Susquehanna river, between Northumberland and the Juniata, will inevitably be built, whenever Philadelphia is aroused to its importance and advantage to her commerce and her plans.

Hence in practical working operations Harrisburg will be the place of junction of the Erie Branch with the Philadelphia and Pittsburg main trunk. From Harrisburg to Erie City the distance by rail will be 343 miles, or 11 miles less than the distance from Philadelphia to Pittsburg. Therefore, doubtless, the Philadelphia and Erie Railroad will be operated in three motive-power divisions between Harrisburg and Erie, exactly as the Pennsylvania Railroad is operated in three motive-power divisions between Philadelphia and Pittsburg; also as the Erie Railroad is operated in four motive-power divisions between Jersey City and Dunkirk. The distances tend strongly to indicate this result, as witness:

Pennsylvania Railroad, Philadelphia to Pittsburgh, 354 miles, three divisions averaging 118 miles.

Philadelphia and Erie Railroad, Harrisburg to Erie City, 343 miles, three divisions, averaging 114 miles.

Erie Railroad, Jersey City to Dunkirk, 460 miles, four divisions, averaging 115 miles.

Distance from Harrisburgh to Lock Haven 119 miles, an unexceptionable length for a river-side division. From Lock Haven to Altoona the distance by rail—from shop to shop—will be 68 miles.

With shops at West Philadelphia, Harrisburg, Altoona and Lock Haven, the Pennsylvania Railroad Company will have its programme, east of the Allegheny mountain, admirably fitted to the working of its trunk and leased roads. Perhaps, some day, as Philadelphia is the butt-end of the trunk and branches of the Pennsylvania Railroad, its big shop will be in West Philadelphia, just as the big shop of the New York Central Railroad is at Albany, where that road terminates at tide-water on the Hudson river, and also in connection with other roads which diverge thence to Boston and New York City.—*United States Railroad and Mining Register.*

New Route from Taunton to Fall River.

The Taunton *Gazette* says: A survey is now being made under the direction of E. S. Chesboro', Esq., Civil Engineer, of Boston, for a line of railroad from Taunton through Dighton and Somerset to a point nearly opposite Fall River, with which it is proposed to connect by means of a ferry. It is said that this route from Boston to Fall River will be shorter by seven or eight miles than the present one.

Cincinnati, Hamilton and Dayton Railroad.

The approximate earnings of the Cincinnati, Hamilton and Dayton Railroad Company for six months ending Sept. 30, 1862, were	$368,159 97
Expense of transportation, interest on bonds and State taxes	234,88 000
Net earnings	$133,279 90

Out of which a dividend of five per cent, and the government tax has been paid. The net earnings for same period last year were $78,111 82 show

ing an increase for the past six months of $55,168 08.

New Mail Service from Suez, etc.

A French postal service, by steam packets, has been established between Suez and various ports of the Indian and China seas, which service will connect with another just established between Marseilles and Alexandria, touching at Messina. The packets from Marseilles for Alexandria will leave Marseilles on the 19th of each month, at two P. M., and will carry mails for Sicily, Alexandria, Suez, Aden, Ceylon, the French establishments in India, the British possessions in India, Singapore, Cochin China and Hong-Kong.

CATAWISSA RAILROAD COMPANY'S
COAL LANDS.

PROPOSALS for the LEASING of the above valuable COAL Property will be received at the General Office of the Company, **No. 308 WALNUT ST., Philadelphia.**

This property contains among other veins, the Mammoth, 47 feet thick, one vein of 7 feet and one vein of 5 feet; all of which have been lately and thoroughly proven.

Further particulars can be obtained from the Officers of the Company as above.

By order of the Board of Directors.

T. HASKINS DU PUY, President.

Philadelphia, Nov. 1, 1862. 4t46

RAILROAD SPIKES.

500 TO 1,000 kegs 9-16 Railroad Spikes on hand, ready for immediate delivery, for sale by

NEW YORK RAILROAD CHAIR WORKS, 89 Maiden Lane.

Nov. 6th, 1862.

TO RAILROAD MEN.

A GENTLEMAN to take the superintendence of the sale of an improvement for Railway Cars. It is already introduced on some roads, and is valuable. To one acquainted with Railroad managers, and who has influence, a large annual income may be secured.

Address—**Car Improvement Co., Box 362, Post Office, New York.** 38tf

Union Pacific Railroad Co.

OPENING OF BOOKS OF SUBSCRIPTION.

BOOKS OF SUBSCRIPTION TO THE CAPITAL Stock of the Union Pacific Railroad Company will be opened on WEDNESDAY, the 5th day of November, A. D., 1862, at noon, on the terms and conditions therein set forth, at the places and with the persons following, at their respective places of business:

Albany,	New York,	Thomas W. Olcott.
Baltimore,	Maryland,	Thomas Swan.
Buffalo,	New York,	Dean Richmond.
Boston,	Massachusetts,	Samuel T. Dana.
Burlington,	Iowa,	Lyman Cook.
Cincinnati,	Ohio,	S. S. L'Hommedieu.
Columbus,	Ohio,	William Denison.
Chicago,	Illinois,	William B. Ogden.
Cleveland,	Ohio,	Amasa Stone.
Concord,	New Hampshire,	Joseph A. Gilmore.
Carson City,	Nevada Territory,	Wells, Fargo & Co.
Detroit,	Michigan,	Chas. A. Trowbridge.
Dubuque,	Iowa,	Platt Smith.
Denver City,	Colorado,	George W. Clayton.
Hartford,	Connecticut,	G. P. Bissell & Co.
Indianapolis,	Indiana,	James M. Ray.
Louisville,	Kentucky,	James Guthrie.
Leavenworth,	Kansas,	Gen. J. C. Stone.
Milwaukee,	Wisconsin,	Ed. D. Holton.
New York City,	New York,	Henry V. Poor, at Office of Secretary.
Omaha,	Nebraska Territory,	Alvin Saunders.
Portland,	Maine,	Charles E. Barrett.
Portland,	Oregon,	Wells, Fargo & Co.
Providence,	Rhode Island,	Walter S. Burgess.
Philadelphia,	Pennsylvania,	Jay, Cooke & Co.
Pittsburg,	Pennsylvania,	Thomas M. Howe.
Rutland,	Vermont,	Henry H. Baxter.
St. Louis,	Missouri,	Wm. M. McPherson.
St. Paul,	Minnesota,	Parker Paine.
Salt Lake City,	Utah,	Brigham Young.
San Francisco,	California,	Wells, Fargo & Co.
Trenton,	New Jersey,	Philemon Dickerson.
Wilmington,	Delaware,	R. R. Robinson & Co.
Wheeling,	Virginia,	S. Brady.
Washington City,	District Columbia,	R. W. Latham.

Said books of subscription will remain open on the terms aforesaid for at least two weeks from and after noon of said 5th day of November, at the places and with the persons above set forth.

By order of the Board of Commissioners of the Union Pacific Railroad Company. OFFICE OF THE SECRETARY, **54 William st.**

WILLIAM B. OGDEN, President.
HENRY V. POOR, Secretary.
THOMAS W. OLCOTT, Treasurer.

Datated New York, this 25th day of October, 1862.

OFFICE OF THE NEW YORK CENTRAL RAILROAD CO., ALBANY, November 1, 1862.

THE annual election for Directors of this Company, and for three Inspectors of the next Election, will be held at the Office of the Company, in the city of Albany, on the second Wednesday (the tenth,) of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

ROBERT L. BANKS, *Secretary.*

5t45

ALBERT H. NICOLAY,
STOCK & BOND BROKER
AND AUCTIONEER,
No. 52 WILLIAM ST., (near Wall,)
NEW YORK.

☞ A. H. N. BUYS AND SELLS AT THE STOCK BOARD STOCKS AND BONDS, also GOVERNMENT SECURITIES, for cash or on time, EXCLUSIVELY on COMMISSION and upon as FAVORABLE TERMS AS ANY STOCK HOUSE IN NEW YORK.

☞ STOCKS AND BONDS, ALSO INSURANCE SCRIP BOUGHT AND SOLD at PRIVATE SALE, INTEREST ALLOWED on DEPOSITS and Dividends collected.

☞ REGULAR AUCTION SALES OF STOCKS AND BONDS EVERY MONDAY AND THURSDAY (WHICH HAVE BEEN THE REGULAR ESTABLISHED DAYS OF SALE FOR MANY YEARS) AT 12½ O'CLOCK AT THE STOCK SALES ROOM, **No. 52 WILLIAM STREET,** OR AT THE MERCHANTS' EXCHANGE SALES ROOM, **No. 111 BROADWAY,** whenever desired.

VERMILYE & CO.,
No. 44 WALL ST., NEW YORK.

HAVE on hand for immediate delivery, the **NEW TWENTY-YEAR SIX PER CENT. BONDS** of the United States, designated as "Five-Twenties," redeemable at the pleasure of the Government after five years, and authorized by Act of Congress, approved February 25, 1862.

The Coupon Bonds are issued in sums of

$50, $100, $500 and $1,000.

The Registered Bonds in sums of

$50, $100, $500, $1,000 and $5,000.

Interest will commence from date of subscription, and is payable in Gold at the Mint or any Sub-Treasury or Depository of the United States on the first days of May and November of each year. At the present premium on Gold, the Bonds yield about eight per cent. per annum. The ample provision made by Custom Duties, Excise Stamps and Internal Revenue for the payment of Interest and liquidation of the Principal, makes an investment in this loan safe, profitable, and available at all times.

This being the permanent Loan into which the Legal Tender Notes are convertible, it will become the principal Loan in the market, and a profitable mode of investment for Trust Funds, the surplus funds of capitalists, as well as the earnings of the industrial classes.

Subscriptions received at par in Legal Tender Notes or notes and checks of Banks at par in New York. Subscribers by mail will receive prompt attention, and every facility and explanation will be afforded on application at this office. 3m45

Livermore, Clews & Co.,
BANKERS,
34 WALL ST., N. Y.

GOLD, TREASURY NOTES
And all first-class SECURITIES
BOUGHT AND SOLD.

CHAS. A. MEIGS & SON,
BANKERS AND BROKERS,
No. 50 EXCHANGE PLACE, N. Y.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

EUGENE THOMSON & CO.,
Stock and Bond Brokers,
41 PINE STREET.

STOCKS and BONDS Bought and Sold on Commission.
INTEREST ALLOWED ON DEPOSITS.
EUGENE THOMSON. C. MILTON RUTTER.

STUYVESANT, HOLLY & SCHENCK.
BROKERS,
No. 11 PINE STREET.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION IN
NEW YORK, BOSTON & PHILADELPHIA.

BRITTON & WARNER,
23 WALL ST., corner of BROAD,
BANKERS AND BROKERS.
STOCKS and BONDS,
GOLD AND SILVER,
TREASURY NOTES,
AND ALL FIRST CLASS SECURITIES
BOUGHT AND SOLD.

H. MEIGS, Jr. & SMITH,
BANKERS and BROKERS,
39 WILLIAM STREET,
(FIRST BUILDING BELOW WALL STREET.)
STOCKS and BONDS Bought and Sold on Commission
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. WM. ALEX. SMITH.

REMOVAL.
P. W. GALLAUDET,
NOTE BROKER,
HAS REMOVED FROM 11 PINE ST., TO
No. 1 WALL ST., corner Broadway.

WILLIAM H. MARSTON,
BANKER AND BROKER,
No. 36 Wall st., NEW YORK.
UNCURRENT MONEY.
TREASURY NOTES,
UNITED STATES ONE-YEAR CERTIFICATES,
QUARTERMASTERS' AND ORDNANCE VOUCHERS,
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BOUGHT, SOLD and ADVANCED UPON.
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INTEREST ALLOWED ON DEPOSITS.

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GEO. A. COE, Esq., President of the American Exchange Bank, New York.
ROBERT BAYARD, Esq., 12 Wall st., New York.
S. J. TILDEN, Esq., 12 Wall st., New York.

O. W. C. SCHACK,
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NEW YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

RAILROAD IRON.
1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
500 " " " 50 " 52 " " "
New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by

DEHON, CLARK & BRIDGES,
New York, Nov. 11, 1862. 28 Beaver st.

RAILROAD IRON.
THE
RENSSELAER IRON COMPANY,
TROY, N. Y.,

OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS
received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & CO.,
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RAILROAD IRON.
THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States

M. K. JESUP & COMP'Y,
44 Exchange Place.
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RAILROAD IRON.
3,400 TONS BEST QUALITY WELSH RAILS—T pattern—53 lbs. per lineal yard, for sale by

CHAS. L. PERKINS, or
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MORRIS, WHEELER & CO.,
SUCCESSORS TO
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IRON MERCHANTS,
MARKET AND SIXTEENTH STREETS,
PHILADELPHIA.
IRON AND STEEL
IN ALL THEIR VARIETIES.

BOILER PLATE, CAR AXLES,
BOILER RIVETS, RAILROAD IRON,
CUT NAILS and SPIKES, PIG IRON, etc.

Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.

RAILROAD IRON.
ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.
THE UNDERSIGNED are prepared to contract for the sale of
RAILROAD IRON
on advantageous terms, delivered at ports of England, Wales, or the United States.

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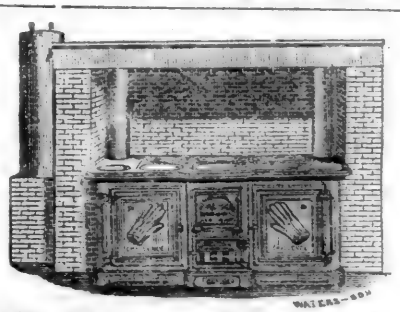
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THE business heretofore conducted by A. BRIDGES & Co., at 64 Courtlandt st., will be continued by the same parties hereafter under the firm of—

BRIDGES & LANE,
at **50 Courtlandt, corner of Greenwich st.**
New York, March 31, 1862.
See Advertisement. } **ALBERT BRIDGES.**
JOEL C. LANE.

SWITCH LOCKS,
CAR PADLOCKS,
BAGGAGE CHECKS.
(In ordering Locks, send key by mail to have Locks to match.)
WILLIAMS & PAGE,
RAILROAD SUPPLIES,
67 WATER ST., BOSTON.

BOARDMAN'S
Patent Steam-Boilers
SAVE over 30 per cent. of the fuel required for fine or plain cylinder boilers, while they have all the advantages of strength, cheapness and simplicity of construction, convenience and safety in use, claimed for either. Send for a circular.

H. BOARDMAN,
No. 84 Broadway, N. Y.



Challenge Air-tight KITCHEN RANGES,
May be placed in a fire-place without masonry, and with or without water-back; or may be set out on feet, as an ordinary stove.

This range, already very popular, has the **LARGEST OVEN** of any in the market; BAKES PERFECTLY, never burning to brown at the bottom; BOILS, ROASTS and BROILS with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL,** which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

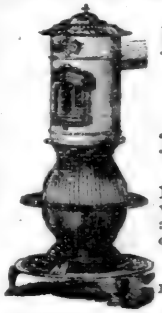
Beacon Light
SUMMER AND WINTER
PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economic[illegible]el. For a FEW DOLLARS a family may be supplied with PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal or wood.

SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y.



SANFORD'S
MAMMOTH
OR
GLOBE
HEATERS.
The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y.
This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.
J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.
The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used. CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY
SANFORD, TRUSLOW & CO.,
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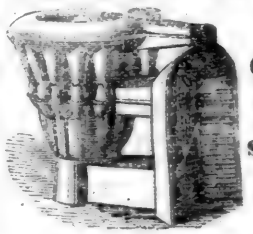
The COSMOPOLITE
PARLOR RADIATOR, &
GAS BURNER,


Introduced one year ago, already ranks as the **LEADING STOVE** for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.

Fire may be kept all winter with an astonishingly small supply of coal.

Send for description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.



Sanford's
CHALLENGE
HEATERS
SET IN BRICK,
PORTABLE
OR AS
FIRE PLACE
HEATERS,



FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR
Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,
WITH AND WITHOUT REGISTERS.
THE MOST POWERFUL HEATERS
AND THE
Greatest Fuel Savers in the World:
With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.

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T. G. SELLEW,
MANUFACTURER OF
Desks and Office Furniture,
WAREROOMS, No. 107 FULTON ST., New York, N. Y.
LIBRARY FURNITURE made to order.

Burden, Hubbard & Co.,
MACHINISTS,
MANUFACTURERS of Horizontal, Portable and Hoisting Steam Engines, Sugar Mills, Saw and Grist Mills, Boilers, Hydraulic Presses, Pumps and Gearing for working mines, etc., etc. No. 102 Front st., BROOKLYN, N. Y.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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American Railroad Journal.

New York, Saturday, November 22, 1862.

Hints on the Construction and Management of Railways.

Those good people who take the train for business or pleasure, are not all aware at what cost of brains and money they are enabled to travel so comfortably and so rapidly. It may seem a simple affair to the uninstructed to lay down a railway, and it has now become to the Civil Engineer a labor of comparative ease; but if we consider for a moment what a variety of knowledge, and what an immense amount of calculation are necessary to ensure a perfectly constructed work, we shall find there is no greater advance in any other department of Science, than there has been in the perfecting of the Railway system.

Let us for a few moments contemplate the explanations we should be compelled to make to any stranger, who having for the first time in his life seen a railway, should ask how and why it was constructed, and what he would be required to know to construct one himself. He would be told that a knowledge of the geography of the Country, and its physical Geography especially, is the first step in his proposed attainments. This applied to the particular district in which it is proposed to construct a railway is indispensible. It was not for many years for example, supposed practicable to construct one through the gorges of the Delaware and Susquehanna mountains, where now the Erie passes almost without obstruction. Geology is also an aid to the Engineer, since the character of the rocks is of decided importance, in making his estimates for excavation and cutting. To know the constituent parts of these, their dip or inclination is to facilitate the means of their removal, and if a mineralogist he determines their hardness, their cohesion, their fitness for bridge and culvert purposes, and their durability.

One of the chief difficulties which modern architects meet with in the construction of their great public buildings is in the choice of materials. There is one kind of lime stone which has been extensively used in this city for churches and even a university, and is found, to contain a particular deliquescent carbonate which is slowly but surely producing its complete disintegration. Of what immense consequence is it then, in the construction of abutments, bridges and culverts on a railway over which millions of tons of freight and millions of passengers pass annually, that the most perfect material should be employed. So, too, as wood necessarily enters into the construction of a railway in large quantities, it is a question of the first importance to know what kinds should be used. The nature, durability, elasticity, fibre, hardness, resinous character all pointed out by the Botanist, confirmed by observation and experience, must be taken carefully into account, and even the manner in which it is prepared for use at the mill. For it has become necessary on many roads, to rebuild nearly the whole frame work in consequence of the improper choice of material at the start. The Elmira and Williamsport Railroad Company found one of its most expensive outlays in the necessity of taking up its original cross ties, made of hemlock which soon decayed, and substituting chestnut and oak in their place. The snapping of a tie may involve the breaking or sinking of a rail, and the destruction of a train. It is also important to be careful in the selection of the best timber for longitudinal sills, which are to bear the rails, since the stone block system of support, which was tried on some of our earliest railways, as the Albany and Schenectady, have been given up in consequence of there rigidity, and their destructive reaction upon the machinery of the Locomotives, and the trucks of the trains.

But ascending from these commoner requirements necessary to the material parts of the railway system, we find a more important part yet to be performed by the Engineer. He has to trace or survey his route. He has to study the gorges, the hills, the streams, the rivers, the vallies, the plains he is to pass. Some routes are so doubtful that parallel lines have to be surveyed at considerable distances from each other, these crossed at right angles, and the whole plotted down, and a choice made on close mathematical reasonings to get the true line with an average general advantage. The field notes, which in themselves are but a record of the Engineers' progress and observations, may be kept by intelligent assistants, but to decide on the results requires talent of a high order. It is this power of discrimination, of choice, this comprehension of results, which shows itself in the final success of many a railway, while the want of it is sure to entail great and unnecessary expense. The Erie Railway was a great loser by incompetent Engineering at its first start. Miles of trestle work began, were abandoned as soon as their unsuitability became evident, and embankments were substituted: a part of the Utica and Booneville road is undergoing the same change.

But supposing the surveys are all of the best description, adapted to the Country through which they were made, with careful reference to the traffic to pass over the line, the commercial centres that are to be favored, and the population which is to give it support, there are many important subjects to be considered, in which other kinds of knowledge are to be called into use.

In crossing rivers where permanent bridges are to be constructed, the science of Hydrodanymics is to be applied. The flow of a stream, the quantity of water between its banks, its increase from freshets, and the probable force with which it will impinge upon a resisting body like a pier, must be carefully calculated, and that they often are not, is evident enough from the continual destruction of railway bridges after violent rain storms. One of the greatest expenditures to which our American railways have been constantly subjected arises from this cause alone. On the contrary, we may see what good Engineering will do in this particu-

lar, when we look at the Victoria tubular railway bridge over the turbulent St. Lawrence at Montreal.

But the Engineer must be also a good architect, or his timber work will not be well framed and adjusted, his bridges will be insecure, his work shops and train depots will be inconvenient and expensive. The principle of arches, in wood and stone, their shape, their thrust, their angles, curves, their limits of location, their span, &c., are of the utmost importance, and involve far more thought and calculation than would be at first supposed. For these are all very material in their place, and if they were better planned and more thoroughly studied out, we should not so often hear of the breaking down of bridges with railway trains upon them and so frequent a loss of life. It was but a few years since, that a bridge of some pretensions on a Northern road was the scene of a frightful disaster. Besides this peculiar knowledge of the physicist and scientific man in relation to the obstacles he has to overcome, and the materials with which his road way is to be constructed, he must soar into the region of abstract principles and apply them also to the business in hand. He must of necessity be a good geometrician, that he may calculate the magnitude, quantity and extension of various portions of his work, such for example as embankments, retaining walls and viaducts; a good surveyor that he may choose the best lines, adjust his grades; and a good mathematician that he may not fail in his curves. And when all is done, when his road is complete, smooth, ballasted and drained, then he is further tasked to the utmost of his ability in the selection of his Engines, with reference to weight, to the amount of business to be performed, the number of miles there are to be run, the amount of fuel they are to consume and in short the entire fitness and economy of the Engine. Every practical Engineer knows there is a vast difference in the performance of locomotives even when constructed apparently on the same model. A few pounds weight in this or that part of the gearing will sometimes have a decided effect on its movements, a valve will sometimes make quite an alteration in effects, some engines whose cylinders are over heavy in proportion to the whole weight of the Engine, will give a swaying motion to it, which is destruction of the rails. Thus Crampton's Engines are said to be getting out of favor abroad in consequence of this defect.

The proper kind of fuel, the proper quantity of fire surface, the most efficient pressure on the pistons, the best form of exhausts, of smoke stacks, the super-heating of the steam itself are all subjects of interest and practical importance.

And then too when the Engines are all perfect, the passenger cars commodious, and the freight cars of the best and the strongest, great judgement is required in working the roads themselves. Much if not all the success of some of our railways can be traced to their skilful management in these particulars. There is often apparent business which is done at a loss, there is again a moderate and steady business which pays. Sometimes there are trains working at particular hours which are totally unrequired, and again they are often run hundreds of miles unnecessarily and of course at a loss. All this must be arranged on exact principles. Waste of steam and fuel and detention at stations and loss of time waiting for trains ahead, will tell on the receipts of any Company. When the Harlem, which we consider an admirably worked line, came into the hands of its present scientific and practical managers, the President, he cut off six hundred miles of work for his Engines, and did all the business of the road notwithstanding, and by this and other intelligent economies, lifted the Company out of its difficulties and now reports a large increase of revenue.

We have thus briefly glanced at our proposed subject of remark, more for the sake of its suggestiveness than to furnish a manual. There are other exceedingly important details which for want of space we must pass over. There is the long disputed and yet unsettled form of the rail itself, with the innumerable claims of superiority for different patterns according to the zeal of their inventors; the chairs in which they are seated, the spikes to hold them down with or without chairs, the character of the iron itself, the draining, the ditches, the regulations of the road, the differences of time to be considered on lines running east and west, (in France this is all arranged by clocks with double sets of hands adjusted scientifically for the differences of longitude) the system of telegraphs, and of signals, all these come under the consideration of efficient and profitable management.

Thus the railroad is no trifle or toy to be played with, and yet unfortunately many of our best lines have been for years under the management of persons who getting their instructions from Wall or Third street, have been the ruin of many of their best friends and supporters. We imagine the publicity which is now given to their earnings and expenditures is doing great good, preventing them from being made the footballs of speculators, presenting their character in their true light, and giving timely alarm in case of mismanagement. The Railroad Journal proposes in its conduct to be a faithful friend of the system, and to give stockholders especially, all the information they require when their property is improving, or when it is time to look after it.

Above all our readers will perceive in all future projects for the construction and management of railways, and especially of such a work as the Pacific, how absolutely necessary it will be to have the assistance, experience, and skill of scien- and practical Engineers to ensure success.

There are some subjects which we may discuss separately on some future occasion, such as way and through travel, broad and narrow gauges, parallel and contending lines, low and high fares, the duties of drivers and stokers, of flag men, the Express trains and companies; of watering the Engine and waste of fuel—all of them worthy of careful study.

It is a fact worthy of notice that the principal railways of New England are now regular paying works and their stocks command a premium, the sole reason for this being found in the ability with which they are managed.

Southern Railroads.

A railroad connection, a distance of about 40 miles, has been effected between Danville, Va., and Greensboro', N. C., and also between the great Central line from Selma, Alabama, to the crossing of the Mobile and Ohio road in Mississippi. An inland route is thus opened to the Confederates from Richmond, through North and South Carolina, Georgia, Alabama and Mississippi, to Vicksburg.

Bellefontaine and Indiana Railroad.

The earnings of this road for the fiscal year ending December 31, 1861, were as follows:

Earnings from passengers		$98,255 02
" " freights		278,080 21
" " mail		17,850 00
" " express		10,347 64
		$404,532 87
Expenses during same time—		
Repairs of track	$60,863 44	
" engines	21,446 27	
" cars	22,260 67	
" buildings	2,010 15	
" bridges	4,181 38	
Train expenses	43,343 63	
Depot and station exp.	15,717 37	
Wood	30,374 61	
Oil and waste	2,760 51	
Salaries	5,814 87	
Loss and damage	2,800 96	
Interest and exchange	3,647 07	
Foreign agencies	4,328 79	
All other expenses	16,059 99	
		235,609 71
Net earnings		$168,923 16
Interest on bonds	$86,916 48	
Taxes	5,269 86	
		92,186 34
Surplus		$76,736 82
A comparison of earnings with those of the preceding year shows a gain of		$91,211 96
Deduct increase of expenses		24,284 12
Gives increase of net earnings		$66,927 84

The increase on through business was $97,789-58; decrease on local business, $7,072 12. The excess of through business over local was $208,-512 50.

The proportion of working expenses to gross earnings is 58¼ per cent. These have been carefully watched, and kept at as low a point as was found practicable consistent with the preservation of the road, and the prompt performance of the service.

The largest item of expenditure is in repairs of track. The amount expended for this purpose in 1861 was upwards of $60,000, of which nearly one half was for renewal of rails. There were used in this department during the year, 3,295 bars new rail and re rolled iron, making 687 tons; 124 kegs spike, 68 kegs rivets used in repairing compound rail, 5,781 new chairs, 24,322 new ties, and 1,417 old rails repaired and relaid.

Construction account has been increased by the sum of $2,652 31.

The amount of capital stock and first mortgage bonds are unchanged. Of second mortgage bonds, five have been issued during the year, in redemption of dividend scrip, and three have been redeemed in the settlement of accounts—giving an increase of $2,000 during the year. One income bond of $500 has been redeemed and placed in the sinking fund. The sum of $99,000 of these bonds is still in the hands of the C., C. and C. R. R. Co., and $86,500 of them are extended to 1870. The sinking fund has redeemed $14,000. The real estate agent has redeemed during the year $26,500 of real estate bonds—leaving now outstanding $93,250. The total funded debt of the company is $1,231,750.

The following is the General Balance Sheet December 31, 1861.

ASSETS.

Cost of road and equipment	$3,030,583 92
Unsold real estate	57,679 88
Mortgages, notes and cash in hands of real estate trustee	65,046 32
Sinking fund for redemption of income bonds	3,824 05
Bills receivable	30,278 74
Due from Executive Committe Bellefontaine Line	56,653 38
Track materials and fuel on hand	21,858 37
In hands of treasurer and agents to pay interest on bonds	23,742 99
200 shares Col., Piqua and Indiana R. R. stock at cost	10,000 00
One bond of Marion Co., Ohio	1,000 00
	$3,300,667 65

LIABILITIES.

Capital stock	$1,859,813 02
1st Mort. bonds 7 per ct. due 1866	791,000 00
2d " " " 1870	162,000 00
Income " " 1859	99,000 00
" " " 1870	86,500 00
Real estate " " 1858	1,000 00
" " " 1861	4,250 00
" " " 1863	40,000 00
" " " 1866	48,000 00
Dividend scrip to be funded in 2d Mortgage bonds	4,328 00
Bills payable	4,203 80
Car loan from C., C. & C. R. R. Co., 7 per cent.	11,737 29
Unpaid interest on bonds	35,301 75
Balance of transportation account	153,533 79
	$3,300,667 65

The office of the company is at Indianapolis, Ia. The officers and directors are—

President—JOHN BROUGH.

Directors—John Brough, Henry Wick, W. A. Otis, Selah Chamberlain, Stillman Witt, James H. Godman, John Mills.

Secretary—J. M. TOWNSEND.

Treasurer—HENRY WICK.

Hartford and New Haven Railroad.

The earnings of this road for the fiscal year ending August 31, 1862, have been as follows:

From passengers	$412,452 18
" freight	292,596 54
" rents, mails, etc	42,252 08
	$747,300 80

And the expenses were:

Repairs of road and bridges	$79,919 12	
" engines and cars	61,091 47	
" stations, etc	6,525 31	
Wood, coal and oil	64,620 36	
Transportation and general expenses	144,209 51	
Lost and damaged goods	636 15	
		357,001 92
Net earnings		$390,298 88
Interest		52,910 99
Balance		$337,387 89

The number of passengers carried on the road during the year was, 511,451. Tons of freight transported, 190,270. Miles run by passenger trains, 256,694; by freight trains, 88,378; by other trains, 2,288—total miles run, 347,460. The report says:

The gross income of the road exceeds that of the last year in the sum of $34,432 87. Of this increase, $30,427 06, or nearly the entire amount, was derived from the freight traffic. The receipts from passengers and freight show a diminution of $13,236, as compared with the income of the year 1860. The increase in the number of passengers is 11,563. This additional number over the last year was composed entirely of military, and does not show the same relative increase in the receipts of the road, owing to the diminished rates they have been charged by the Company.

The number of miles run shows an excess of 23,869. Although the increase of mileage is large, the actual expenditure for fuel is about the same as the last year. This result is chiefly attributable to the more general use of coal in the locomotives, and the saving in this respect will be still greater in future, by the gradual substitution of coal for wood as fuel.

The operating of the road has been conducted with entire exemption from serious accident of any kind.

No expense has been withheld to maintain the track and equipment in good working condition, and in each of those departments all deteriorations are made good as fast as practicable, and the cost charged into the current expenses.

Reference has been made in former reports to the prospect of constructing an iron bridge over the Connecticut river, on the line of the Company's road. Some measures have been taken during the past year for the final accomplishment of this most important object. The masonry for the additional piers required to support an iron superstructure has been contracted for, and that part of the work is progressing. The piers are to be of granite, and thus uniformity will be preserved with those now supporting the present bridge. Owing to the unsettled state of the iron market, and the great demand made by government upon the iron establishments of the country, it has not yet been found practicable to make any satisfactory arrangements for the iron work of the bridge. It is to be hoped that a more favorable state of affairs in this respect will soon take place, and that this portion of the work may also be commenced. The cost of the proposed bridge and masonry can not be less than $200,000, and will not probably be greatly in excess of that sum. The expenditure will be fully justified, in placing the business of the Company beyond the risk of interruption, or of subjecting the public travel to the greatest inconvenience—a risk to which it will be more or less exposed so long as the present wooden structure remains.

The results of the year's business are very satisfactory, and in view of the greatly disturbed state of public affairs, they afford gratifying evidence of the resources of the road, and of its ability to command a large business under circumstances which must be regarded as of the most unfavorable character.

By recent acts of Congress, and also of the Legislature of the State of Connecticut, the amount of taxes required to be paid by railroad companies has been very largely increased. The tax imposed by this State is three-fourths of one per cent. upon the market value of the stock, and on this basis the assessment to be paid by this Company to the State will amount to nearly twenty-five thousand dollars.

In addition to this, a tax is levied by Congress of three per cent. upon the gross income from passengers; together with a tax of three per cent. upon the amount of all dividends declared. These several items will amount in the aggregate to a sum nearly or quite equal to two per cent. upon the capital stock of the Company. While the stockholders of this Company will cheerfully bear their full share of such burdens as the public necessities may demand, it can hardly be considered equitable that the road should be made to bear exclusively this increased amount of taxation. Time therefore may develop the expediency of making some changes in the Tariff of Passengers and Freights. Some roads have already advanced their charges to meet these new calls upon their income, Congress having made provision expressly for this purpose; but it is not contemplated by this Board to make any changes in this respect until the necessity for such course is apparent. It is, however, competent for the stockholders to take such action on the subject as they may consider that their interests require.

The suit which has been so long pending against the New York and New Haven Company, approaches to a conclusion. The evidence has been taken, and the argument was assigned for the 17th day of September, before the Hon. B. F. Boney, the referee appointed by the Superior Court of New York.

In pursuance of a decree of the Supreme Court of this State, the restrictions against this Company running their trains to the steamboat dock at New Haven have been removed. A daily connected line by railroad and steamboat to and from New York has been established, and is now in successful operation. With this exception, all the trains of the road run in connection with the trains of the New York and New Haven road, as heretofore: but the independent position which this Company now occupies in its relations to other roads is not, in any aspect of the case, to be regretted.

A dividend of 4 per cent. has been declared, making 11½ per cent. for the current year, the Company also assuming to pay the government tax of 3 per cent. on the dividend declared.

The income account of the Company for the past year is as follows:

Cash on hand September 1, 1861	$123,241 63
Income of the road	747,300 80
Real estate sold	175 00
H., P. & F. R. R. Co., retaining wall	220 00
Dividend Tomlinson Bridge Co	8,850 00
	$879,787 43
Dividends paid	$248,908 00
Operating and repairing road	368,976 69
North Haven Bridge	2,310 55
New Car House, Hartford	3,482 81
New Connecticut River Bridge	3,664 23
Accounts due the Company	42,088 89
Balance of interest	52,910 99
Cash on hand September 1, 1862	157,444 27
	$879,787 43

The following from the Ledger presents a general statement of the affairs of the Company September 1, 1862:

Capital stock	$2,350,000 00
Bonds	927,000 00
Contingent fund	458,725 58
Reserved fund	150,000 00
Unpaid dividends	12,196 00
Profit and loss	161,137 89
Debts due by the Company	4,156 01
	$4,063,215 48
Construction	$3,128,616 80
Middletown extension	25,977 28
Real estate, land, dwellings, etc	62,252 58
Tomlinson Bridge stock	102,888 67
Equipment	254,000 00
Wood, stock and tools	135,677 28
Debts due the Company	196,359 00
Cash on hand	157,444 27
	$4,063,215 48

The office of the Company is at Hartford, Ct. The director's chosen September 17, 1862, are:

President—CHARLES F. POND.

Directors—Charles F. Pond, Julius Catlin, Cornelius Vanderbilt, Henry Coit, Ezra C. Read, Chester W. Chapin, James S. Brooks, A. G. Hazard, Samuel H. Parsons.

Superintendent—E. M. REED.

Secretary—S. P. CONNER.

☞ Mr. F. Wolcott Jackson, who has succeeded his father, (the late J. P. Jackson, Esq.,) as Superintendent of the New Jersey Railroad and Transportation Company, has just been elected President of the Newark City Tract Society, a position in which he also succeeded his father.

Commerce of San Francisco.

The exports of Merchandise from San Francisco for nine months ending October 1, were as follows:

	1862.	1861.
N. York & Boston	$2,521,487 49	$1,096,815 70
England	662,349 25	2,063,384 75
Mexico	634,559 54	790,480 23
Peru	171,422 38	97,695 87
Sandwich Islands	211,753 72	204,004 55
China	548,454 94	521,181 50
Australia and New Zealand	131,213 93	836,562 30
Victoria V. I	1,736,772 72	872,572 49
Japan	13,169 68	14,139 91
Other Countries	787,444 10	687,012 74
Total	$7,388,627 85	$7,183,850 04

The exports of treasure and merchandise combined for the first nine months of the past two years have been as follows:

	1862.	1861.
Treasure exported	$29,639,816	$30,452,006
Merchandise	7,388,627	7,183,850
Total	$37,028,443	$37,635,856

The receipts of treasure from all sources during the past nine months have been as follows:

From foreign countries	$677,909
From the North coast, including about $900,000 from British Columbia	2,601,687
From the interior of the State, including about $4,000,000 from Washoe	31,165,847
Total	$34,445,443

Of this amount, $28,998,526 were in uncoined gold and silver from the mines of the coast.

Transportation of Baggage.

THROUGH TICKETS, EXTRA BAGGAGE TAKEN BY THE COMPANY MUST BE TRANSPORTED IN THE SAME MANNER AND TIME AS ORDINARY BAGGAGE; IT CANNOT BE TREATED AS FREIGHT.

The case of Glasco *vs.* New York Central Railroad Company, just decided by the Monroe General Term of the New York Supreme Court, holds that the obligation of a railroad company is to take whatever is received as baggage from a passenger in the baggage car of the train in which the passenger is taken, and take it along with, and deliver it to the passenger at the place of destination; and that obligation is the same, whether the baggage is within the quantity allowed to a passenger to be carried without any charge, other than the ordinary fare of the passenger; or whether it is an extra quantity for which an additional charge is made.

It appears that in July, 1857, Sarah Ryan, then in New York, started for Canada, where her husband was, taking with her the goods of her husband, which were subsequently lost. She had a trunk, a bundle of bedding, and a roll of carpeting, a lot of carpenters tools, &c. She purchased at the ticket office at the wharf at New York, of one John C. Hewitt, the agent of the people's line, three tickets, one for the steamboat from New York to Albany, one for the Central Railroad from Albany to Charlotte, and one for the lake boat from Charlotte to Cobourg. One ticket she gave up on the steamboat before reaching Albany; one she gave to the defendant's conductor, on the railroad before reaching Charlotte; the third one she retained, on finding her baggage lost, and paid her money in its place. The goods were all weighed at New York, and she was charged freight on 225 pounds over what was allowed as ordinary baggage. For her passage and ordinary baggage she paid Hewitt $4.50; and for extra freight on the 225 lbs. she paid him $3, in all $7.50. The payment of the freight on the extra baggage was receipted on the ticket. When she arrived at Albany, she saw her baggage put in the baggage car of the defendant, on the same train she went in. On arriving at Rochester the goods were not delivered to her, nor at Charlotte, nor at Cobourg, nor could she find them, though she looked for them. They were never delivered to her or her husband. The claim was duly assigned to the plaintiff who brought the action to recover the value of the property.

On the trial at the Circuit, the judge charged the jury, among other things, that the main question in the case was whether the defendant discharged its duty as a common carrier. That the whole personal property of Mrs. Ryan, as well what was allowed as baggage, as that upon which freight was paid, must be treated and regarded as personal baggage, and it was the duty of the defendant to carry and deliver this property with Mrs. Ryan, and at the same time. That it was also the duty of the defendant to deliver this property upon the arrival of the cars at Charlotte, to Mrs. Ryan, or on board of the steamboat at Charlotte, or into the custody of some person having charge of the boat, or authorized to receive baggage for the same. That the delivery at a warehouse was not sufficient, even if made within what would be a reasonable time in respect to general freight received for transportation. That the trunk and bundles were to accompany the person,, and the defendant was bound to deliver them to the person or upon the vessel with Mrs. Ryan. That a traveller is not bound to wait for his baggage beyond the period requisite to enable him to continue the journey without interruption from such cause. To this part of the charge the defendant's counsel excepted; and requested the court to charge, first, that the fact that Mrs. Ryan riding on the defendant's cars, from Albany to Charlotte, on a ticket furnished by Hewitt, was not sufficient evidence of a contract between her and the defendant, by which the defendant assumed, or undertook for hire to carry the goods in question from Albany to Charlotte; and second, that, if the jury should find that the defendant undertook to transport the goods from Albany to Charlotte, and also found that they were delivered at Charlotte in the usual way for the delive y of goods for Cobourg, namely, at Holden's warehouse, within a reasonable time, the plaintiff could not recover. The judge declined so to charge. The jury found a verdict for the plaintiff for $191 21; and the defendant appealed to the General Term of the Court. The following is the opinion of the General Term.

JOHNSON, J.—The first point made by the defendant is, in substance, that there is no sufficient evidence to show any undertaking on its part to transport Mrs. Ryan and her goods from Albany to Charlotte, over its road. But I think the evidence is abundantly sufficient to prove such an undertaking. The contract was made in the City of New York, between Mrs. Ryan and a person professing to act as agent, to transport her and her baggage from that place to Cobourg in Canada. She paid the amount required for the transportation of herself and baggage to the place of destination and received three tickets; one for a passage by steamboat to Albany, another for a passage over the defendant's road to Charlotte, and a third from that place to Cobourg. When she arrived at Albany her baggage was placed in the baggage car, where the baggage of passengers is usually carried, in the same train in which she took her passage in one of the passenger cars. The conductors upon the route received the ticket as evidence of her right to ride upon the car as a passenger, marking it, and taking it up at or near the end of the route, in the usual manner, without demanding payment of any other fare by her. The defendant's agents whose business it is to look to such matters, having accepted and treated her evidence or token of the right claimed and exercised by her, as sufficient, the law will presume the undertaking valid and binding until the contrary appears.

The question then arises, whether the contract was broken by the defendant, so as to give a right of action to the person with whom it was made or his assigns. This depends upon the question whether it was performed by the defendant according to its tenor and effect. That it was not so performed on the part of the defendant is, I think, rendered entirely clear by the evidence. The contract obviously was to transport Mrs. Ryan and her baggage with her at the same time as personal baggage. A considerable portion of the property, as appears from the evidence, was not such as would have been regarded as personal baggage, which the defendant would have been bound to transport under an undertaking to carry the person merely. Such an undertaking implies an agreement to carry with the passenger such limited quantity of articles for personal use, pleasure or amusement, only, as are usually carried by travellers. But here was an express contract. A portion was deducted as baggage which the passenger had the right to have carried in consideration of the fare paid by her for the passage of herself, and the balance was charged and paid for as extra baggage. It was not received or treated as ordinary freight, but as baggage, to be carried with the passenger upon the same train.

The obligation of a railroad company undoubtedly is to take whatever is delivered and received as baggage from a passenger, in the baggage car of a passenger train in which the passenger takes his passage, and take it along with and deliver it to the passenger at the place of destination, in the usual manner of transporting and delivering baggage. And in this respect the obligation is the same, whether the baggage is within the quantity allowed to a passenger to be carried without any charge, other than the ordinary fare of the passenger, or whether it is an extra quantity, for which an additional charge is made. If it is taken as the baggage of the passenger, whether ordinary or extra, it is to be carried with the passenger, unless there is some agreement to the contrary. Any other rule would be productive of great inconvenience and hardship, if not loss, and would subject travellers, often, to intolerable delays and annoyances. The judge was right therefore at the Circuit, in charging the jury that the property in question, under the circumstances of the case, was to be regarded and treated as personal baggage.

It is abundantly established by the evidence that the defendant did not take the baggage to the place of destination on its line with the passenger and that it had not been found, or delivered

or offered, by the defendant, at the time of the commencement of this action, which was about two weeks after the passage. A right of action had therefore, undoubtedly, accrued when this action was commenced. * * * *

There was I think no error in the charge, or in the refusal to charge as requested; and a new trial must be denied.

National Copper Mining Company.

Extract of annual report of National Mining Company, dated September 1, 1862:

Statement of mineral raised and prepared for shipment, during the year terminating with the close of navigation, 1861, viz:

	Per cent.	lbs.
762 masses copper	59	1,109,796
613 bbls. barrel work	26½	499,962
215 bbls. stamp and covert work	14½	274,559
Total product		1,884,317
Against a total product, for same period in 1860, of		1,455,418
Increased product		428,899

The average product for the year is, therefore, a little over 78½ tons per month, against about 60½ tons per month in 1860.

It should be stated here, that the season of navigation was unusually favorable last year, and that a portion of the product of November, 1861, was forwarded and included in the smeltings of the year. The smelting account, therefore, shows crude ore smelted, amounting to 1,888,161 lbs. which yielded in refined copper 1,383,761 lbs., or 73 1-7th per cent, which was sold and produced, after deducting all commissions, freight and incidental charges, net cash, $280,763 57, being an average price of 20.29 cents per lb.

The cost of production, by which is meant all mining costs, labor of every description at the mine, transportation of mineral and supplies to and from Ontonagon, fuel and mine timber, and all salaries at the mine for the year, amounted to $140,703 38, being an average of $11,725 25 per month, $149 36 per ton of mineral raised.

The current expenses of the past year, not including supplies, which are absorbed in the payment of wages, &c., have been as follows, viz:

Expenses at the mine, as already stated	$140,703 38
Smelting charges	18,081 09
Machinery	4,611 02
General expenses, including salaries, taxes, &c.	6,429 33
Interest, &c.	955 07
Freight and insurance on copper and machinery	11,236 39
Whole expenditures except for supplies	$182,016 26

Estimated by the above data, the apparent net earnings of the year will amount to $98,747 31. The cost of mineral delivered at Cleveland, is 9.64c. per lb., and of refined copper, by the same estimate is 13.15c. per lb. These results are very satisfactory, especially in view of the depressed state of the market for copper throughout nearly the whole of the year 1861; the price obtained, subject to all charges, having fluctuated from 17½ cents to 20½ cents, at which rates we were compelled to effect sales to pay current expenses. Subsequently the market for copper improved, and we were enabled to obtain prices varying from 27½ cents gross in January, 1862, down to 21½ cents in April and May last. The entire product of the year having been disposed of, and the account made up from actual returns, and not from estimates, exhibits therefore, as before stated, the average net price of 20.29 cents against 20½ cents per lb. the previous year.

The aggregate receipts of the Company, for capital stock and sales of copper and silver, from the commencement of operations to the date of the balance sheet annexed, are as follows, viz:

Capital stock paid in	$110,025 00
Aggregate sales of copper and silver, as stated in last report to September 1st, 1861	658,036 17
Sales of copper 2 mos. from 1st Sept. to 1st Nov. 1861	41,733 40
Total	$789,794 57
The expenses of every description, including cost of all supplies, for the year ending 1st Sept. 1861, (see last report,) were	$164,228 73
To which add expenses incurred from 1st Sept. to 1st Nov., 1861, 2 mos., including supplies purchased	60,499 11
Total	$224,727 84

The above being for a period of fourteen months up to the close of the fiscal year, which, estimated at the average of $16,025 per month will give, including available supplies still at the mine, an expenditure for the year of $192,624, all told.

New Brunswick and Canada Railway and Land Company.

The half-yearly general meeting of Shareholders in this Company was held in London, on the 21st of August. The secretary read the following report of the Directors:

"Your Directors have the satisfaction to report that the Railway was opened on the 10th July last to the Woodstock terminus, a total distance of 88 miles. Some of the works are at present necessarily only of a temporary character, but they are in the course of being replaced by permanent constructions. In addition to the ordinary statement of accounts and official balance sheet, your Directors present the results of the occasional traffic worked during the six months ending on 30th June last. Sixty-five miles only were then in work. For ten weeks the line was completely closed up by the severity of the weather; and the want of engines also materially affected the receipts, as well as increased the difficulty of keeping the line open. The returns for the current half-year will, it is believed, show a very different result. The entire line having been now opened for public traffic, your Directors believe that the proper time has arrived for considering the financial position of the Company, and of adopting means to meet the outstanding liabilities, and, with this view, they will submit a resolution to the Proprietors. It is also necessary to draw your attention to the inadequate amount of rolling stock now on your line. But comparatively little traffic can be worked with five engines, three of which are of but small power, and the number of wagons and carriages is also much below the requirements of the line. It is estimated that £30,000 will be required for this purpose. Your Directors have made the necessary application to the Provincial Government for a grant of the remaining quantity of land to which the Company is entitled under the several Facility Acts."

The Capital Account to the 30th of June shows that £389,602 had been received, including £18,000 from the New Brunswick Government, £117,683 on mortgage bonds, and £16,473 on temporary loan; and the total expenditure amounted to £407,771, leaving a balance against the Company of £18,169.

The revenue account shows that £743 had been received for passengers, £1,349 for goods traffic, and £27 for land account, making for the half-year ending 30th June last, £2,119. The expenditure amounted to £1,947, leaving a balance of £172.

The balance sheet shows a total of property and assets to the amount of £574,155, including £26,766 bad debts and £10,690 doubtful debts due to the Company, also 100,000 acres of land for which nothing is put down. The cash and securities amount to £8,441.

DIRECTORS.—Francis Edwards, Esq., 17, Eaton-place, and Pickerage House, Slough, Chairman; H. C. Chilton, Esq., Club Chambers, Regent street, and 25, Chancery-lane, Deputy Chairman; W. S. Featherstone, Esq., Cromwell House, Croydon, Surrey; Henry Maudslay, Esq., Cavendish-square; Sir Henry Muggeridge, St. Andrew's hill, Doctors' commons; Colonel G. Pollard, Stanmore Hall, Yorkshire; and Henry Wickham Esq., M. P. 3, Chapel-street, Park-lane.

A Mass of Copper Weighing 24 Tons Found.

The "big thing" at the Mesnard has proved a reality, having been exhumed during the present week, and visited by nearly every man in the district. Several other important discoveries have also been made in conjunction with it. The mass lies about two hundred feet south of the large exploring trench made some two years ago, and between the Albany and Boston, and what is known as the epidote-veins. But little of the mass was above the surface when discovered, and that little was so covered by moss and small underbrush as to hardly attract attention. Upon being uncovered, and the soil removed from around its sides, traces of Indian workings were found—pieces of charcoal, and half a dozen stone hammers were taken out, and the eastern end of the mass shows plainly that a portion had been broken off. The average dimensions are—length 15 feet 7 inches; width 8 feet 7 inches; it is full five feet in one place—thickness 1 foot 6 inches; giving 87,135 cubic feet. All these measurements are rather under than above the average. One measurement gave 120,000 cubic feet, but we consider the first figures the most reliable. They would give the weight of the mass as 23 tons, 1,924 lbs. There is but little vein rock attached to the block, yet there is sufficient to identify it as having come from the epidote lode. It also shows, by the sharp angles of the rock, that the mass has not been removed far from its original bed, and, of course it is natural to suppose it is not the only one to be found in the locality.—*Houghton (L. S.) Gazette Oct.* 11.

Danish Railways.

On the 3rd Oct. the King of Denmark was present at the inauguration of the railroad between the towns of Randers and Aarhus. This is the first portion of the network of railways that are in course of construction throughout the kingdom. His Majesty arrived at Aarhus in his steam yacht, and immediately afterwards, accompanied by Sir Morton Peto (who is the contractor for the whole of the works), and attended by the whole of his suite, proceeded along the railway. At Langen Station Sir Morton Peto had the honor of entertaining his Majesty at a magnificent collation. The King, in reply to the toast of his Majesty's health, which was received with immense enthusiasm, spoke in the warmest terms of the gratitude that was due by Denmark to Sir Morton Peto for the manner in which he was carying on the works for the prosperity of the kingdom. In the course of the afternoon the king conferred the order of the Danebrog upon Mr. Rowan, the resident representative of Sir Morton Peto in Denmark. The railroad is now open for traffic.

Steam and Water Gauges.

Among the useful articles on exhibition at the recent Fair of the Maryland Institute, we noticed the following which were deposited by Mr. R. C. Potts, of Baltimore street, who is the agent for their sale; Warren's Water Alarm Gauge, or Low Water Detector, for protecting the flues and preventing steam boiler explosions. This instrument is so arranged as to render it one of the best Water Guages ever attached to a steam boiler, always presenting to the engineer the exact height of the water; and if, by oversight or sudden leakage, the water gets low in the boiler it will cause an alarm by blowing a whistle, before the water gets below the flues, thereby preventing an explosion. Bates' Gravitating Steam Gauge—The index hand of this guage being actuated by gravity it remains perfectly steady whatever vibration the instrument may be subjected to, although the guage is an extremely sensitive one. He also exhibits a German Steam Gauge, which is perfectly reliable, and cheaper than many American guages.—*Balt. Am.*

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds / Coupon Bonds... Under Act 15th April, 1842	$2,833,364	6	1862	105
Registered Bonds / Coupon Bonds... Under Act 28th June, 1847	9,415,250	6	1862	103
		6	1867	101¼
		6	1867	102½
Registered Bonds / Coupon Bonds... Under Act 31st December, 1848	8,908,842	6	1868	101½
		6	1868	102
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	95
Registered Bonds / Coupon Bonds... Under Act 14th June, 1858	20,000,000	5	1874	91½
		5	1874	92
Registered Bonds / Coupon Bonds... Under Act 22d June, 1860	7,022,000	5	1871	91¼
		5	1871	91½
Coupon Bonds (Oregon War Debt), Under Act June, 1861	307,900	6	1881	100½
Registered Bonds / Coupon Bonds... Under Acts 8th Feb. and 17th July, 1861	50,000,000	6	1881	103½
		6	1881	104
Treasury Bonds (coupon) / Treasury Bonds (coupon) Under Acts 17 J'y & 5 Aug '61	55,000,000	7.3	1864	104½
	53,630,000	7.3	1864	104½
Registered Bonds / Coupon Bonds... Under Act 25th February, 1862; redeemable at pleasure after 5 years...	20,000,000	6	1882	100
		6	1882	100
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	7,757,600	6	2 y'rs	124½
Under Acts 2 Mar. '61, & 17 Mar. '62 convert. into 20 /	10,000,000	---	Dem.	----
Under A's 17 Ju. & 5 Au.'61 & 17 Ma.'62 y'r b'ds due '81	50,000,000	---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	----------	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	50,000,000	5	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	100,000,000	6	1 year	98⅝
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	114
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	107½
Georgia—Coupon Bonds	525,000	7	62-'74	----
" — " "	2,073,750	6	'63-'80	78
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	104½
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	105
" —Interest Stock of 1857	786,229	6	------	97
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	102½
" —University Fund Interest Bonds of 1861	650,000	6	1879	105
" —War Fund Bonds of 1861	1,020,400	6	1879	103
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	100
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18..	80
" — " " "	2,054,298	2½	18..	55
" —Canal Preferred Certificates	4,079,500	5	18..	----
" — " " (special) Certificates	1,216,737	5	18..	----
" —Deferred Certificates (State)	1,242,500	5	18..	----
" —Deferred (special) Certificates (State)	479,076	5	18..	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	95
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	95
" — " " (banks)	600,000	5	18..	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	69
" — " " (bank)	5,598,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	699,000	6	Var.	107
" —War Loan of 1861	----------	---	------	----
Maryland—Inscribed Certificates	5,964,251	6	Var.	112
" — " " (sterling)	8,857,222	5	Var.	72
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	109
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	63,000	5	'61-'72	----
" — " " of 1861 "	247,000	6	'69-'72	116
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	----
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,006,177	6	1863	101½
" — " "	216,000	6	1878	102
" —War Loan: Coupon Bonds 1861	449,100	7	1881	106
Minnesota—Coupon Bonds (State)	250,000	8	1867	105
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	----------	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	439,000	6	'63-'83	53⅝
" — " "	100,000	6	1862	51½
" — " " (loans to Railroads)	23,101,000	6	'72-'86	76
" —War Loan 1861	----------	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,330	6	'65-'71	103
New York—Certificates	----------	---	'61-'62	108
" — "	----------	---	'64-'65	106
" — " State Loan $6,756,654	----------	6	65-'66	112
" — " Railroad Loan 339,000	----------	6	'72-'75	121½
" — " Canal Debt—(old) 9,709,025	----------	6	1874	120
" — " " " —(new) 13,200,000	----------	5½	1865	----
" — " " " —(misc.) 642,585	----------	5	'66-'74	110
" — " " " —(floating) 2,500,000	----------	5	1883	103½
" — "	----------	4½	1864	----
" — "	----------	7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18..	75
Ohio—Inscribed Certificates	6,413,325	6	1860	104
" — " "	1,025,000	5	1865	99½
" — " " "	2,183,531	6	1870	108½
" — " " "	1,600,000	6	1875	108
" — " " "	2,400,000	6	1886	115
" —War Loan (1861)	1,500,000	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds / —Inscribed Certificates (1st January, 1862	37,687,760	5	'61-'82	98½
		5	'61-'82	96
" — " " "	400,630	6	1879	105
" — " " "	388,200	4½	'63-'82	----
" — " " "	100 000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,195,000	6	Var.	54
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	111
" —War Loan (1861)	----------	---	18..	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	64
" — " " (sterling)	1,865,000	5	1-'92	----
Wisconsin—Inscribed Certificates	160,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " " " "	265,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S F) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	----
Baltimore—Inscribed Certificates (Pittsb. & Conn. R R.)	1,000,000	6	1886	105
" — " " (Balt. & Ohio R. R.)	5,000,000	6	------	100
" — " " (Water Works)	3,400,000	6	------	101
" — " " (Bank Stock)	553,966	6	------	----
" — " " (Improvement Stock)	4,963,215	6	------	----
Boston—Coupon (S. F.) Bonds (Municipal)	2,412,576	5	Var.	109½
" —Coupon Bonds (Water)	6,243,680	5	Var.	109½
Chicago—Coupon Bonds (Municipal)	860,000	6	18..	98
" — " " "	609,000	7	18..	110
" — " " (Sewerage)	822,000	7	18..	----
" — " " (Water Works)	1,133,000	7	18..	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " " "	2,140,000	5	1887	109½
" —Public Education Stock	150,000	5	1873	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1863	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	81
" — " " (Municipal)	1,136,200	6	'61-'80	----
" — " " (Buildings, etc.)	522,000	6	'66-'96	----
" — " " (Sewers)	425,000	6	'70-'88	----
" — " " (Improvement Old Limits)	260,000	6	'71-'87	----
" — " " (Water Works)	497,000	6	'71-'83	----
" — " " (Harbor Improvement)	239,000	6	'63-'86	----
" — " " (Wharf Improvement)	166,000	6	'67-'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1883	----
" — " " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18..	----
Jefferson, O.—Coupon Bonds	285,000	7	18..	----
Muskingum, O.—Coupon Bonds	564,000	7	18..	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201.000	7	18..	----
Ross, O.—Coupon Bonds	343.880	7	18..	----
Scioto, O.—Coupon Bonds	110,000	7	18..	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	93½
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	99
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	----
" " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	----
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	----
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	69½
" " 2d " "	3,980,670	6	1882	99½
" " Improvement " "	586,500	6	1870	----
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	893.000	6	1878	38
" " Preferred Interest Bonds	227,569	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	43
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	92
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,000,000	---	------	89½
Housatonic Preferred	1,180,000	8	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	82½
Milwaukee & Prairie du Chien, 1st preferred	1,096,000	---	------	103
" " " 2d "	1,066,000	---	------	78
New York & Harlem, Preferred	1,600,000	---	------	48
Philadelphia & Reading, Preferred	1,551,800	7	------	50

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	533,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'61-'66	----
Atlantic and Great Western:				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	96½
" "	700,000	6	1880	98½
" "	1,128,500	6	1875	10?½
" "	1,000,000	6	1867	101
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Ind. (1 Jan. '60):				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	370,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie:				
1st Mortgage coupon	2,000,000	7	1877	98½
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	106
Income ½ in '59, ½ in '62)	200,000	7	var.	----
"Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	------	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	----
Mort. (chgd from Steri'g)	888,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	105¾
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,030,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
*Catawissa:				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65 '70	112
2d Mortgage	600,000	7	1875	110
Central Ohio:				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	71
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	15
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	786,400	6	var.	100
Chicago, Burlington & Quincy:				
Trust Mort. S. F., convertible	317,000	8	1883	116
" " " inconvertible	2,690,000	8	1883	----
Plain Bonds, dated Sept. 20, 1860	755,000	7	1890	----
2d Mortgage, inconvertible	922,000	4½	1890	----
Chicago and Aurora, 1st Mort.	230,000	7	1867	----
Central Military Tract, 1st Mort.	248,000	7	1864	----
" " " 2d Mort.	204,000	8	1868	----
" " " Plain	28,000	8	1876	----
Chicago, Alton and St. Louis:				
1st Mortgage	----------	†	------	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	110
Chicago and Northwestern:				
1st Mortgage (preferred)	1,250,000	7	------	102
1st Mortgage (general)	3,600,000	7	------	77
Bonds issued for coupons of do.	756,000	7	------	89
2d Mortgage	2,000,000	6	------	31
Appleton Extension Bonds	184,000	7	------	90
Flagg Trust Bonds	245,000	8	------	----
Cincinn., Hamilton and Dayton:				
1st Mort. age	394,000	7	1867	100
2d Mortgage	950,000	7	1880	96
*Cincinn., Wilm. and Zanesville:				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	------	105
2d Mortgage	469.000	7	------	----
3d Mortgage	344,100	8	------	----
Clev., Painesville and Ashtabula:				
1st Mortgage	25,000	7	1861	99
2d Mortgage	228,000	7	1862	92¼
Special (Sunbury and Erie)	500,000	7	1874	----
Dividend Mortgage	900,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	101½
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	100
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	90
4th Mort. (M. L.) or 3d Extension	1,154,000	7	------	70
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	299.000	7	1857	65
Junction 1st Mortgage 2d Div.	219,000	7	1872	65
Junction 2d Mortgage	221,000	7	1862	----
Tol., Nor and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	1863	75
Junction Income	27,500	7	1862	----
C. and T. Income Mortgage	104,400	7	1863	75
C. and T. Income (convertible)	174,000	7	1864	----
C. and T. Income (convertible)	256 000	7	1864	----
C. and T. Dividend (convert.)	151,495	7	1865	75
C. and T. Income (convertible)	39,000	7	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	1885	103½
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	115,900	---	var.	93½
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	6	1876	101½
Cumberland Valley:				
1st Mortgage	161,800	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	------	----
2d Mortgage	2,212,000	8	------	----
Dayton and Western:				
1st Mortgage	300,000	7	------	50
2d Mortgage	----------	7	------	40
Delaware:				
1st Mortgage	500,000	---	------	95
Guaranteed	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	112
1st Mortgage (E. Extension)	1,499,000	---	1875	106
2d Mortgage	2,516,500	---	1881	108½
Income (due 1862, '65 and '67	14,101	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	60
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific:				
New Construction	800,000	---	------	----
Dubuque Western:				
1st Mortgage	344,000	†	------	----
Eastern (Mass.):				
Income (due $75,000 annually)	275,000	6	var.	100¾
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	450,000	6	1874	110
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tenuessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennesa.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton:				
1st Mortgage	757,784	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	142,000	---	------	----
Florida:—				
Internal Improvement (State)	1,655.000	7	1891	----
Free Land, 2d Mortgage	1,560,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1991	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Galena and Chicago Union:				
1st Mortgage Coupon	1,971,000	7	62-'68	108
1st Mortgage (Extended)	22,000	7	1882	110
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	108
*Great Western, Ill:				
1st Mortgage Eastern Division	1,000.000	10	------	----
" Western "	1,350,000	7	------	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3.000.000	6	------	71
Land Security	5,000,000	7	1881	52
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200.000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	105
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	200,000	7	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	115
2d Mortgage (S. F.)	2,000,000	7	1885	112
3d Mortgage	1,840,000	7	1875	101½
Convertible	1,002,000	7	1867	96
Illinois Central:				
Optional Right bonds	38,000	7	1868	----
Construction	10,798,500	7	1875	107
Construction	4,115,000	6	1875	107
Eight per cent. bonds	326,000	8	1865	----
Indiana Central:				
1st Mortgage (convertible)	600.000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	75
Indianapolis and Cincinnati:				
1st Mortgage	500.000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville:				
1st Mortage	272,000	7	1861	75
2d Mortgage	392.000	7	1873	70
*Kennebec and Portland:				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230.000	6	1861	----
3d Mortgage	250,000	6	1882	----
*Kentucky Centr. (Cov. and Lex.)				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400.000	8	------	----
City of Keokuk, (special tax)	150.000	10	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley:				
1st Mortgage	1,500,900	6	1870	108
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903.000	†	------	80
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	30
2d Land Grant (Western Div.)	353,600	†	------	30
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	91
Long Island:				
1st Mortgage	500,000	6	1870	100
Extension Bonds	175,000	7	1880	100
Long Dock Co.:				
Mortgage Bonds	500,000	7	1892	----
Mortgages on Land	473,800	7	------	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	7	------	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State [Tenn.]	372.000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	83
Marietta and Cincinnati:				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston:				
State Tenn.] Loan	1,100,000	6	1889	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage Sl'g (convertible)	500,000	8	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	1869	112½
1st Mortgage (S. F.), convertible	4,461,000	8	1882	115
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	904,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	85½
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	104
Detroit and Toledo	684,000	7	1876	98
1st General Mortgage (S. F.)	3,030,000	7	1885	103
2d General Mortgage	2,572,000	7	1877	90½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	105
1st Preferred stock	1,060,000	---	------	103
2d Preferred stock	1,020,000	---	------	79
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,022	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	99
Preferred Stock	1,175,000	10	------	125½
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	586,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	110
Funding (S. F.) Bonds	1,553,000	7	1876	112
Stock Exchange (S. F.) Bonds	680,000	6	1883	103½
Real Estate (S. F.) Bonds	166,000	6	1883	106
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	106
Convertible Bonds	970,000	7	1876	114
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	103½
New York and Erie:				
1st Mortgage	3,000,000	7	1867	116
2d Mortgage	4,000,000	7	1879	113
3d Mortgage	6,000,000	7	1883	107
4th Mortgage	4,900,000	7	1880	101
5th Mortgage	1,792,500	7	1888	101
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	109½
2d Mortgage	1,000,000	7	1864	102
3d Mortgage	862,300	7	1867	90
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	3,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	98
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	89
2d Mortgage	3,077,000	7†	1861	5
North Missouri:				
State Loan (30 years)	4,250,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	86
Chattel Mortgage	360,000	10	1883	104½
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,050,000	†	1858	----
2d Mortgage	258,000	†	------	----
Construction	4,242,000	†	1858	17
Income	3,320,000	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	45
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage	4,990,000	6	1880	113
2d Mortgage	2,421,000	6	1875	106
2d Mortgage Sterling	2,126,400	6	1875	----
State Works Bonds	7,100,000	5	------	95½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	76
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	5	------	103
Philadelphia and Reading:				
Bonds of 1836, (nnconvertible)	408,000	5	1867	----
" 1836, [illegible] "	192,000	5	1880	103
" 1849, "	3,103,600	6	1870	109
" 1861, "	436,000	6	1871	----
" 1843, "	1,548,300	6	1880	109
" 1844, (convertible)	863,000	6	1880	110
" 1848, "	124,000	6	1880	99
" 1849, "	83,000	6	1880	102
" 1857, "	3,586,500	6	1886	100½
" 1856, "	1,475,000	7	1886	100½
Bonds and Mortg's—real estate	592,200	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	99½
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	106½
2d Mortgage	5,160,000	7	1911	93
3d Mortgage	2,000,000	7	1911	71½
Bridge Bonds, O. & P. R. R. Co.	188,000	7	1876	----
Chicago Depot Bonds	337,173	6	1865	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1869	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
***Rutland and Burlington:**				
1st Mortgage	1,800,000	7	1863	45
2d Mortgage	937,500	7	1863	3
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	30
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	800,000	7	1880	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
***Springfield, Mt. Vern. and Pittsb.:**				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
***Steubenv. and Ind. (P. C. and C.):**				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
***Chicago and Alton:**				
1st Mortgage	2,000,000	7	------	99½
2d Mortgage	1,535,000	7	------	----
3d Mortgage (Income)	1,000,000	10	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	106½
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Alton & Terre Haute:				
1st Mortgage (convertible)	1,000,000	7	'62-'72	98
2d Mortgage (preferred)	2,000,000	7	'68-'70	77
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	97
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	1865	97
2d M. (Toledo and Wabash)	1,000,000	7	1869	81
2d M. (Wabash and Western)	1,500,000	7	1899	81
***Vermont Central:**				
1st Mortgage Coupon	2,000,000	7	1861	23½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Dollar Bonds	802,000	6	1875	110½
Albany City Bonds	1,000,000	6	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Elmira and Williamsport:				
1st Mortgage	1,000,000	7	1880	100
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	180,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (–) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,953	503 500	105,255	1,515,704	54 0	.....	101.102	37,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	*	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	580,216	*	—	600,431	—	—	600,431	—	—	—	—	—	—
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	.....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	—	.....	23.8	45,543	77,028	34,866	16	.....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,739	1,810,500	319.444	4,313,922	122.4	252,906	359,142	149,477	—	.....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,296	254,000	102.888	2,350,000	927,000	13,356	3.9 5,087	73.0	323,491	712,856	354,136	14	142
31 Dec. '61	74.0	—	.....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,358	225,292	25,565	—	.....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	259,750	21,408	1,342,958	57.0	157,815	263,209	94,591	8	.....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	127,390	135,072	—	—	.....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	.....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	.....
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,800,000	—	5,626,649	117.4	489,850	808 060	301,979	—	.....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	70
								DELAWARE.													
31 Oct. '60	84.3	—	19.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138.970	41 466	—	.....
31 Oct. '61	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6½	.....
								FLORIDA.													
.. .. '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	632,791	30,586	—	191,435	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
.. .. '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,900	—	1,597,386	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,408	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123.343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404.618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	282,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13.	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '61	220.0	—	.....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	—	5,500,000	4,500,000	.....	10,000,000	220.0	.....	1,098,465	452,693	4	.....
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024 750	—	12,176,116	168.0	1,067,025	1,551,227	679,772	—	87½
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243.282	136,284	—	.....
1 Apr. '62	242.0	—	.....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,828	—	.....
31 Mar. '62	181.8	—	.....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,645,220	228.4	765,949	1,054,704	415,971	3	79½
10 Nov. '58	33.2	—	.....	—	—	—	—	Fox River Valley	580,000	.....	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,069,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.3	1,123,464	1,720,396	811,185	5	81½
31 May, '61	175.0	—	.....	—	...	...	.....	Great Western	5,022,926	*	—	1,800,000	2,391,000	.....	.....	175.0	.....	485,943	181,529	—	.....
31 Dec. '61	454.8	252.5	.....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	768.3	2,458,023	2,965,758	1,150,903	—	76
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
.. .. ..	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	.....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
.. .. '58	186.0	—	.....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '58	100.0	—	.....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
.. .. ..	1.0	—	.....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	.....
								INDIANA.													
.. .. ..	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	.....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '60	72.4	—	.....	—	19	15	374	Indiana Central	1,667,039	274,061	26,641	610,050	1,178,000	40,550	2,108,011	109.0	36 1,122	400,397	133,009	—	50
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,854	9	53
31 Dec. '60	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37.219	2,031,942	84.0	.....	277,952	119,745	—	.....
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	.....
.. .. '59	64.0	—	.....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	.....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,086	—	.....
.. .. '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40.	—	.....
.. .. '58	74.0	—	.....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '61	73.0	—	.....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,976,801	73 0	325,707	377,692	216,184	10	125
								IOWA.													
1 Jan. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '61	111.0	—	.....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	.....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	—
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	*	—	.....
.. .. '59	55.0	52.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	85
.. .. '58	13.0	—	.....	22.0	...	...	.....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '61	29.0	—	.....	— }	13	10	230	} Lexington and Frankfort	591,121	52,800	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	80
30 Jun. '61	65.1	—	.....	— }				} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,803	716,478	371,122	—	.....
.. .. '59	18.8	—	.....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	.....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	.....
.. .. ..	27.0	—	.....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
31 Aug. '60	53.7	—	.....	135.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,506	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	139,958	172,113	91,487	—	.....
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	.....		180,497	300,000	75,000	.....	.....	.....	.....	.....	.....	.....
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,869,147	54.7	oper. by	An.&K.	70,566	—	.....
31 May,'61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,476	245,348	115,732	6	111½
31 May,'59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*		169,200	556,800	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May,'61	18.5	—	.....	33.5	...	...	...	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	.6	76½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	85
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*		1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	105
31 May,'62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	465,758	4,076,974	—	75,150	4,905,723	119.3	599,048	782,427	290,406	6	123
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	162,720	—	.....	61.8	.....	588,871	272,429	8	128
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	130
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,364		681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	300,000	—	.....	52.3	.....	250,836	122,956	6	107
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,903,862	120.7	432,100	565,939	246,402	4	89
30 Nov. '61	19.9	1.3	3.8	—	.....	.....	.....	Essex	742,592	4,416		299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149		3,540,000	—	—	.....	71.6	.....	543,158	217,054	6	110½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226		217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	.....	.....	.....	Hampshire and Hampden	596,651	.....		292,950	303,014	97,706	.....	ope	r. by N.	H.&N'h	.....	.....	.....
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000	—	—	698,563	27.7	.....	204,374	48,542	8	122
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*		500,000	213,000	108,500	—	21.6	.....	123,015	24,907	2	67½
30 Nov. '61	27.0	—	2.4	—	.....	.....	.....	Newburyport	597,386	.....		220,340	234,900	140,902	.....	.....	.....	.....	.....	.....	.....
30 Nov. '61	21.5	—	0.3	11.5	.....	.....	.....	N. York and Boston Air Line	744,130	.....		283,037	459,693	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	119½
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000	—	—	.....	.....	.....	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543		243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	.....	.....
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	150,000	2,769	.....	11.5	.....	50,155	11,578	—	97
30 Nov. '61	21.9	—	1.1	—	.....	.....	.....	Stockbridge and Pittsfield	448,700	.....		448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	.....		250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	.....	.....	.....	Troy and Greenfield	.....	.....		.....	.....	.....	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*		2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	17½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb.& W.S. etc.)	11,135,152	*		5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	142
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*		1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	65
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '59	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....
30 Sep. '60	138.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596		2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- -- --	—	—	—	—	.....	.....	.....	*Flint and Pere Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	.....	.....	.....	*Grand Rapids and Indiana*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May,'62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	87½
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	39½
-- -- --	—	—	—	89.8	.....	.....	.....	*Port Huron and Milwaukee*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....		.....	600,000	—	.....	.....	.....	.....	.....	—	.....
-- -- '58	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....		.....	575,000	—	.....	.....	.....	.....	.....	—	.....
-- -- '61	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....		.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....		.....	500,000	—	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....		.....	—	—	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292		2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	...	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	.....	.....	.....	*Cairo and Fulton*	.....	.....		.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	12,364,134	*		1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658		2,594,100	4,360,000	27,112	7,236,452	168.0	263,212	258,577	78,220	—	.....
-- -- --	—	—	—	—	.....	.....	.....	*Platte County*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,857		3,304,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	.....		68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	.....		246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	853,000	227,720	86,338	—	30
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267		2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	18½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*		389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*		1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	66½
30 Sep. '59	46.8	—	.....	—	.....	.....	.....	Concord & Portsmouth, guar.	250,000	*		250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	116
31 Mar. '59	14.6	—	.....	—	.....	.....	.....	Contoocook River	200,000	.....		200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	.....	.....	.....	Eastern	525,205	.....		492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	88½
31 Mar. '59	20.6	—	.....	25.8	3	2	27	Great Falls and Conway	423,404	40,887		166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	.....	.....	.....	Manchester and Lawrence	1,000,000	.....		863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	110
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715		595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,186	4	61½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,128,257	*		997,862	2,082,000	103,879	3,183,741	76.0	.....	274,204	162,841	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	152
31 Dec. '60	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic (Pref.)	1,329,473	*		976,843	1,082,076	83,641	2,092.58	60.2	.....	160,043	54,902	—	12
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500		3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	150
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	.....		600,000	973,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,167,800	340,000	1,766,236	1,768,241	53.0	163,708	263,496	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	.....	.....	.....	New Jersey	3,809,089	400,378	1,249,621	4,397 820	688,000	—	5,628,931	33.8	.....	992,767	579,981	10	139
31 Dec. '60	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*		164,167	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '60	13.5	—	.....	—	.....	.....	.....	Paterson and Hudson	630,000	*		630,000	—	—	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
31 Dec. '60	15.0	—	.....	—	.....	.....	.....	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	25
31 Dec. '61	24.0	—	.....	—	.....	.....	.....	Warren	1,876,713	*		1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	98
31 Dec. '60	13 0	—	.....	47.0	—	—	—	W st Jersey	280,278	—	—	216,794	.....	56,582	.....	—	.....	15,344	5,268	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—				—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	oper.	r. by Re	ns. & S	arat.	—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	1,388,359	—	—	1,000,000	1,388,359	—	2,388,359	oper.	r by W	estern.	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	25,075	31,546	16,871	—	—
30 Sep. '61	14.6	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220	23.8	677,867	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	593 845	187,704	—	—
30 Sep. '61	68.3	—	14.5	—	28	32	325	Buffalo and State Line	2,267,838	521,876	—	1,960,600	1,049,000	—	3,009,600	82.6	367,365	940,042	417,458	10	160
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,755	1,989,013	566,461	—	74
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	21½
30 Sep. '61	297.6	258.1	313.6	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	.....	7,309,042	2,601,063	6	102½
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,811	1,979,108	—	61½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,694	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	21
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper.	r. by Ce	ntral.	60,000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,657	90 061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	5	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,629,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	oper.	r. by B.	N. Y. &	E. 4,996	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sackett's Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,731	.....	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	oper.	r. by Ren	s. & Sar.	.....	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	894,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	.....	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	115,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	oper.	r. b. Hud	s. River.	.....	6	—
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	oper.	r. by oth	er Co's.	.....	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.81	33,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	6.0	—	—	—	Warwick Valley	141,748	—	—	96.000	45,500	11,625	153,125	.....	oper. by	Erie R.	W. Co.	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,804	—	1,499,000	730,500	101,947	2,330,947	107.7	216,453	353,441	164,672	6	83
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	—	866,939	.....	77,294	.....	.....	.....	.....	.....	—	.....
31 Dec. '60	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	.....	314,091	102,765	—	15
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,675,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	.....
31 Mar. '62	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	.....	3,818,784	198.3	.....	646,205	829,714	7½	98
31 Dec. '60	30.0	—	.....	69.1	.....	.....	.....	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	—	—	—	25
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '60	135.4	5.8	.....	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,055,799	580,621	10	137½
31 Dec. '60	67.0	—	.....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,803	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369 849	238,003	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4 888,060	96.6	578,991	1,244,975	734,991	10	114
30 Nov. '58	101.0	102.5	.....	—	42	.....	.....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	40½
31 May '62	109.2	79.4	.....	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	66½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	389,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	oper.	r. w. Lit.	Miami.	177,371	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	.....	375,092	212,107	—	.....
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	.....	36.6	.....	62,025	3,565	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,066	16.0	40,064	64,000	33,000	—	.....
1 Nov. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	102,180	52,405	—	.....
-- -- '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	.....
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	883,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24.000	31,126	10.460	—	.....
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3 532,266	500 524	412,002	2,981,267	1,400,000	.....	4,960,780	138.0	814,908	1,336,991	632,114	8	115
31 Jan. '62	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	.....	434,290	99,554	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '61	153.9	52.0	.....	—	40	28	391	Sandusky, Dayton and Cinc.	3,988,278	605,900	219,854	2,697,090	2,613,384	140,906	5,523,135	205.9	452,635	450,245	58,589	—	.....
31 Dec. '60	116.0	9.0	.....	—	18	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	846,770	1,385,200	132,063	2,588,876	125.0	.....	185,934	34 167	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	*	—	196,000	150,000	3,500	346,500	oper.	r. by C.	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
31 Aug. '61	242.4	—	.....	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	895,502	1,012,236	400,559	—	33½
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	62,624	.....	45.0	61,634	94,342	45,161	—	.....
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	.....	211,201	164,554	10	58
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,072,000	305,000	—	3,350,000	34,000	59,359	3,472.746	146.0	289.137	219,548	22,490	—	4½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	.....	2,169,948	1,339,650	—	117
30 Nov. '59	36.3	—	2.5	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	.....	.....	.....	—	—
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,186,037	*	—	1,000,000	1,000,000	55,295	2,214,873	78.0	252 639	307,496	130,149	—	18½
30 Sep. '59	18.6	—	4.0	—	.....	.....	.....	Erie and Northeast	700,000	.....	.....	600,000	400,000	.....	1,000,000	oper.	r. b. Buf.	& S. L.	.....	10	.....
31 Aug. '60	36.9	18.6	21.9	—	.....	.....	.....	Harrisburg and Lancaster	1,882,555	.....	.....	1,087,100	661,000	.....	1,883,343	55.5	.....	436,237	153,334	6	58½
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	.....	.....	1,809,563	32.3	.....	32,411	7,267	—	.....
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	.....	84,017	3,413	—	.....
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,308	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	.....	116,200	67,600	—	.....
30 Nov. '60	45.7	—	22.3	20.2	15	6	.....	Lehigh Valley	3,787,533	*	—	1,966,350	1,500,000	.....	.....	45.7	183,500	679,906	342,039	6	63½
30 Nov. '59	28.0	5.0	13.5	.....	9	.....	.....	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	oper.	r. by C.	W. & E.	.....	—	21½
31 Dec. '60	20.0	—	4.0	—	.....	.....	.....	Lehigh Coal and Navigation	1,380,000	.....	4,455,000	2,479,950	3,413,871	303 927	9,803,932	.....	.....	753,318	670,227	6	66
31 Dec. '61	130.0	—	60.5	—	.....	2	3,026	Mine Hill and Schuylk. Haven	2,973,898	278,367	.....	3,218,600	.....	.....	3,248,600	130 0	293,892	619,043	335,671	11	48½
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	.....	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364 325	262,124	—	10½
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541,156	447.522	1,421,980	13,264,100	16,637,400	1,322,916	34,234,559	423.0	4,413,036	7,360.001	3,646,938	6	54½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....	20.0	.....	1,637	.....	—	.....
30 Sep. '59	17.0	7.0	.....	—	16	.....	.....	Phila., Germant'n & Norrist'n	1,422,977	228,655	—	1,208,500	374,800	104,720	1,742,322	24.0	.....	288,657	157,194	—	53½
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	—	25,276,48	151.4	1,795,927	2,905,838	1,412,905	—	88½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	150

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
1 Oct. '61	98.0	6 0	—	—	32	109	565	PENNSYLVANIA, (*Continued.*)													
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Phila., Wilmington and Balt.	7,021,713	744,425	142,840	5,600,000	2,475,500	140,998	8,742,000	200.5	439,780	1,516,985	675,484	6½	59½
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsburg and Connellsville	2,828,895	90,803	—	1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217	—	—
30 Sep. '59	31.0	—	—	11.0	—	—	—	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,4 3	10,264,995	1 847 325	18,999 881	467.5	2,434,641	3,031,787	1,299,721	—	52
30 Sep. '59	54.0	—	3.0	—	7	7	26	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	—	—	—	—	—	—	—	—
30 Sep. '60	9.2	15.3	14.9	—	—	—	—	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	—	1,355,700	54.0	—	—	—	—	—
31 Mar. '61	28.6	1.2	2.0	—	4	1	445	Schuylkill Valley	573,616	*	—	568,150	—	—	573,616	24.5	—	34,501	29,604	3½	—
31 Dec. '59	148.0	—	20.0	140.0	—	—	—	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	—	—	96,227	54,582	—	—
30 Sep. '61	29.6	—	2.1	—	4	3	70	Sunbury (Phila.) and Erie	6,393,712	107,252	—	4,506,920	4,389,070	861,271	10,1e9,869	148.0	—	114,126	61,848	—	16
30 Sep. '59	26.4	—	2.1	—	4	11	9	Tioga	718,918	77,999	—	367,300	396,600	65,726	—	29.6	68,543	101,499	64,270	6	47½
								Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	—	125,597	4,502	—	—
31 Jan. '60	50.0	—	2.0	—	12	17	103	RHODE ISLAND.													
30 Nov. '61	13.6	—	0.5	—	—	3	5	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,900	—	—	62.0	240,442	331,522	106,782	5	55
								Providence, Warren & Bristol	448,666	*	—	4 7,.17	8,500	—	—	13.6	—	26,454	6,914	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	—	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	—
31 Dec. '58	54.0	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	—
— —	40.5	—	—	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	—	49.3	—	—	—	—	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,540	2,919,554	164.5	—	341,190	125,871	—	—
31 Aug. '58	22.5	—	—	—	—	—	—	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	—	—	—	5	—
31 July '58	32.0	—	—	—	—	—	—	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	—	27,568	8,527	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	—	—	62	59	700	South Carolina	—	—	—	—	2,643,333	—	—	—	—	1,499,636	701,943	7	—
31 July '58	25.1	—	—	41.9	—	—	—	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,135	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859	—	—	—	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	873,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksav. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	—	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,389	—	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,965	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	30	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56.0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,560	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
— — '59	28.0	—	—	756.0	—	—	—	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	—
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	—	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045	119.6	349 440	334,368	113,318	—	—
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	—	—	—	62.0	142,839	150,318	30,288	—	—
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	—
31 Aug. '60	47.0	—	2.5	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	—	1,380,695	ope	r. by Vt.	Central	—	—	134
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	—	23.7	47,950	45,930	8,522	—	—
31 Aug. '60	84.0	10.5	—	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	—
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	—
30 Sep. '60	88.2	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,617,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	—
30 Sep. '59	59.2	21.3	—	—	14	17	151	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	90.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '58	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	—	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '58	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	—	55.0	—	—	—	—	—
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	756,476	329,580	—	—
31 Dec. '58	40.0	—	—	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	—	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,066	—	—	—
31 Dec. '61	191.9	42.5	28.5	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	—	1,108,354	436,039	—	34
— — '57	50.0	—	—	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	—	—	345,861	132,000	—	—	50.0	—	121,401	—	—	—
10 May, '61	104.0	—	—	38.8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,027	220,850	68,438	—	—
— — '58	10.0	—	—	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	—	—	—
								CANADA.													
31 July '61	161.0	—	—	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	—
— — '58	81.0	—	—	—	16	17	214	Montreal and Champlain	—	—	—	—	—	—	—	81.0	166,245	—	—	—	11
— — '58	37.0	11.0	—	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—	48.0	—	—	—	—	12
30 Sep. '58	324.0	137.0	—	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '58	229.0	128.0	—	—	87	126	1,685	Great Western	22,153,321	*	—	14,054,908	8,480,849	—	—	357.0	1,360,900	—	—	3	—
— — '58	24.0	—	—	—	2	2	5	London and Port Stanley	—	—	—	—	—	—	—	24.0	37,081	—	—	—	—
— — '58	95.0	1.0	—	—	17	20	237	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	254,530	—	—	—	—
— — '58	54.0	—	—	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—	54.0	89,222	—	—	—	—
— — '58	25.0	—	—	—	4	—	57	Welland	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.0	12 0	—	14	18	235	European & North American	4,548,564	*	—	4,637,852	—	—	4,637,852	108.0	—	130,678	36,432	—	—
1 July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,779,232	60.0	—	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	—	60.0	—	—	—	Nova Scotia	4,268,717	*	—	—	—	—	—	61.5	—	120,918	26,803	—	—
								NEW GRANADA.													
1 Dec. '60	48.7	—	—	—	—	—	—	Panama	8,000,000	*	620,804	5,000,000	2,400,000	—	9,603,530	48.7	—	1,589,859	1,110,652	12	155

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 19.

	Th 13.	F.14.	Sat 15.	M.17.	Tu.18	W 19
STATE STOCKS:—						
California 7s	113	----	----	113⅜	113½	114
Georgia 6s	----	----	----	----	----	----
Illinois War Loan	103	102	----	103	----	----
Indiana War Loan	----	----	----	----	95	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	69	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s, 1878	----	----	----	----	----	----
Minnesota 8s	----	----	----	105	----	----
Missouri 6s	52⅛	51	51⅛	52	51⅞	51⅛
Do. iss. to H.&St.J.R.	72	----	----	----	75⅛	76
New York 6s, 1873	----	----	----	----	----	----
North Carolina 6s	70⅜	70	70	75	----	----
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	----	----	----	----	----
Tennessee 6s, 1890	53⅛	53⅛	----	53⅞	----	54
Virginia 6s	65	----	63	----	----	64
RAILROAD SHARES:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. & Q.	85⅛	85	88⅛	89	87⅛	
Chicago & Rock Isl.	80	79⅞	80⅜	81	80⅛	79⅝
Clev., Col. and Cin.	136⅛	----	----	----	----	137⅛
Clev. and Pittsburg	39	39⅛	41	40⅜	40⅜	40⅛
Clev. and Toledo	67⅛	66⅜	67⅜	68	67⅛	68
Del., Lack. & West.	116	----	117	----	----	----
Galena and Chicago	82⅛	81⅝	82⅝	83⅜	82⅛	81⅛
Hudson River	75	74	75	75⅛	75	74
Illinois Centr. (scrip)	76⅛	76	76⅜	77⅛	77	76
Michigan Central	88	87⅞	88⅜	89⅛	88⅛	87⅜
M. S. and N. I.	40⅛	38⅛	39⅞	41	40⅛	39⅛
M. S. & N. I. guar'd.	83⅛	83	83⅛	84⅛	83⅛	82⅛
Mil. and P. du Chien	31⅛	31	33	33	34	34
M. & P. du C. 1st pref.	----	----	----	----	----	----
M. & P. du C. 2d pref.	----	79	----	----	----	78
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	104	102⅛	103⅜	103⅛	----	102⅛
Erie	60	60⅛	61⅞	63⅛	63	61⅛
Erie pref.	90⅛	88⅜	90	91⅛	90⅜	89⅛
" Ass. scrip	----	----	----	----	----	----
N. York & Harlem	19⅛	18⅜	19⅛	21⅛	21⅜	21
N. Y. & H. "pref."	47⅜	45⅛	47⅜	49	48⅛	----
Panama	----	----	155	----	----	----
Phila. and Reading	75	74⅜	75⅜	75⅛	75⅛	75
Pitts. Ft.W.&Chicago	49	49	50⅛	54	53⅛	52
Toledo & Wabash	33	32	----	----	33⅛	33⅛
" " Pref.	75	----	----	----	78	77⅛
RAILROAD BONDS:—						
Buff., N.Y. & Erie 1 M.	----	----	98⅛	----	98⅛	----
Ohio. & N. W. 1st M.	----	----	----	----	77	----
" " 2d M. 30	29⅛	30	30⅛	31	----	
" " S. F.	----	----	----	----	----	----
" " A. B. 57	57	----	57⅛	58	58	
" " I. B.	----	----	----	----	----	----
" "Ap. Ext'n.	----	----	----	----	----	----
" " G.B.Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	----	----	----
" 4 M.	70	----	----	----	----	----
Ol. & Tol. S. F. 7 p. c.	----	103	----	----	----	103⅛
Chi., Bur. & Q. 8 p. c.	----	----	----	----	----	116
Chi. & R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8p. '71-6.	----	----	----	----	----	----
" 2 M. 8p. c. '81	----	----	----	----	----	----
Gal. & Ch. 1 M. 7p. c. '63	----	----	----	----	----	----
" 2 M. 7p. c. '75	----	108	----	----	----	----
" 1 M. Ex. '82	----	110	----	----	----	----
Hann. & St. J. bonds	50	----	----	50	50	52
Huds. R. 1 M. 7p. c. '69	----	----	----	----	115	115
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7p. c. '75	101⅛	----	101⅛	----	----	----
" conv. bonds	----	----	96	----	96	----
Illinois Central bonds	104⅛	----	106⅛	107	108	107
La Grosse & Mil. L. G.	----	----	----	----	----	----
Mil. & P. du C. 1st M.	----	----	----	----	104	105
Mich. Cen. S F. 8 pc. '82	----	----	----	----	----	----
" conv. 8 p. c. '69	112⅛	----	----	----	112⅛	----
M. S. & N. I. 1 M. S. F.	----	----	104⅛	103⅛	103⅛	103
" " 2 M.	90	90	----	90⅛	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p. c. certif. '83	106	105⅛	----	----	103⅞	----
" 1 M. 7 p. c. '64	105⅛	----	----	----	106	----
" bonds 1876	112	----	----	112	----	----
N. Y. & E. 1 M. 7 p. c. '67	116	----	----	116	----	----
" 2 M. 7 p. c. '79	----	----	----	----	----	----
" 3 M. 7 p. c. '83	----	----	----	----	107	107
" 4 M. 7 p. c. '80	99⅛	99⅛	99⅞	100⅛	100⅜	101
" 5 M. 7 p. c. '88	----	----	99	----	101	----
N. Y. & H. 1 M. 7 p. c. '73	----	----	----	----	----	----
" 2 M. 7 p. c. '64	----	----	----	----	----	----
" 3 M. 7 p. c. '67	----	----	----	----	----	----
Pitts., Ft. W. & Ch. 1 M.	105	----	----	----	106	106⅛
" " " 2d M. 90	92	91⅛	----	92	93	
" " " 3d M. 68	69	----	70	71	71⅛	
St. L., Alt. & Chi., 1 M.	----	----	----	----	----	----
Alton & Terre H. 1 M.	97½	----	----	----	98	----
" " 2 M. pref. 78	76	77	77	77	78	77
" " Int. b'ds.	----	55	----	----	58	----
Toledo & Wab. 1 M.	97	----	----	----	----	----
" " 2 M.	80	80	----	81	----	
" " Int. b'ds.	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. & Hud. Canal	110	----	117	118	----	----
Penn'a Coal Co.	110	109⅜	----	112	114	115
Pacific Mail S.S. Co.	120⅛	118⅛	119⅛	122	122	121⅛

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 19.

	Th.13.	F.14	Sat.15.	M.17.	Tu.18.	W.19.
FEDERAL STOCKS:—						
U. S. 5s, 1871	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	91⅛	91⅛	91⅜	----	----
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	103⅜	103⅛	103⅛	103⅛	103⅛	----
U. S. 6s, 1881, cou.	103⅛	103⅜	103⅜	103⅜	104	104
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1861, " ½y.	----	----	101	100⅜	----	----
U. S. 6s, 1862, reg.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	101⅛	----
U. S. 6s, 1868, "	101⅛	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	98⅛	98⅛	98	98⅛	98⅛	98⅜
U. S. 6s, 5-20s, coupon	97⅛	----	----	----	100	100
Treasury 7 3-10 Notes	105	104	104⅛	104⅛	104	104⅛
U. S. Demand Notes	----	----	----	125⅜	----	124⅜
American Gold	----	----	131⅞	132⅛	131⅛	131⅛

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W. 19.
Boston and Lowell	105	----	----	105	105	
Boston and Maine	123	123⅛	123	----	----	123
Boston and Providence	----	----	----	----	128	----
Boston and Worcest.	130	130⅛	----	----	130	----
Connecticut River	----	106⅜	----	----	----	----
Eastern, Mass.	87	87⅛	86⅞	87⅞	88⅛	89
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	111	110⅞	----	----	----	----
Manchester & Lawr'ce	----	----	----	----	110	----
Michigan Central	88⅛	----	86⅞	----	----	----
Northern, N. H.	60⅛	----	62	61⅞	----	----
Old Colony and Fall R.	119	119⅛	----	----	----	----
Ph., Wil. & Baltimore	59½	59⅛	59⅞	59½	----	59⅛
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	134	----	----	----	----	----
Vermont & Mass.	16⅞	17	17⅛	17⅛	18	17⅞
Western	141⅛	141⅛	----	141⅛	----	142
Cambridge (Horse)	----	----	----	----	111½	111⅛
Metropolitan "	----	----	69⅛	----	70½	----
Middlesex "	99	100	100	100	99⅛	98
Central Copper Co.	25⅛	26	26	26⅛	----	27
Franklin Copper Co.	46	46	46	46	----	45⅛
Isle Royale "	18	17⅞	17⅞	18⅛	18⅛	17⅞
Hancock "	7	6⅞	6⅞	----	----	----
Mesnard "	14⅞	14⅞	14⅞	15⅛	15	14⅛
National "	----	28⅛	----	28	----	----
Minnesota "	67⅛	67	66⅛	----	67	67
Pewabic "	45	45⅛	45	45	----	----
Pittsburg "	----	----	64	64⅛	----	----
Quincy "	62⅛	62⅛	63	63⅛	64⅛	----
Rockland "	----	----	----	16⅛	16⅛	16⅛

Philadelphia Stock Exchange.

Actual Sales Prices for the week ending Nov. 18.

	W. 12	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.
Beaver Meadow	57⅛	----	57⅛	57⅛	57⅛	58
Cattawissa	----	----	4	4⅛	4⅛	4⅛
" preferred	15	----	14	14⅛	----	15
Camden & Amboy	152	152	152	152	----	----
" " 6s, '67	----	----	----	----	----	105
" " 6s, '70	----	----	----	----	----	105
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	32	----	32⅛	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	45
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	56⅛	56	----	----	----	----
" " 6s	----	----	----	----	----	----
" " scrip	----	----	----	30⅛	----	30
Lehigh Valley R. R.	----	----	----	63⅛	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	21⅛	----	21⅛	21⅜	----	----
" " 7s	----	----	----	----	----	----
Long Island	21⅞	----	----	----	----	----
" " 6s	100	----	----	----	----	----
Minehill	48⅛	48⅛	48⅛	48⅞	48⅛	48⅛
North Pennsylvania	----	----	----	10	----	10⅛
" " 6s. 85	----	----	----	85⅛	----	86
" " 10s	----	----	----	----	----	104⅛
Pennsylvania R. R.	55	----	54⅞	54⅛	----	54⅛
" 1st m.	113	----	----	----	----	----
" 2d m.	----	----	106⅛	----	----	106
Penn. State, 5s	96	96	96	96	98⅛	95⅛
" " 5s, coupon	----	----	----	----	----	----
" " 6s, "	----	----	----	----	----	105
Philadelphia City, 6s	103⅛	103⅛	103⅛	103⅛	----	103⅛
" " new	106⅛	----	106	106⅛	106⅛	106⅛
Philad., Germ. & Nor.	53⅛	53	53	----	----	53⅛
Phila. & Reading	37⅛	38	37⅛	37⅛	----	38⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie, 6s	103	----	103	----	102⅛	
Philad. & Sunbury, 7s	----	----	101	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	----	----	----	----	----	----
Green & Coates, "	----	37	----	37	37	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	75	----	----
Spruce & Pine, "	----	----	----	----	16⅛	16⅛
13th & 15th sts., "	----	----	----	----	----	----
West Philad., "	----	----	----	----	----	----
10th & 11th sts. "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sales Prices for the week ending Nov. 18.

	W.12.	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.
Baltimore City 6s, 1875	----	----	----	----	----	105⅛
" " 1886	104⅜	----	105	----	----	----
" " 1870	104	----	----	----	----	----
" " 1890	105⅛	100	----	105⅛	106	106
Balt. and Ohio	77	77	76⅛	----	----	75
" " b'ds, '62	----	----	----	----	75⅛	----
" " " '75	100⅛	----	----	----	----	----
" " " '80	98⅛	----	----	----	----	----
" " " '85	----	----	96⅛	----	----	----
Northern Central	----	----	----	----	34	35
" " b'ds, '85	----	----	----	99	----	98
" " " '95	----	----	----	----	----	----
Washington Branch	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 4th November:

Maryland 6s	70	to	72
United States 6s, 1874	63	"	65
Virginia State 6s	47	"	48
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	70⅛	"	71⅛
Erie shares, $100 (all paid)	39	"	40
Do., 7s, preference	59⅛	"	60⅛
Do., assessment scrip	1⅛	"	2
Do., 7s, 1st mort., 1867	82	"	85
Do., 7s, 2d mort., 1859	75	"	85
Do., 7s, 3d mort., 1883	73	"	75
Do., 7s, 4th mort. x. c.	68	"	72
Do., 7s, 5th mort.	68	"	72
Illinois Central 6s, 1875	72	"	76
Illinois Central 7s, 1875 x. c.	75	"	77
Do. do. $100 shares, $90 paid, dis.	44⅛	"	43⅛
Do. do. $100 shares, all paid	52	"	53
Michigan Central 8s, Convertible, 1869	75	"	80
Do. do. S. F. 1st mort., do., '62. x. c.	75	"	80
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	20	"	25
New York Central 6s, S. F., 1883	73	"	77
Do. do. 7s, 1864	70	"	75
Do. do. 7s, S. F., 1876	75	"	80
Do. do. 7s, Convertible, 1876	75	"	80
Do. do. $100 shares	68	"	72
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	78	"	82
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	36	"	38
Philadelphia and Reading, $50 shares	22	"	28

American Railroad Journal.

Saturday, November 22, 1862.

Stock and Money Market.

The great event of the past week has been the taking of the loan recently called for by the Secretary of the Treasury, commonly known as the 7.30s, of which he had remaining undisposed $13,500,000. On Monday last bids were sent in to the amount of thirty millions or very nearly, and the fortunate parties were those who offered above 3.05 per cent, and they were more than 170 in number varying in their offers from $250, to upwards of four millions of dollars. The result was gratifying in the extreme, since it shows the confidence of the people and the capitalists as a body, in the wealth, resources, and stability of the Government. One of the surest pledges which men can give of their determination to support it, is the investment of their money in its securities. There seems to be a prevailing opinion that a new loan will be offered to the public, in consequence of the large amounts of money seeking investment, and the popularity of the loans themselves. Mr. Chase who is sincerely anxious to do his duty, and has been particularly advised and pressed by the hard-money financiers of New York to trust to loans entirely and not to demand notes, will probably follow their advice and come again into the market, and make his hay while the sun shines.

The preliminary step of the Secretary to borrow in Wall street in advance of the actual sale of the 7.30s has been criticised pretty severely. It occasioned a temporary rise in the interest of money,

(which the lenders did not object to,) and the calling in of loans payable on demand, which no doubt seriously affected a large class of weak operators, men who have margins but no bottom. No doubt the suddenness of the measure toppled over many houses of cards as has been alledged, and caused a considerable "scramble" in the neighborhood of Wall street, but we are of the opinion that the result was neither caused by *caprice* nor *vanity*, and no injury resulted to the public nor the best interests of the Government, as has been asserted.

In the first place, Mr. Chase was justified in making his preliminary loan at short notice, and to use the proceeds at once in order to save interest, as any other borrower would do under similar circumstances. In the next place the only parties who could be possibly injured by the suddenness of his movements, were those who were borrowers on call, and knowingly when they so borrow are aware of the risk they run by being called at any moment to pay up. It is a part of their contract made with their eyes wide open, and they have not a word to say. The U. S. Treasury can not wait till these borrowers secure their profits on their from-day-to-day speculations before it comes into market for the Government wants. This would be a pretty operation indeed. Reduced to plain English it would perhaps read something like this. "All those gentlemen who are now speculating in gold, stocks of the Rebel States, exchange, &c., are requested to get ready and pay up their loans on call so that they may lose nothing by their operations, and get out whole before the Government asks for money enough to pay off the troops now on their way to Richmond."

The parties who are said to have had the scramble to pay up their call loans, are the last persons who have the right to complain. They voluntarily take risks precisely such as occurred, their system of operations is financially unsound and injurious, they are the badgers of the market, the birds of ill omen who rise on bad rumors, and fall with success, who would rather trade in rebeldom than not trade at all, and who keep up by secret combinations the prices of Southern stocks, the proceeds of which very possibly go to Southern proprietors, and help to sustain this scandalous resistance to the Union. If the movement of Mr. Chase, necesssary, well-timed and triumphant, disturbed these gentlemen, we have no tears to shed over their troubles. No *bona fide* capitalists or patriotic banks had any scramble on their part; they offered three times as much money as the Secretary required, and now Mr. Cisco the Treasurer, to save any shifting of the money more than is necessary in the transaction, accepts checks on the banks in payment, where the preliminary loan was effected, and wipes out the Government indebtedness at a stroke of the pen, and without the least disturbance.

It is said that the Secretary of the Treasury might have issued his own Treasury notes of which he has power still to issue fifty millions, but he evidently desires not to put more paper on the country, than its business and wants will justify, and if he could, he would probably reduce rather than increase it. It is just this increase of paper money which gives Wall street its greatest power of speculation, and if thirteen millions of a new issue had been suddenly thrown on the public within fifteen days, these borrowers would have had a larger margin still, and gone in for more loans at call, in the hope they would never be disturbed. The Treasury notes are very properly held in reserve for an emergency, to be used when nothing else is to be had.

Mr. Chase is in constant communication with our most eminent bank managers, and solicits their advice. Those who have a deep-seated fear of the consequences of paper money, and certainly are sustained in their opinions by the weightiest authority as well as much experience, tell him, that he must borrow on long loans at the market price, and issue no more new demand notes, but use what currency he gets in, or receives for his loans. In this way by the course of events, we shall be able to return to specie payments in a year or two, and without any violent derangement of business. If not, then the country banks will go on enlarging their circulation, substituting their own notes for the legal tenders.

It is not for us to solve these difficulties. Whenever there is a crisis in money matters, speculation and philosophy start off together in search of truth but never find it. It will be our fortune no doubt, to get out of our difficulty with as little forethought as we got into it.

But let us inquire what is the real advantage of loans over Treasury notes, redeemable, or irredeemable for the present at least. If the Government goes into the market, and is to have no money but what it borrows on its bonds payable at a distant period, it is evident that its credit and its resources are entirely for the time, in the power of the few capitalists who have the money to lend, and who if their character is unchanged since 1812–'15 would probably give the Government sixty cents on the dollar for its securities. When these securities come to be paid by taxation in full, then the forty per cent. which the Government never received has to be paid by the people, and must come first and last out of their pockets. Capital comes out with its profits nearly doubled by the operation, and labor with a loss to an equal extent. Now it seems to us that any other mode of raising money is preferable to this. But above all, and before all, is the fact that a great war cannot be carried on with gold and silver only. It is utterly impossible. The very money which the Government would have to take in payment of its bonds would be paper, bank paper, of which the last war gave us an idea. The banks would be as unable to furnish gold and silver as the Government now is. Since then we must have paper, let us have that in which every man feels and has an interest, and to the payment of which at some time or other, he, his heirs, executors, and administrators are pledged forever. If a country has no resources, its banks can have none. In our revolution we had neither commerce nor taxation. In that of France there was the same return of *de bonis non*, from the collectors of the revenue, but we have a most active, profitable, and wide spread interchange of commodities, a soil of never-failing richness, an abundance of products that use up all the resources of transportation, and an average property to each individual which almost defies adversity.

Our manufacturing and agricultural products have increased in value in 20 years, from nine hundred millions, to three thousand six hundred millions, and our railway property is now valued at one thousand two hundred millions more. Any Government bill then has this security behind it, and no bank bill ever devised could find any such recourse against insolvency. Indeed all the circulation the banks now issue in most of the free States is based on this very credit of the Government, and is pledged by them for the redemption of their own issues. It is idle then to say that bank bills afford a better circulation and security than Treasury notes.

And now as regards the effect of an excessive circulation of paper. Is it not better when it is the necessity of war, that all classes should participate in its use, even at a theoretical and practical loss, than that it should be scarce or doled out to the Government by close-fisted and exacting capitalists. What is the difference with the most rigid construction we can give it, whether the tax payer has to pay back $1 to the Government creditor for sixty cents loaned it, or to pass from hand to hand a paper dollar at 31 cents discount in gold, except that it is an actual saving of 9 per cent. after all.

Even a paper currency adjusts itself to circumstances. If it gets too plentiful, prices go up, we admit that, but the ratio keeps about the same, there is an equality after all, and "nobody is hurt." This is the lesson of experience and the dictum of even the Bullionists. The real danger of an excessive paper currency is the tendency to excessive and foolish speculation. This is the evil in this money box of Pandora. But at present it is contended that the circulation of Government paper has not yet reached the point of saturation, and that the country can fairly sustain a much larger issue. If money is so much in excess, we should like to know why interest rose to seven per cent., last week, at the withdrawal from Wall st. of thirteen millions, only a tithe of the deposits there: why ten per cent. was paid the brokers for postage stamps, and eight per cent. for nickel cents, and why, too, on real estate security, money still rules at 7 per cent., and it is not very easy to get at that rate on the very best kind of property. We leave these questions to be answered by those who are able to do so.

We confess we are not.

It happens curiously that at this very moment of doubt and of controversy, there has appeared from the press a very remarkable pamphlet from the pen of Alexander B. Johnson, Esq., of Utica, on the subject of "the advanced value of gold, suspended specie payments, legal tender notes, taxation and National debt investigated impartially."

Mr. Johnson is well-known to have been a leading banker all his life, a gentleman of great intellectual ability, and a well-known writer on Finance.

At the close of a successful career he has come to many striking conclusions, and while we are not prepared to adopt without further reflection all his propositions, we must admit that most of them are absolutely incontrovertible. At this moment they are of peculiar importance, and we close this article with some extracts of the greatest appositeness, which are argued in *extenso* with much force, in the remaining part of his pamphlet:

ANALYTICAL SUMMARY OF A PORTION OF THE CONTENTS.

I. Government Loans increase a nation's capital to the amount of the loans.

II. The annual productiveness of the new capital over the annual taxes it occasions, determines the pecuniary benefit of the increase.

III. The interest paid customarily, in any locality, for the use of borrowed capital is governed by the customary productiveness of capital in the given locality; but must always be less than the productiveness; and as government can usually borrow at a less rate of interest than private persons, government loans constitute a more lucrative increase of a nation's capital than any increase by private borrowers.

IV. The interest paid for borrowed capital is borne only directly by the borrower, but indirectly by the public; and the benefit from the employment of borrowed capital is not limited to the borrower, but is shared by all persons connected, directly or indirectly, with the operations, proximate and remote, to which the borrowed capital is applied. The industrial pursuits of a country are usually limited by only the capital, natural and borrowed, possessed by the country.

V. Taxes are, on the contrary, impoverishing to a people to the extent that the taxes are imposed to defray the expenses of a war, or to provide a sinking fund for extinguishment of a national debt. Taxes, to the extent that they are necessary to pay interest on a national debt, are a necessary evil.

VI. The repudiation of a national debt, instead of pecuniarily benefiting a country, impoverishes it to the extent of the magnitude of the repudiated capital. The repudiation would injure every member of the community to the extent that the benefit from the debt derived to him annually in all his operations, direct and indirect, would exceed the amount he would save annually in taxation. No fallacy is more prevalent and false than that the larger a national debt, the greater is the motive for its repudiation. The converse of such an opinion is the truth. The public debt of Great Britain, the largest the world ever knew, constitutes the most instructive practical lesson of history, but one which mankind seem persistently determined to ignore, by fallaciously assimilating a national debt to the debt of a private individual, and thus disregarding the distinction between man who soon, by disease, age or wealth, abandonds the employment of capital, and a nation perennially young and vigorously employing all attainable capital.

VII. Why war, disbursements, when liquidated by the creation of a public debt, should increase a nation's capital is not obvious, but many persons who are drones in peace, become in war active producers of capital; even the destructiveness of war stimulates men to produce, in any given time, more capital than they produce during a like time in periods of peace. The conflagration of Moscow aroused a creative activity throughout Russia, that soon compensated for the destroyed capital, and has been in beneficial operation ever since. Men of invariable income, and men of no enterprise, who abstract themselves from all surrounding activities, are usually the only classes to whom a national debt is, by the taxes it creates, an unremunerative evil.

VIII. Legal tender notes being compulsorily receivable, as gold and silver, in payment of all debts, present and future, no limit can be assigned to the quantity of such notes for which an ultimate use equivalent to gold and silver will not constantly exist; the aggregate of the use being at all times greater probably in amount than the aggregate of the existing notes. The French revolutionary assignats, and our own revolutionary continental money became worthless by reason only of the uncommercial character of the people and the consequent non existence among them of a sufficient volume of indebtedness to serve as an adequate basis of the paper.

IX. The par value of legal tender notes is secured by the above principles irrespective of any promised ultimate payment of them by government; still gold and silver are become more valuable than the notes, because the notes, available for a specie use on any given day, exceed in quantity the amount required for the given daily use. To make any paper money equal in value to gold, the paper must possess a present use that it and gold can alone supply. The depreciation of legal tender notes, as compared with gold, is shared equally by bank notes, and with all present liquidatible bonds, mortgages, and other securities, and is therefore not invidiously peculiar to the legal tender notes; and the said equality of all kinds of paper money must continue as long as the notes remain a legal tender.

X. The belief is fallacious that the present possessor of paper money, legal tender notes included, is injured to the extent that the paper is less in present value than gold. Banks are almost the sole possessors of the gold of the country, and by their suspension of specie payments, they suddenly exclude the gold from all the accustomed uses therefor, and thus by a species of monopoly, produce an artificial scarcity of gold, and a consequent rise in its market value. Should all the wholesale holders of tea, coffee or sugar suspend, suddenly, the sale thereof, no person would be surprised at a sudden rise in the price of those articles. For these reasons, an advance in specie has always followed immediately every suspension of specie payments, and it would follow, were the suspension limited by agreement to a single week. The Dutch once had a monopoly of the country that produced nutmegs, and they are accused of having occasionally destroyed a portion of the annual crop, to enhance the price of the remainder; but banks improve on this scheme by only withholding the supply of gold, instead of destroying any part of it.

XI. The equivalence in value between paper and specie is, at all times only artificial. The equivalence is produced by limiting the creation of paper money to an amount that the specie which is procurable can liquidate. Independently of this artificial equivalence, paper money and specie are severally subject, in their relative value, to the common commercial principle of supply and demand; paper money being more valuable than gold when the supply of paper money is more deficient in quantity to the demand therefor, than the supply of gold; and so, vice versa, we may say of gold.

XII. When paper and gold are of an equal value to each other, money is not at all times of an invariable value,—indeed few commodities are more fluctuating in value than money. Gold and paper together obey the laws of supply and demand, as certainly gold and paper separately; and accordingly nothing is more common than to say, money is cheap or money is dear.

XIII. The measure of the cheapness of money is the advance in price of other commodities; and the measure of the dearness of money is the decline in price of other commodities.

XIV. The cheapness of money is consequent to its existence in temporary excess of the present uses therefor; and the dearness of money proceeds from an opposite condition. The permanent excess in quantity of money or any other object of value is unattainable, men ultimately conforming their operations therewith to the attainable quantity. The like may be said conversely of any permanent deficiency of any article. The disturbances in the price of any article are the natural means by which an equilibrium is produced between supply and demand.

XV. Legal tender notes are, in their effect, a forced loan without interest; but taxes are a forced gift, coupled with an injury in addition when the taxes are to diminish a national debt.

XVI. A sinking fund operates as a continuously increasing bonus to the owners of government stocks, at the expense of all other classes of persons; hence the owners of public stocks are the greatest advocates of a sinking fund, and the worst advisers thereon a government can consult.

XVII. A sinking fund created by taxation, injures every tax payer to not only the extent of his tax, but indirectly by the diminution of the national capital. A sinking fund differs in its economical effect from repudiation, by only cancelling a national debt at the expense of all tax payers, instead of cancelling it at the expense of fund holders alone.

XVIII. Whatever diminishes the uses of gold over paper money, legal tender notes, included, enhances the relative value of gold over paper money, and vice versa; hence paper money is not unfrequently more than equal in value to gold.

XIX. The policy and expediency considered of several proposed measures to lessen the existing difference in value between gold and legal tender notes: as for instance, the policy of restraining banks from issuing bank notes and of hoarding gold when the banks suspend payments, and the policy of allowing the exportation of specie.

XX. The policy and expediency considered of some existing measures; as for instance, the discrimination by government in favor of gold and against legal tender notes, in payment of import duties, and in payment of interest on the public debt; the first discrimination is a necessary consequence of the second, and is just what fund holders would have dictated had they possessed the ordering thereof; but just what the rest of community would have deprecated; every percentage of increase in the value of gold becoming a ratable increase in the tariff of duties at the expense of all consumers, and a ratable increase in the interest of the public debt, at the expense of all tax payers.

XXI. The payment of interest by the government on deposits of gold, increases the uses of gold and necessarily enhances its value. The measure is another legitimate consequence of the bonus given to fund holders in paying them their interest in gold; government having to procure gold by purchase or other enhancing expedients.

The following quotations are in addition to those given elsewhere in our columns, and comprise most of the sales effected during the past week throughout the country:

New York.—N. Y. State 6s, 1872, 121⅛; Ohio 6s, 1870, 108½; do., 1881, 113; Detroit, Monroe and Toledo 1st mort., 98; Illinois coupon bonds, 1862, 102½; Norwich and Worcester, 72 and 75; Stonington, 105; Indianapolis and Cincinnati R. R., 50; Cumberland Coal pref., 11 and 12⅝; Canton Co., 18¼; Nicaragua Transit, 5. By auction: Lake Ontario, Auburn and New York R. R., 5; Norwich and Worcester 7 per cent bonds, 1874, interest 1st June and Dec., 103⅛ flat. The quotations on Wednesday were: Erie 2d mort., 1879, 112; Harlem 1st mort., 109⅓; do., 2d mort., 102; do., 3d mort., 90; Lack., and Western 1st mort., 112; do., 2d mort., 108½; Galena and Chicago 1st mort., 108; Chicago and Rock Island 1st mort., 110; Toledo and Wabash Interest bonds, 84; Clev. and Pitts., 1st mort., 101½; do., 2d mort., 100; do., 3d mort., 90; Chicago and North Western S. F., 102; do., Interest bonds, 89; Green Bay Extension, 86; Appleton do., 86 and 90; U. S. 6s, 1862, 103 and 105; do., 5s, 1865, 95; Oregon War Loan, 100.

Boston.—Ogdensburg 1st mort., 89¼; do., 2d mort., 5; Worcester and Nashua, 65; Concord and Portsmouth, guaranteed, 116; Concord, 60¼; Cheshire, 18¾; do., 6s, 1877, 100; Eastern R. R. 6s, 1874, 110; Chicago 6s, 98; Vermont Central 2d mort., 1¼; Connecticut and Passumpsic 6s, 101¼; Vermont 6s, 1871, 111; Bath, Me., 6s, 1891, 106; Somerville (horse,) 28; Malden and Melrose, 7; Huron (Copper Co.,) 9⅝; Pontiac, 7¼; Columbian, 3; Petherick, 2⅝; Toltec, 3½; Superior, 4½; Acton, 6¾; North Cliff, 1⅛; South Side, 1¾; Albany and Boston 10;

American Gold, 131½; Demand Notes, 125½; U. S. 5 20s, 100; Certificates of Indebtedness, 98¾.

Philadelphia.—Reading 6s, 1848-'80, 109 and 110; Schuylkill Nav., 4⅞; do., pref., 14½; do., 6s, 1862, 69½; do., 6s, 1882, 99½; Susq. Canal, 4⅞; Morris Canal, 54; do., pref., 125½; Chesapeake and Del., 6s, 93½; Camden and Atlantic pref., 12; Philadelphia and Trenton, 150; Cleveland and Mahoning 2d mort., 92¼; Pittsburg 6s, Municipal, 81; North Penn., mort., scrip, 78¼; Ridge Av., (horse,) 19¾; do., 7s, 33; 2d and 3d streets 2d mort., 108; 17th and 19th streets, 10½; 5th and 6th streets, 52.

Baltimore.—Maryland 6s, coupon, 112; do., 6s, 1870, 109; do., inscribed, 112; N. W. Va., 1st mort., 101; City Passenger R. R., 15, Md. Copper Co., .95; Springfield Mining Co., 3; Gold, 132½.

Union of Railway Lines in Canada West.

No one who has looked at the Railway system of Canada West, either in the Guide books, or with his own eyes on the spot, can have avoided noticing their entire dependence for success on the products of the North Western American States. For these the various routes having their termini on the Lakes or St. Lawrence are eagerly contending. We notice in the *London Railway Times* of October 26th, a very important proposition, one so interesting to our own Railways the Erie and the Central, that we think it worthy of notice. The article alluded to contains the following statements;

"There are two important American Railway Companies that can advantageously pass traffic through Canada, the New York Central and Erie. The former line and over the Great Western of Canada such a portion of traffic as suits their own convenience; the latter (the Erie) is practically denied the use of the Canadian route in consequence of the want of a good understanding between the Great Western and the Lake Huron. For the Erie traffic can only obtain access to the Great Western by running 70 miles over the Lake Huron. It is quite possible, indeed very probable, that if the Erie traffic were encouraged through Canada, the revenue of the Lake Huron would be immediately doubled, and that of the Great Western increased at least 25 per cent. The revenue of the Erie is now about £30,000 per week. Even the crumbs of such a traffic as this, which if proper facilities were given, might pass through Canada, would go far to ensure permanent prosperity to the Great Western and Lake Huron. In speaking of proper facilities we would just allude to the contemplated bridge at Buffalo, which if built, would connect the Erie and Lake Huron and consequently the Erie and Great Western of Canada through the Lake Huron. A bill has been passed authorising the City of Buffalo to guarantee six per cent interest for fourteen years on the cost of a bridge not exceeding £200,000. The town Council have agreed to give this guarantee to any bridge company that may be formed. A wealthy American Company are willing to contract for the erection of the bridge for a much less sum than £200,000.

What should hinder the immediate formation of a bridge company having the Erie President, Mr. Marsh as Chairman, the Great Western and Lake Huron Presidents as Vice Chairmen, and a few Directors from each of the three companies on the bridge board? In these times of cheap money both here and in America there should be no difficulty in raising the capital. These three companies should guarantee the 6 per cent interest in perpetuity, accepting the City guarantee for fourteen years. The guarantee would in all probability only be a matter of precaution, as the bridge tolls may be expected to exceed 6 per cent. The Lake Huron's steam ferry costs about £5,000 per annum. They would be glad to pay this rent for the more convenient access to the City (of Buffalo) afforded by a bridge. From Buffalo over this bridge to Detroit the distance would be about 230 miles, 160 on the Great Western and 70 on the Lake Huron, so the advantage of all this traffic going to Detroit by this route, would be double to the Great Western, as compared with the Lake Huron. In other words, out of every £100 taken, over £60 would belong to the Western. If the shareholders of the different companies understood these questions, there is little doubt some arrangement mutually advantageous might be made.

All American Railway traffic entering into and departing from Canada West, must enter and depart either at Goderich, Buffalo, Windsor, (Detroit) Sarnia or Niagara. Of these five ports the Great Western holds three; one (Sarnia) jointly with the Grand Trunk, the other two (Goderich and Buffalo,) belonging to the Lake Huron. Now a union of the Great Western and Lake Huron interests, would throw all these five ports, or gates by which Canada West is to be entered, into the hands of one company, Sarnia only being held jointly with the Grand Trunk. It would be of no consequence which way traffic bound for Buffalo entered Canada—whether as Goderich, Sarnia or Detroit, it must pass over the United railways. Then again as to the working expenses. Under one system there would be a considerable saving, probably equal to the entire working expenses o the Lake Huron at the present time. In estimating the probable results of a union between these two properties, we will assume the Great Western revenue now, at £8,000 per week; the Lake Huron at £2,000=£10,000. By admitting the Erie traffic over these lines, we believe the Lake Huron would be doubled, and the Western increased 50 per cent, but if the Western were only increased 25 per cent or £2,000 per week and the Lake Huron doubled we should have £14,000 instead of £10,000. Every week that these companies are estranged is considered equal to a loss of £4,000 per week."

The writer then proposes a method of bringing about the union, such as securing to the Lake Huron a net revenue of £100,000 per annum, or an incorporation of the two companies, giving one Great Western Share for two Lake Hurons.

The High Price of Coal.

The price of coal at the present time, on inquiry, will be found to be about 50 per cent. higher now than it was this time last year, and yet a much larger quantity has been brought to the city, over some of the roads, than up to this time last year. The reason given is that miners are scarce, which cannot be the case, when we take into consideration the above fact. 51,825 tons and 19 hundredweight were brought over one road last week, and previous to this 1,996,638 tons 13 hundredweight. During the same period last year, the business foots up to 1,458,774 tons and 9 hundredweight. Excess in favor of the present season, 589,684 tons and 3 hundredweight. The whole amount brought by the Schuykill Navigation during this year is 832,854 08, which shows a falling off, as compared with the amount last year, of 155,478 tons 11 hundredweight. The incease of the whole year amounts to 434,205 tons. Some of the retailers of coal have informed their customers that the high rates now asked is because mines are so scarce that the supply to the city is necessarily limited. The above statistics exhibit quiet a different state of things.—*Phila. News.*

☞ Mr. GEORGE R. PENDLETON, formerly with Mr. George R. Rainsford, of Exchange Place, has now opened an office at No. 39 William st., for the transaction of business in the buying and selling of stocks and bonds at the regular board.

Buffalo, New York and Erie Railroad.

The earnings of the Buffalo, New York and Erie Railroad Company for the year ending September 30, 1862, are as follows..... $822,637 52
Earnings same period 1860-'61..... 593,844 62

Increase..... $228,792 90

Progress of the Railway System.

It has been calculated that the railroads already constructed extend over a surface of 69,072 English miles in length, and have cost $5 571,631,078, or $80,663 per mile. These different lines are thus divided in various parts of the globe—viz. France 6,147 miles; Great Britain and her colonies 14,277 miles, of which 7,583 miles are in England and Wales, 1,486 miles in Scotland, and 1,364 miles in Ireland; the remainder are in India 1,408 miles, in Canada 1,826 miles, New Brunswick 175 miles, Nova Scotia 99 miles, Victoria 183 miles, New South Wales 125 miles, and the Cape of Good Hope 28 miles. Prussia has 6,151 miles of railway; Austria 3,165 miles; the other German States 3,288 miles; Spain 1,450 miles; Italy 1,400 miles; Russia 1,370 miles; Denmark 262 miles; Norway 63 miles; Sweden 288 miles; Belgium 955 miles; Holland 312 miles; Switzerland 600 miles; Portugal 80 miles; Turkey 80 miles; Egypt 204 miles; the Federal States of America 22,321 miles; the Confederate States 8,784 miles; Mexico 20 miles; Cuba 500 miles; New Granada 50 miles; the Brazils 111 miles; Paraguay 8 miles; Chili 194 miles; and Peru 50 miles.

Pacific Mail Steamship Company.

The financial condition of this company November 1, 1862, was as follows:

ASSETS.

Cash on hand, Loans and Investments		$1,907,562 89
Sxty-four thousand six hundred and eighty-eight tons of coal on hand, in transitu and contracted for, on which there has been paid		414,889 40
Nine steamers, valued at	$1,033,961 34	
Payments made on two steamers, building..	317,961 63	
		1,351,922 97
Store-Ships, Iron Boats and Scows..		67,117 00
Real Estate		186,500 00
Machinery at Benicia		50,000 00
Outfits and Supplies in the hands of agents and in transitu		197,170 57
Stock in North Atlantic Steamship Company (4-9 steamers, Atlantic and Baltic		155,555 55
Iron Lighter No. 1 (building)		1,000 00
Balance due from agents and pursers.		28,720 36
Total		$4,360,429 74

LIABILITIES.

Capital Stock	$4,000,000 00
Sundry unsettled accounts	5,344 00
Profit and loss, net earnings for the quarter ending Nov. 1, 1862	355,085 74
Total	$4,360,429 74

Exploration of the New Overland Mail Route.

Quite an important report has been made by Capt. John A. Thompson, of the Fourth Regular Cavalry, at Denver City, concerning the new route of the Overland Mail Company, and the spot chosen by him to erect a fort for the purpose of protecting travel against Indian depredations.

The site selected is on Elk Creek, on the northern side of Medicine Bow Mountain. It is equidistant from Denver and Fort Laramie, and at the passes in the mountains where all Indians have to go in crossing from North to South, and only 180 miles distant from each of the former places. The advantages of the position, as set forth by the Captain, are very numerous.

Grain Trade of Buffalo.

The eastern movement of Flour and Grain from the lake regions to and through Buffalo from the opening of navigation in the years 1859, 1860, and 1861, and from Jan. 1 to Nov. 1 in 1862 is shown by the following comparative imports by lake and exports by canal, viz:

IMPORTS FROM THE WEST INTO BUFFALO.

	Flour bbls.	Grain bush.	Grain, flour included, bu.
1862	2,300,036	51,423,874	62,924,054
1861	1,772,860	63,104,842	51,969,142
1860	953,720	25,069,032	30,837,632
1859	1,172,538	10,854,701	16,717,391
1858	1,349,083	18,603,033	25,438,448

EXPORTS BY CANAL.

	1861.	1862.
Flour bbls.	233,584	326,625
Wheat, bush.	18,794,540	23,221,948
Corn, bush	16,167,061	18,787,438
Oats, bush	1,598,486	1,950,119
Barley, bush	129,249	158,682
Rye, bush.	245,768	694,982
Total grain	36,935,104	44,813,169

The following will show the revenue collected from tolls at Buffalo from the opening of navigation to Nov. 1, 1860, as compared with the revenue for the corresponding period in 1861, viz;

Tolls, 1862	$2,665,623 23
Tolls, 1861	1,776,201 85
Increase	$889,421 38

New Cape May Railroad.

The railroad to Cape May will be in operation by the 1st of June next, and already such progress has been made as to assure parties of the safety of making arrangements for spending the whole summer at this favorite watering place. The work, too, has been done quietly.

The Camden and Amboy Railroad Company, who own the West Jersey Railroad to Bridgeton, contributed one hundred thousand dollars, and the Millville and Glassboro Railroad Company contributed another one hundred thousand dollars. The interest of these roads lies in the fact that their routes are now in successful operation to half the distance forty miles. The remaining forty miles is to be done with the subscriptions named above, and the additional subscriptions already made by the inhabitants of Cape May county and other parties interested in securing the construction of the road. The present scarcity of labor does not hinder the enterprise, for a sufficiency of hands can be procured on the line of the road. Already much has been done, and the work is progressing on ten different sections at the same moment. Much of the line of the road lies through fine white oak timber, affording an ample supply of ties, and on either side of the route, both along the sea side and bay side of the State, for thirty miles from Cape May, it is an almost continuous village, or made up of small and highly cultivated farms. The building of the road is under the direction of George B. Roberts, Esq.

Railroad Earnings--Monthly.

The earnings of the St. Louis, Alton and Terre Haute Railroad for Oct., 1862, were $118,887 26
Do., 1861 74,139 82
Increase $44,747 44

The earnings of the Erie Railway for Oct., 1862, were $910,985 22
Do., 1861 719,354 03
Increase $191,631 19

The receipts of the Norwich and Worcester Railroad for October, 1862, were $40,086 62
Do., 1861 35,493 70
Increase $4,592 92

The earnings of the Rome, Watertown and Ogdensburg R. R. in Oct., 1862, were $190,275 57
Do., 1861 149,432 83
Increase $40,842 74

The receipts of the Housatonic Railway Company for October, 1862, were $29,721 36
Do., 1861 23,835 60
Increase $5,885 76
Total to Oct. 31, 1862 $218,631 67
Total for same period, 1861 180,375 20
Increase $38,256 47

The approximate earnings of the Pittsburg, Fort Wayne and Chicago Railway during the month of October, compared with the same period last year, were as follows:

	1862.	1861.
Freights	$245,775 84	$206,261 27
Passengers	137,093 24	124,867 60
Express	2,659 14	2,905 25
Mails	7,825 00	7,825 00
Rent of railway	7,083 34	7,022 79
Miscellaneous	812 50	3,189 52
Total	$401,249 06	$352,071 43
Earnings, Jan'y 1, to September 30.	2,608,696 66	2,074,968 22
Total to Oct. 31	$3,009,945 72	$2,427,039 65

Increase for October, $49,177 63, or 14 per cent.; increase to Oct. 31, $582,906 07, or 24 per cent.

Railroad Earnings--Weekly.

The traffic of the Great Western Railway of Canada for the week ending Nov. 7th, 1862, was as follows:

Passengers	$23,731 35
Freight and live stock	38,030 27
Mails and sundries	1,649 88
	$63,411 50
Corresponding week of last year	55,386 80
Increase	$8,024 70

The earnings of the Milwaukee and Prairie du Chien Railroad for the 1st week in November, 1862, were $35,332 85
Do., 1861 35,187 20
Increase $145 56

The earnings of the St. Louis, Alton and Terre Haute Railroad for the 1st week in November, 1862, were $28,856 35
Do., 1861 16,167 11
Increase $12,689 24

The receipts of the Grand Trunk Railway of Canada for the week ending November 1, 1862, were:

Passengers	$20,364 57
Mails and sundries	5,466 10
Freight and live stock	70,385 89
Total	$96,216 56
Corresponding week of last year	102,294 09
Decrease	$6,077 53

The Chicago and Northwestern Railroad earned in the 1st week of November, 1862 $29,368 55
Corresponding period, 1861 19,089 86
Increase. $10,278 69

The Michigan Central Railroad earned in the 1st week of November, 1862 $72,677 59
Do., 1861 54,910 12
Increase $17,767 47

The Toledo and Wabash Railroad earned the 1st week of November, 1862 $37,691 67
Do., 1861 30,845 08
Increase $6,846 59

La Crosse and Milwaukie Railroad.

At a meeting of the La Crosse and Milwaukee Railroad bondholders, parties to an agreement made Oct. 3, 1861, held 6th inst., the following resolutions were unanimously adopted, altering and modifying the said agreement of Oct. 3, 1861:

Resolved, That the agreement made by us on the 3d day of October, 1861, in accordance with the written recommendation of six out of the seven Trustees therein named be, and hereby is, altered and modified in pursuance of the fourteenth section of said agreement, in the manner following viz:

1. That if the Company acquire the road of the Milwaukee and Western Railroad Company, commonly called the Watertown Road, then said mortgage may be for $2,000,000 additional.

And if the Company acquire the road of the Milwaukee and Horicon Railroad Company, then said mortgage may be for $400,000 additional.

2. And for the purpose of authorizing the bondholders to vote, the Company may issue Scrip Preferred Stock to the same amount that it issues Mortgage Bonds to accompany said bonds, and full paid Preferred Stock, and Common Stock to the amount heretofore provided in the agreement: and for the purpose of acquiring the Milwaukee and Horicon Railroad, they may issue $400,000 of full paid Preferred Stock, and $250,000 full paid Common Stock in addition to the amounts above provided.

3. That such of the holders of the Milwaukee and Horicon Railroad First Mortgage Bonds, a first lien on that road from Horicon to Berlin, as surrender their said bonds to the Trustees hereunder, shall receive new mortgage bonds of said new Company at par, for the principal of their bonds and preferred stock of said Company, for the interest due thereon up to Jan. 1, 1863.

4. That such of the holders of the City of Milwaukee Bonds issued to or in aid of the Milwaukee and Horicon Railroad Company, as shall surrender them to the Trustees hereunder, shall receive Preferred Stock of said new Company for the principal and interest of their bonds up to Jan. 1, 1863.

5. That the balance of the unappropriated Preferred Stock and Common Stock issued for the purchase of the Horicon Railroad may be used at the discretion of the said Trustees, in settlement of any liens on said consolidated property.

Proposed basis for recognizing the La Crosse and Milwaukee Railroad Company, the Milwaukee and Western Railroad Company (commonly called the Watertown Road), the Milwaukee and Horicon Railroad Company, under Amended Agreement of Oct. 3, 1861.

Sell the roads (except the Watertown Railroad) under decree of foreclosure.

Let them be purchased for the benefit of creditors assenting hereto, and assenting farm mortgage stockholders.

Form a new Company to be called the Milwaukee and St. Paul Railway Company.

This Company to make a new clean first mortgage over the consolidated property of the old companies of not exceeding..... ....$6.600,000
To issue Preferred Stock not exceeding. 3,400,000
To issue Common Stock..... 2,250,000

Cost of property (343 miles of R. R.).$12,250,000

Subdivisions among creditors of the old companies:

A Land Grant Bondholder, No. 1a1,991, to get new first mortgage bonds for principal at par..... ....$1,000
And for his interest on Preferred Stock.. 250

A Land Grant Bondholder, No. 1,992a3,950 of the $1,000 Bonds, and 1a100 of the $500, to get in Preferred Stock for principal and interest..... 400
In Common Stock..... 400

A First Mortgage Bondholder, Eastern Divison, will get new mortgage bonds for his principal, and cash for the interest due him.

A holder of City of Milwaukee Bonds issued to the La Crosse Railroad, will get new mortgage bonds for his principal, and cash for his interest.

A holder of City of Milwaukee Bonds issued to the Horicon Railroad, to get Preferred Stock for principal and interest up to Jan. 1, 1863.

A Second Mortgage Eastern Division Bondholder to get new first mortgage bonds for 80 per cent..... .... $800
And Preferred Stock for the balance due up to Sept. 1, 1862, say..... 480

A Horicon First Mortgage Bondholder to get for his principal a new mortgage bond..... 1,000
For his interest Preferred Stock, say.... 280

A Milwaukee and Minnesota Stockholder to get for his stock 20 per cent in new common stock.

A Helfenstein Mortgage Bondholder to get for principal and interest in common stock, 25 per cent.

A Farm Mortgage Stockholder or Bondholder to get, for the principal and interest, for the bond in common stock, 80 per cent.

HOYT & CO.,
No. 15 Exchange Place, New York.

STOCKS, BONDS AND FOREIGN EXCHANGE,
Bought and Sold (exclusively) on Commission.
J. A. HOYT, R. VERNAM.
Refer to Messrs. J. & J. Stuart & Co., Messrs. Harper & Bros., Hon. M. F. Odell, M. C; Messrs. Barclay & Livingston, Messrs. John Trippett & Bro., New York and Liverpool.
Orders promptly executed by mail.

OFFICE OF THE NEW YORK CENTRAL RAILROAD CO., ALBANY, November 1, 1862.

THE annual election for Directors of this Company and for three Inspectors of the next Election, will be held at the Office of the Company, in the city of Albany, on the second Wednesday (the tenth,) of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

ROBERT L. BANKS,
5t45 *Secretary.*

RAILROAD SPIKES.
500 TO 1,000 kegs 9-16 Railroad Spikes on hand, ready for immediate delivery, for sale by
NEW YORK RAILROAD CHAIR WORKS,
89 Maiden Lane.
Nov. 6th, 1862.

TO RAILROAD MEN.
A GENTLEMAN to take the superintendence of the sale of an improvement for Railway Cars. It is already introduced on some roads, and is valuable. To one acquainted with Railroad managers, and who has influence, a large annual income may be secured.
Address—**Car Improvement Co., Box 3693, Post Office, New York.** 38tf

The New National Loan.

U. S. FIVE-TWENTY BONDS.

THE interest on these Bonds is at the rate of Six per cent. per annum, and is payable 1st of May and November, in GOLD. They are called "FIVE-TWENTIES," because redeemable at the option of the Government after five or within twenty years.

The Coupon Bonds are issued in denominations of $50, $100, $500, $1,000 and the Registered Bonds in denominations of $50, $100, $500, $1,000, $5,000 and $10,000.

To facilitate investment in these Bonds, and make them more accessible to the public, we have made arrangements to keep on hand a constant supply of all denominations for sale, at the same rate at which they are issued b the Government, viz: PAR; INTEREST TO COMMENCE FROM THE DATE OF PURCHASE.

We are thus enabled to save parties all trouble and delay in funding Legal Tender Notes, or otherwise investing in these Bonds.

Orders or enquiries by mail will receive prompt attention, and the Bonds will be sent to any address by mail or express as desired. Payment may be made in Current Bank Notes, Drafts on City Banks, or U. S. Legal Tender Notes.

These Bonds are the CHEAPEST GOVERNMENT SECURITY NOW IN THE MARKET, and pay the LARGEST INTEREST on their cost.

They are destined to become the BEST KNOWN, MOST POPULAR, and MOST AVAILABLE, of all the Bonds of the Government.

The operation of the National Tax Law, which it is now certain will produce double the income originally anticipated, will make the issues of the United States Government the safest and most desirable investment in the world. They are in reality a First Mortgage upon everything in the country, as no Railroad or Corporation of any kind can pay a dividend, or the interest on its own issues, until it has contributed out of its gross income, through the operation of the Tax Law, to the support of the National Credit.

These are the Bonds upon which the Government now relies, THROUGH THE CONFIDENCE AND PATRIOTISM OF THE PEOPLE, for continued financial support.

We keep them for sale to encourage investment in them, and to aid the Government, by promoting their rapid absorption; and the money invested in them through us, contributes to the direct and immediate support of the National Treasury.

Banks, Bankers and Brokers, receiving orders for the funding of Legal Tender Notes, or the purchase of these Bonds, can obtain them at our counter without trouble or delay.

FISK & HATCH,
BANKERS,
AND DEALERS IN
ALL ISSUES OF GOVERNMENT
AND OTHER
FIRST CLASS SECURITIES,
38 Wall st., N. Y.

CATAWISSA RAILROAD COMPANY'S
COAL LANDS.

PROPOSALS for the LEASING of the above valuable COAL Property will be received at the General Office of the Company, **No. 308 WALNUT ST., Philadelphia.**

This property contains among other veins, the Mammoth, 47 feet thick, one vein of 7 feet and one vein of 5 feet; all of which have been lately and thoroughly proven.

Further particulars can be obtained from the Officers of the Company as above.

By order of the Board of Directors.
T. HASKINS DU PUY, President.
Philadelphia, Nov. 1, 1862. 4t46

CAR DUCK.

HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS, 11 to 144 inches, PLUSHES, BURLAPS, CAR HEAD LININGS, and all kinds of RAILROAD SUPPLIES.
For sale by
WILLIAMS & PAGE,
67 Water st., Boston

BRITTON & WARNER,
23 WALL ST., corner of BROAD,
BANKERS AND BROKERS.
STOCKS and BONDS,
GOLD AND SILVER,
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AND ALL FIRST CLASS SECURITIES
BOUGHT AND SOLD.

Livermore, Clews & Co.,
BANKERS,
34 WALL ST., N. Y.
GOLD, TREASURY NOTES
And all first-class SECURITIES
BOUGHT AND SOLD.

VERMILYE & CO.,
No. 44 WALL ST., NEW YORK,
HAVE on hand for immediate delivery, the **NEW TWENTY-YEAR SIX PER CENT. BONDS** of the United States, designated as "Five-Twenties," redeemable at the pleasure of the Government after five years, and authorized by Act of Congress, approved February 25, 1862.
The Coupon Bonds are issued in ums of
$50, $100, $500 and $1,000.
The Registered Bonds in sums of
$50, $100, $500, $1,000 and $5,000.
Interest will commence from date of subscription, and is payable in Gold at the Mint or any Sub-Treasury or Depository of the United States on the first days of May and November of each year. At the present premium on Gold, the Bonds yield about eight per cent. per annum. The ample provision made by Custom Duties, Excise Stamps and Internal Revenue for the payment of Interest and liquidation of the Principal, makes an investment in this loan safe, profitable, and available at all times.
This being the permanent Loan into which the Legal Tender Notes are convertible, it will become the principal Loan in the market, and a profitable mode of investment for Trust Funds, the surplus funds of capitalists, as well as the earnings of the industrial classes.
Subscriptions received at par in Legal Tender Notes or notes and checks of Banks at par in New York. Subscribers by mail will receive prompt attention, and every facility and explanation will be afforded on application at this office. 3m45

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Stock and Bond Brokers,
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INTEREST ALLOWED ON DEPOSITS.
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UNCURRENT MONEY,
TREASURY NOTES,
UNITED STATES ONE-YEAR CERTIFICATES,
QUARTERMASTERS' AND ORDNANCE VOUCHERS,
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INTEREST ALLOWED ON DEPOSITS.

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ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by
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RAILROAD IRON.
THE UNDERSIGNED are prepared to contract for the sale of
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on advantageous terms, delivered at ports of England, Wales, or the United States.
MEAD & BELL,
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REMOVAL AND CHANGE OF NAME.
THE business heretofore conducted by A. BRIDGES & Co., at 64 Courtlandt st., will be continued by the same parties hereafter under the firm of—
BRIDGES & LANE,
at 50 Courtlandt, corner of Greenwich st.
New York, March 31, 1862.
See Advertisement. { ALBERT BRIDGES. JOEL C. LANE.

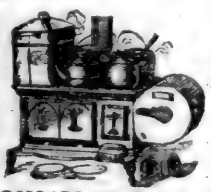
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SAVE over 30 per cent. of the fuel required for flue or plain cylinder boilers, while they have all the advantages of strength, cheapness and simplicity of construction, convenience and safety in use, claimed for either. Send for a circular.
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KITCHEN RANGES,
May be placed in a fire-place without masonry, and with or without water-back; or may be set out on feet, as an ordinary stove.
This range, already very popular, has the LARGEST OVEN of any in the market; BAKES PERFECTLY, never burning to brown at the bottom; BOILS, ROASTS and and BROILS with unequalled facility and dispatch, and with extraordinary ECONOMY OF FUEL, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.
Four sizes, adapted to families and hotels.

Beacon Light
SUMMER AND WINTER
PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with PERFECT COOKING APPARATUS, equal to the highest price stove in the market.
Three sizes, adapted to coal, or wood.
SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y.

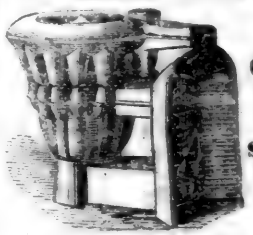


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OR
GLOBE
HEATERS.
The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.
Beware of imitations that are inferior in strength and in other respects.
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This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.
J. M. HEBARD, Supply Agent.
UNION FERRY COMPANY.
The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used. CYRUS P. SMITH, Managing Director.
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SANFORD, TRUSLOW & CO.,
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PARLOR RADIATOR, &
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Introduced one year ago, already ranks as the LEADING STOVE for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.
Fire may be kept all winter with an astonishingly small supply of coal.
Send for description and testimonials.
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CHALLENGE
HEATERS
SET IN BRICK,
PORTABLE
OR AS



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WITH PURE, SOFT AIR
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THE MOST POWERFUL HEATERS
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MANUFACTURED BY **BURDON, HUBBARD & CO., 102** Front st., Brooklyn, N. Y. Also Agents and manufacturers of the BEST PATENT PREMIUM AMALGAMATORS, the best and simplest in use for saving both **fine** and **coarse** gold.

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OF DIFFERENT QUALITIES,

FOR MACHINERY AND

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CONSTANTLY ON HAND.

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A. & P. ROBERTS,
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Rolled or Hammered Car Axles, Bar Iron and Forgings.

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ROLLED AND HAMMERED AXLES.
WHEELS and AXLES,
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TIRES,

FOR RAILROAD CARS
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Locomotive Engines,
ARE PREPARED TO EXECUTE PROMPTLY
ORDERS TO ANY EXTENT FOR THEIR
CELEBRATED WHEELS,
EITHER SINGLE OR DOUBLE PLATE,
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WHEELS FITTED

To HAMMERED or ROLLED AXLES,
IN THE BEST MANNER, AT THE SHORTEST NOTICE,
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Semi-Steel Locomotive Tires, Fire-box & Tube Sheets,

AND BOILER PLATES.

TIRES—ROLLED, BLOCKED AND WELDED TO FIT ANY GIVEN DIAMETER OF CENTRE
PLATES—ROLLED AND CUT TO ANY PATTERN AND SIZE ORDERED.
ROLLED AND HAMMERED BARS, AXLES AND FORGINGS OF SAME METAL.

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SOLE AGENT,
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47 EXCHANGE PLACE, N. Y.

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BLAST, VAPORIZATION, CIRCULATION,
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STEAM NAVIGATION, COMMERCE, FINANCE,

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American Railroad Journal.

New York, Saturday, November 29, 1862.

☞ We have just received from our attentive Agent in London, Mr. ALGAR, copies of the Plans, Prospectus, Rules and Reports of the British Association for the relief, temporary and permanent, of the officers and other employees on the railways in the United Kingdom. The advantages of introducing a similar system in this Country are so apparent, that we shall give the subject our early attention, and commend it to the patronage of the railway companies and the parties in their employment.

Stamps.

The Commissioner of Internal Revenue reports the receipt of over two millions three hundred thousand dollars, as the product of stamp duties for a single week. This is the least felt, and easiest collected of any portion of the national tax. It is paid by a class of men of business to whom individually, the charge is not in the least burthensome.

We may therefore fairly calculate that in the course of the year, the tax will net over one hundred millions of dollars, forty millions more than a similar one produces in Great Britain. This shows the immense commercial activity of the North American people, and will give Congress an early opportunity of reducing the duty on tea, coffee and sugar, one of the most onerous, the people are now called on to pay.

Chicago and North Western Railway.

The earnings of this road for the seven months ending November 1, 1862, were:

From passengers..	$216,755 57
" freights....	402,496 28
" express	6,169 94
" mail	11,870 81
" miscellaneous....	3,181 30
Total....	$640,473 90
Running expenses....	305,612 45
Net earnings....	$334,861 45
Interest, etc....	101,696 86
Balance....	$233,164 59
Add balance April 1, 1862....	562,615 35
Balance Nov. 1, 1862....	$795,779 94

Gold Mining---What should be done.

The days of nuggets have gone by, except in those regions where gold is as yet unprospected, but experience teaches that the surface contains but an inconsiderable proportion of the precious metals, compared with that found in the rocks and veins beneath. So that mining having gathered up all the superficial treasures which Nature in an apparently careless mood has scattered about, is forced to come under the general law of earning bread by the sweat of the brow. Still there is something fascinating in the pursuit of gold under the greatest difficulties. When found it is a direct acquisition, an absolute creation of immediate value, which has no service to perform for the State, or for commerce, or any body or any thing, before it goes into the pocket of the man who finds it. No bill of lading, no invoice, no certificate of origin, no swearing, (at least in a Custom House,) no valuations or permits, follow a piece of gold as they do a piece of goods, but master of all, it asks no permission for immediate use or employment.

There are some freshly discovered localities in Australia where nuggets are yet discovered on a large scale, and as there is a vast area of our gold bearing country on the Pacific yet to be examined, we may expect to hear of them again, but so long as we positively know that our deposits of gold and silver, even in the territory of Colorado are of exhaustless value and can be obtained by a regular system of mining, all we have to do is to regard mining as any other business, and to encourage every attempt to systematize it and make it regular; certain as anything in this world can be, that if properly conducted, it will pay. The yield of the gold mines of California, according to the valuable work of Mr. Hittell has been as follows:

1848....	$10,000,000
1849....	40,000,000
1850....	50,000,000
1851....	55,000,000
1852....	60,000,000
1853....	65,000,000
1854....	60,000,000
1855....	55,000,000
1856....	55,000,000
1857....	55,000,000
1858....	50,000,000
1859....	50,000,000
1860....	45,000,000
1861....	40,680,000
	$690,680,000

There are now in the State more than 6,000 miles of mining ditches, which cost fifteen millions of dollars, three hundred quartz mills with three thousand stamps and five hundred and nineteen arastras. These last are mills known as the "rude" and the improved, consisting of machines, something in the form of a tan bark mill, the wall enclosing it being of stone a foot high, the bottom paved, and heavy mullers fastened to the ends of arms which are secured in a central post, and dragged round by mule power. In these shallow cisterns or vats, the bottoms being paved, the ore is placed and ground to powder by the rolling or dragging motion of the mullers.

From careful examination and practical experience, the general indications of the gold deposits are now very well understood. Thus an experienced and scientific miner is able to judge with considerable accuracy where he may proceed to work with success.

For example, it is ascertained that he can hardly go amiss, if he attacks the great quartz vein, running along the Sierra Nevada, about sixty miles west of its summit, and extending along a

good portion of the length of the State. It is a received opinion, that though the operations in this quarter are on a most extensive scale, yet that the vein will in time yield more gold than "the present circulating currency of the world." "It is composed of solid white chrystallized quartz, while the side veins are of every variety of feature, varying to a light porous ore of iron, or soft, red, clay-like material." The finest, brightest, and most beautiful dust of gold is produced from these veins.

The principal auriferous districts are as follows:

The region of the Sacramento basin, half way up the western slope of the Sierra Nevada, forty miles wide and two hundred in length, and lying between latitudes 37° and 40′ longitudinally extending North-westerly and South South-easterly. The basin of the Shasta and Klamath rivers between 40° 30′ and 43° 30′, extending two hundred miles along the coast, and one hundred miles inland.

The valleys of the Walker, Carson, Kern, White, San Gabriel, Colorado and Gila Rivers, the Mono Lake, and the Esmeralda district about five miles square, situated in Calaveras County. The Coso district about ten miles square, two hundred miles South and East from Owen's Lake. Besides these, Arizona and the Colorado Territory proper are full of the precious metals, and the richest argentiferous district is at Washoe and is ten miles square. The ordinary cost of quarrying, crushing and amalgamating a ton of auriferous quartz is $6 per ton, and the yield is $18, thus giving an almost invariable profit of $12 per ton, but much more if it be rich in character. The annual profit of some of the best conducted companies is enormous. Two mills in Sierra County are known to pay over $180,000 per annum. In Nevada County eight millions are known to have been taken from one hill, a mile long and half a mile wide, at a place called Coyoteville. Every species of mining implement is now in use in California, each adapted to the necessity of the case, and in ingenious contrivance far superior to those anywhere else in use, in any part of the world. The hydraulic process has the pre-eminence however, over all others in preparing the work for the manipulations in the final process of extraction.

In the Colorado territory, most of the gold is found in connection with iron pyrites, and as this contains sulphur, it is found difficult to separate the gold by amalgamation in consequence. Not one half of the precious material is therefore fairly extracted, and the miners are seeking some new and cheap method of attaining their object. It is thought, if they will first submit the sulphuret to a great oven heat, the sulphur will be evaporated and expelled, and this difficulty obviated; as soon as coal is found in sufficient quantities, the expense of the operation will be greatly reduced.

What the country now wants, is a thorough system or code of mining, and especially for Arizona and Colorado, by which the miners may be intelligently and legally worked, on easy terms for the industrious citizen and emigrant, and access to the Eastern states by railways, to favor emigration and the transportation of abundant supplies. A railway to be a part of the Union Pacific, may be made to the Colorado mines with great facility, and at an expense not to exceed $20,000 per mile. There are parties ready to undertake the work at this figure, and whether we take more or less time for the whole line to the Pacific, this portion of it should be commenced at once.

The products of the latter territory have been more than four millions the last year, and this is equal in amount to the whole of our trade with quite a number of foreign countries, where we are at the expense of maintaining diplomatic service, while the charges of transportation by sea, are very considerable. We do not see why we should not bring our gold bearing regions within three days of Chicago and five of New York, even if it does cost five or six millions, not one half of the price of some of our railways now in successful operation. Every energy of the country and the people should now be turned westward. Our Atlantic coast has arrived at the extent of its present foreign facilities for trade and commerce. To make a moderate profit, the sea is ploughed by our keels, the winds are everywhere woold by our canvas. Why should we hesitate to get a more certain result, a larger profit, a new country of customers of our own blood and sinew, in short an exchange of our commodities for the wealth of our own soil, which require neither treaties, nor foreign ministers, nor armies, nor navies, nor Custom houses to secure to us.

Indianapolis, Pittsburgh and Cleveland Railroad.

The earnings of this road for the fiscal year ending December 31, 1861, were:

Earnings from passengers		$114,158 57
" freights	197,535 20	
" mail	12,750 00	
" express	7,369 18	
		$331,812 95
Expenses viz:		
Repairs of engines	$15,266 85	
" cars	15,846 59	
" road	36,008 06	
" structures, etc	7,054 15	
Train expenses	30,854 80	
Depots and stations	11,658 51	
Wood	21,615 92	
Salaries and office expenses	6,612 43	
Loss and damage	2,397 14	
Oil and waste	1,965 11	
All other expense	16,594 77	
	165,874 33	
Net earnings		$165,938 62
Interest on bonds	$94,762 50	
Taxes	8,669 15	
Interest and cost of floating debt	3,432 66	
Expenses of extending 1st mortgage bonds	5,372 50	
	112,236 81	
Surplus		$53,701 81
Compared with the previous year the earnings show an increase of		$58,860 88
With an increase in expenses of	7,667 45	
Making the increase in net earnings		$46,193 43

The excess of through over local travel and freights has been $92,085 27. The working expenses are a fraction under 50 per cent. of the gross income, against 58 per cent. in 1860.

No important changes have been made in the stock and bond account. The extension of the 1st mortgage bonds is nearly completed, and only three of the income bonds remain unconverted into 2d mortgages. The floating debt of the company is entirely liquidated, except the overdue domestic bonds, amounting to $32,400.

The track is in good condition. The repairs of the year have been fully up to the depreciation. The bridges are in good order. A large amount of work has been done in replacing wooden with stone abutments and culverts. The side tracks, which were originally laid with flat bar iron, require renewal. The buildings also require renewals. The engine house and shops at Indianapolis will have to be rebuilt, and several station houses repaired.

The company have purchased about 25 acres of land on the east side of the city of Indianapolis, and contemplate removing thither the shops and freight yards during the present and ensuing years. These improvements will involve an expense of forty or fifty thousand dollars.

The following is the General Balance Sheet for the year ending December 31, 1861—

ASSETS.

Cost of road and equipment		$1,838,478 29
Lands and lots		47,186 45
Bills receivable		26,285 96
Stock of C., P. & I. R. R. Co		10,000 00
Sinking Fund		84,000 00
Due from other roads		8,025 53
" individuals		1,170 82
Materials on hand		11,034 41
Sinking fund, notes, etc., in hands of agents		4,330 91
Executive committee		50,381 56
New grounds, etc., at Indianapolis		1,652 14
		$2,082,545 57

LIABILITIES.

Capital stock	$835,971 26
1st mortgage bonds	649,000 00
2d " "	314,000 00
Domestic "	32,400 00
Income "	27,000 00
Bills payable	11,065 87
Surplus earnings	189,069 41
Interest and discount on bonds	17,205 50
Unpaid taxes	3,304 15
" dividends	757 54
Due other roads	403 85
Trustee of sinking fund	336 66
Individual accounts	1,973 77
Cash	57 56
	$2,082,545 57

The office of the company is at Indianapolis, Ia. The officers and directors are—

President—THOMAS A. MORRIS.

Directors—John Brough, Simon Yandes, T. A. Morris, J. M. Townsend, E. J. Peck, E. King, M. G. Walker, A. Makepeace, D. Kilgore, S. P. Anthony, D. Heaston, S. Witt, Henry Wick, A. B. Stone, James H. Godman.

Secretary and Treasurer—EDWARD KING.

Colorado Territory.

This mining territory has now a population of between 35 and 40,000 inhabitants. It was erected out of portions of Kansas, Nebraska, Utah and New Mexico. It has a good judiciary and about forty lawyers. The wares and merchandize brought into the territory come by way of Omeha. The farmers have raised this year good crops of wheat, rye, barley, oats, corn and potatoes, chiefly without irrigation. Flouring mills are much wanted.

The gold product for the fiscal year ending 30th of June last, reached four millions. For the ensuing year the product is estimated at six millions. Mining is assuming a regular system, and two hundred mills are employed in crushing the ore. Most of the gold product of Colorado is

taken from iron pyrites, and is of difficult extraction, only one half its gold being obtained from its ores at present. It is to be hoped that this loss may be prevented by some new process.

So large is the present business of the territory, that it is thought a railway to it, from the Missouri, would pay even if it went no farther.

☞ The transfer books of the New York Central Railroad will be closed at the close of business on the 3d of December, preparatory to the election for Directors on the 10th, and will be re-opened on the 11th.

Cleveland, Columbus and Cincinnati Railroad.

The earnings of this road for the year ending December 31, 1861, are as follows:

From passengers	$370,019 53
" freight	737,412 59
" express	22,943 67
" mails	29,100 00
" rents	84,127 50
" other roads for use of cars	14,868 31
" interest on deposits, etc.	5,781 94
	$1,263,253 54

Expenses for operating the road:

Transportation expenses	$200,845 44	
General "	19,540 93	
Repairs of track	138,130 62	
" locomotives	41,171 96	
" cars	42,388 47	
" buildings, etc.	24,035 84	
Fuel account	50,047 71	
Oil and waste	6,164 97	
Damages, gratuities, etc.	7,547 38	
Telegraph lines	5,131 88	
		535,005 26
Net earnings, (57.65 per cent		$728,248 34
Taxes for the year	$23,430 07	
Interest and exchange	22,350 99	
		45,781 96
Balance, (54.03 per cent		$682,466 38
Dividends July 1, 1861, and Feb. 1, 1862, 5 per cent. each		474,620 00
Surplus		$207,846 38

The increase of gross earnings over those of the previous year has been $177,454 14; of working expenditures, $51,484 91; and of net earnings, $125,969 23.

The increase and decrease in the several items of expenditure is as follows:

	Increase.	Decrease.
Repairs of track	$53,778 68	
Transportatation exp.		$3,240 74
Fuel	2,013 02	
General expenses		3,604 49
Repairs of freight cars	5,529 17	
" pass. "		4,823 55
" buildings	6,576 33	
" Locomotives		5,963 11
" Bridges		2,920 75
" fences	4,150 12	
Oil and waste		1,930 72
Telegraph	3,040 06	
Loss and damage		2,119 11
	$75,087 38	$24,602 47

The renewals to the track were large, as shown by the following items, which mainly make up the account: 2,307 tons rails re-rolled; 15,302 rails repaired; 65,000 cross-ties; 6,000 joint fastenings; 10,000 joint chairs; 526 kegs spike. In addition to the above, about 600 tons of new rails were laid in the track, the cost of which is included in the general account.

No new engines or passenger cars have been added to the equipment. Forty new house cars have been added during the year, five of which were built in the company's shop, and 37 gravel cars altered to platform and stock cars. The equipment of the road on the 31st of December stood as follows: 22 locomotives; 31 passenger 335 house freight, 112 stock, and 81 platform cars One locomotive has been changed to a coal burner and is working with economy and success.

The mileage in the various branches of the service has been as follows: passenger 231,489, freight 347,057, fuel 24,470, gravelling, etc. 20,489, switching 83,655—total, 707,160: an increase over 1860 of 51,998 miles. Cost per mile run for repairs, 5.82 cents; do., for fuel 7 cents; do., for oil, waste and tallow 0.40 cent. Miles run to one pint of oil, 32.32.

A new House Truss Bridge was built over the Black Fork, near Selby, and one of the same kind over the Sandusky at Crestline.

The Telegraph line from Iberia station to Cleveland, 86 miles, has been rebuilt with new cedar and white oak poles. The line is now in complete order, and will compare favorably with any other in the country.

The total number of passengers carried, not including troops, was 180,490, of which 140,006 were way passengers. The amount received for the transportation of soldiers was $76,425 93. Tons of freight carried, 416,756: tons carried one mile, 39,455,187.

The company have purchased that part of the Springfield, Mount Vernon and Pittsburgh railroad, extending from Springfield to a junction with their road at Delaware, about 49 miles, together with all the rolling stock, machinery, etc., for $184,000, which sum was paid in cash on the 20th of January last out of the surplus earnings of the road.

The assets and liabilities of the company on the 1st of January, 1862, were as follows:

ASSETS.

Roads and depots	$4,030,736 81
Equipment	637,215 89
Real estate	26,124 87
Steamboat stock—valued at	6,414 23
Loan to Cleveland & Mahoning R. R.	24,000 00
Stock and bonds of other companies.	523,152 16
Materials and fuel on hand	120,391 43
Bills receivable	40,755 74
Paid on account of purchase of S. Mt. V. & P. Railroad	10,000 00
Due from Railroad companies, etc.	53,357 55
Cash	445,210 27
	$5,917,358 95

LIABILITIES.

Capital stock	$4,746,200 00
Mortgage bonds	510,000 00
Dividends unpaid	279 53
Dividend Feb. 1, 1862	237,310 00
Due Railroad Companies	6,743 63
Surplus earnings undivided	416,825 79
	$5,917,358 95

The office of the company is at Cleveland, Ohio. The officers and directors are:

President—L. M. Hubby.

Directors—John M. Woolsey, David Dows, E. S. Prosser, H. Williams, John Miller, Amasa Stone, Jr., S. Witt, S. Williamson, M. B. Scott, J. Perkins, L. M. Hubby.

Superintendent—E. S. Flint.

Secretary—George H. Russell.

Treasurer—T. P. Handy.

Riding in Exposed Positions—Carelessness of Travellers.

PASSENGERS RIDING IN EXPOSED POSITIONS ASSUME THE RISK OF INJURIES ARISING FROM THE NEGLIGENCE OF DRIVERS OF OTHER VEHICLES, OVER WHOM THE CARRIER HAS NO CONTROL.

The defendant was the Brooklyn City Railroad Company, using at the time of the accident out of which the action arose, a stage sleigh for the purpose of transporting its passengers; it being then winter, and their track blocked up with snow and ice. The plaintiff took passage on one of their sleighs to be conveyed from the corner of Bond and Fulton streets, through Fulton to Orange street. While standing on the left guard or fender of the sleigh, he was injured by a blow given to him by a coal sleigh which was in the act of passing the defendant's sleigh. The defendant's driver was driving their sleigh on the right side of the street, his horses moving slowly, and tried to avoid the collision. The coal sleigh which was driven very fast, slid down sideways, broke the rails and the stanchions of the stage sleigh close up to the body, knocked the plaintiff off from the defendant's sleigh, and mashed him in towards the defendant's sleigh body, causing the injuries. The plaintiff commenced this action against the company to recover damages for the injuries so received.

At the trial, after the above facts were proved, the defendant moved to dismiss the complaint. The plaintiff opposed the motion and requested the court to submit five several questions to the jury; viz: 1st. Whether the defendant's were not guilty of negligence in constructing these foot-boards, on which they carried passengers, without constructing guards for the foot-boards? 2d. Whether these foot-boards were not placed on their sleighs for the purpose of conveying passengers, and whether they were not unsafe for that purpose? 3d. Whether the plaintiff was not invited by the defendants to take the place on the sleigh where he stood at the time of the collision? 4th. Whether the plaintiff was himself guilty of any negligence in placing himself where he stood when injured? 5th. Whether the defendant might not have avoided the collision by care and skill at the point of the accident, and whether the injury was not occasioned by their negligence and that of their driver, in not avoiding the collision?

The complaint was then dismissed by the Court, and the plaintiff appealed to the Kings General Term of the N. Y. Supreme Court; which Court now affirms the judgment of the Court below.

The following is the opinion of the General Term.

Emott, J.—We are of opinion that this case was devoid of any evidence imputing negligence to the driver of the sleigh in which the plaintiff was riding. He was driving slowly and cautiously and turning out of the way of the sled which came in collision with him. It was the reckless approach and the sudden turn and swing of the latter which brought the two together, and for this the defendant was not to blame. The judge correctly refused to submit to the jury whether the driver of the defendant's sleigh was guilty of negligence, or whether he might not have avoided the collision. It is possibie, that if he had foreseen the conduct of the driver of the coal sled which was approaching him, he might have avoid-

ed a collision, because he might have driven his own sleigh into such a place or position that it would have been beyond the reach of that, or of any passing vehicle. But this he was not bound to do. He was bound to exert the utmost skill and care to avoid the ordinary dangers of the road, but not to foresee or guard against the wilful misconduct, or the gross negligence of others, except so far as he could do so, after he was aware of the course they were pursuing. The evidence shows very plainly the character and purpose of the part of the sleigh upon which the plaintiff was riding. It was a projecting fender, intended to protect the body and runners of the vehicle in case of contact with other objects. The most that can be said, or that a jury could have found in respect to the use of these fenders for the conveyance of passengers, would be, that they were made of broad boards instead of rails, so that when the sleigh was full inside, persons could stand upon them, and that under such circumstances fare was collected from persons riding there. I do not say that this evidence satisfies me that these fenders were made for such a purpose; quite the contrary. But at most, the evidence could only prove what I have stated. Then the question would arise, whether the defendants are liable because they permitted a part of their vehicle to be used for conveying passengers which was exposed to danger, from the carelessness of others. That the defendants were bound to furnish a safe and roadworthy vehicle, is undeniable; but that means roadworthy for its own proper use. If in the ordinary passage through the street, without encountering carelessness or misconduct on the part of other vehicles, these foot-boards were insecure; if the plaintiff had been injured because he was riding upon them, without the negligence or misconduct of any other person or vehicle, the case would be different. But the responsibility of a carrier does not extend to provide a vehicle which shall be secure against the misconduct of others, he himself being free from blame in all other respects.

It is conceding too much, however, to say, that upon this evidence the jury could have found in the terms of the proposition submitted to the judge at the trial, that fenders were placed on this sleigh for the purpose of conveying passengers. If they were not placed upon the sleigh expressly for the purpose, it was the plainest negligence in the plaintiff, to occupy a position upon them, contributing as this did so materially to his injury. In the case of Willis *vs.* the Long Island Railroad Co., which was cited on the argument I said; "The essential element of negligence in such a case is a disregard of some risk which the passenger ought to anticipate." "A passenger is not bound to anticipate a collision, or that the train will be thrown from the track. He has a right to expect that he will be carried safely; that the carrier will discharge his duty; will provide a safe vehicle an unobstructed track, and that the passengers will be exposed to no risk, but those incident to that mode of travel. It is not, in my own judgment, negligence in a passenger to occupy a position which will involve increased risk to him of the consequence of negligence and misconduct of the carrier." "He cannot be charged with neglect for omitting to provide against the possible consequences of the misconduct of the carrier." It was very strenuously insisted, that these and other expressions of that opinion, and the rules laid down in that case, are inconsistent with the rulings at the trial of the present case. The inference is sought to be drawn, that it was no more negligent for the present plaintiff to ride upon the fender of a sleigh, than it was for the plaintiff in the case referred to, to ride upon the platform of a railroad car. But it must be considered, that in the case of a railroad train, there can hardly be said to be any risks that are not incident to and inseparable from, the mode of transportation; except such as result from the negligence and misconduct of the carrier; at least none other were considered in the case referred to. The carriers, the railroad company, have exclusive control not only of the vehicle and the motive power, but the road itself, and all the vehicles moving upon it. A collision with another vehicle if it occur, must be the result of the action of independent agents. The principle enunciated in the case of Willis *vs.* the Long Island Railroad Co., was, that a passenger was not bound to anticipate nor to protect himself against the consequences of the misconduct of the carrier. The risk of such misconduct—the risk of an insufficient vehicle which may break down, or its unskilful management which may destroy it—he is not to assume to be incident to travel by that conveyance. So in the case of a railroad the danger of the existence of obstructions or imperfections of the track, or the mismanagement of other cars or trains upon the same road, which are in fact all a part of the same conveyance, is not a risk which a traveler must consider incident to the mode of conveyance. But in the case of travel upon an ordinary highway, especially when the highway is a crowded city street, every prudent man knows that he is to meet numerous vehicles, the conduct of which no one but their owners or drivers control. The carrier who is transporting him cannot control, and is under no obligation for their behavior; and their possible negligence or misconduct is a risk which the passenger cannot cast upon the carrier, but must as far as the latter is concerned, take upon himself. If therefore a passenger in a vehicle upon a city street, voluntarily assumes a position which is not that intended and ordinarily used for his conveyance, and which is exposed to danger from such misconduct, he himself contributes to an injury which he sustains by a collision produced by the wilful or negligent acts of a third party without any fault in the management of the vehicle which carries him. Under such circumstances the rule is well established that he cannot recover against the carrier.

Judgment affirmed.

Gold Mining in Wales.

Gold is now found in quantities in Merionethshire, Wales. The rocks in which it is found are of the Cambrian and Lower Silurian series, cut through by porphorytic green stone in narrow banks. One mine had in it 20 strong metalliferous lodes. One very remarkable junction of about 14 lodes is 40 feet wide, and the whole of this mass of lode stuff contains more or less gold. A large number of assays recently made gave from 3 to 19 dwts. of gold to the ton of quartz. Picked specimens gave as much as 16 ounces to the ton, and more than 700 ounces of gold were taken from about 300 tons of minerals from all parts of the mine. Mr. Readwin an eminent British authority said that by the use of proper machinery there could be no doubt whatever of an average of 8 or 10 dwts. of gold to the ton, paying a large profit, and thus opening a branch of industry of vast importance to the country. He has a bar of gold weighing 37 ounces obtained from the quartz in one of the mines, and several articles of jewellery made from pure Merionethshire gold.

Railroad Earnings--Weekly.

The traffic of the Great Western Railway of Canada for the week ending Nov. 14, 1862, was as follows:

Passengers	$22,051 00
Freight and live stock	45,905 81
Mails and sundries	1,486 30
	$69,443 11
Corresponding week of last year	51,407 03
Increase	$18,036 08

The receipts of the Grand Trunk Railway of Canada for the week ending November 8, 1862, were:

Passengers	$23,058 67
Mails and sundries	4,113 30
Freight and live stock	72,350 56
Total	$99,522 53
Corresponding week of last year	97,961 35
Increase	$1,561 18

The Toledo and Wabash Railroad earned the

2d week of November, 1862	$38,695 48
Do., 1861	32,325 55
Increase	$6,369 93

The earnings of the Illinois Central Railroad

for the 2d week in Nov., 1862, were	$107,014 08
Do., 1861	62,067 65
Increase	$44,946 43

The Michigan Central Railroad earned in the

2d week of November, 1862	$76,321 09
Do., 1861	61,167 30
Increase	$15,153 79

The Chicago and Northwestern Railroad earned

in the 2d week of November, 1862	$26,596 43
Corresponding period, 1861	18,182 89
Increase	$8,413 54
Increased earnings in two weeks, nearly	19,000 00

The earnings of the Chicago and Alton Railroad for the 2d week in November, 1862,

were	$30,817 98
Do., 1861	24,286 19
Increase	$6,531 79

The Galena and Chicago Railroad earned the

2d week in November, 1862	$40,870 00
Do., 1861	49,031 00
Decrease	$8,161 00

The Cleveland and Toledo Railroad earned the

2d week of November, 1862	$28,181 00
Do., 1861	20,375 00
Increase	$7,806 00

The earnings of the St. Louis, Alton and Terre Haute Railroad for the second week of November,

1862, were	$27,727 87
Do., 1861	16,030 81
Increase	$11,697 06

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1859	37,367	33,505	49,004	45,506	37,385	40,426	39,828	45,547	51,546	55,522	56,340	45,221	537,223
1860	34,647	35,178	49,960	45,778	46,995	44,603	44,940	57,138	66,668	70,815	60,697	36,885	591,314
1861	36,633	37,426	49,194	58,881	56,173	45,993	46,414	43,516	51,212	74,407	81,820	78,865	660,037
1862	67,771	56,441	81,145	71,028	65,072	60,154	58,180	64,129	70,077	82,571	------	------	-------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	214,051	205,599	166,192	2,040,710
1862	152,459	119,973	121,272	149,342	182,585	225,082	220,211	212,812	270,816	------	------	------	-------
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	103,189	99,518	94,527	83,184	73,164	966,938
1862	67,610	62,350	138,238	75,277	86,749	88,223	89,215	102,763	114,612	------	------	------	-------
Chicago and Rock Island:													
1858	72,046	67,307	92,064	91,220	80,595	95,466	82,374	83,385	94,985	92,760	73,883	60,480	987,465
1859	60,058	55,497	68,116	71,782	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,443	82,296	139,049	134,699	145,839	92,873	75,458	1,181,003
1861	83,030	63,975	75,275	76,609	102,168	131,891	88,992	119,395	136,111	146,169	119,324	107,839	1,222,030
1862	106,979	86,697	71,604	71,076	89,172	86,841	114,057	109,216	145,897	153,127	------	------	-------
Chicago and Northwestern:													
1858	20,447	18,272	25,393	38,535	40,893	43,899	39,924	27,761	37,499	36,333	31,144	22,723	382,823
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,881	55,003	42,101	400,459
1860	32,192	33,408	46,346	51,519	62,476	48,342	40,251	49,142	81,229	110,715	77,399	56,858	689,977
1861	52,396	48,375	64,677	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	860,210
1862	46,605	49,103	59,107	54,351	86,429	104,382	93,022	62,263	101,060	125,695	------	------	-------
Cleveland, Columbus and Cincinnati:													
1858	70,492	68,138	88,523	93,872	82,968	85,387	90,372	112,138	114,218	106,055	104,866	84,944	1,101,973
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	90,435	89,028	82,690	106,535	120,793	135,050	------	------	1,255,004
1862	132,620	112,606	103,912	114,885	114,983	122,524	131,687	168,834	17,565	172,296	------	------	-------
Cleveland and Toledo:													
1858	65,211	54,975	90,957	84,149	62,555	57,293	52,385	60,889	83,924	79,458	75,698	71,315	838,809
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	60,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,873	90,324	65,246	60,687	56,134	69,928	85,639	96,434	89,397	105,484	965,669
1862	106,664	90,657	99,359	84,698	77,313	73,626	69,938	79,655	100,072	112,730	------	------	-------
Cleveland and Pittsburg:													
1861	62,208	59,964	83,408	99,511	101,792	104,167	115,316	85,163	120,977	108,112	107,824	113,175	1,161,617
1862	99,675	78,447	90,300	100,894	116,973	123,000	178,432	126,000	------	------	------	------	-------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	466,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	407,949	391,101	458,560	544,511	507,480	430,062	372,705	419,010	515,948	719,354	734,826	708,136	6,221,620
1862	695,607	603,030	636,615	605,000	575,344	516,189	587,010	609,881	764,448	910,985	------	------	-------
Galena and Chicago:													
1858	85,320	74,181	103,912	141,334	157,954	210,728	157,285	122,351	161,949	141,653	103,813	87,082	1,547,561
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,506	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	106,979	101,591	76,137	86,654	168,194	162,623	190,973	121,199	188,370	207,315	------	------	-------
Hudson River:													
1858	176,573	163,837	179,423	112,614	128,132	95,219	114,731	139,489	140,872	140,783	137,094	197,981	1,726,748
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,448	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,382	114,804	135,299	146,424	173,261	197,662	246,283	2,023,587
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	------	------	-------
Illinois Central:													
1858	130,061	116,470	163,848	179,991	161,090	154,193	124,299	202,953	218,861	184,776	156,038	153,999	1,946,579
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	187,417	186,189	213,080	192,282	217,202	189,548	196,000	233,918	257,634	306,711	141,605	227,310	2,778,333
1861	319,634	370,268	228,986	192,054	199,488	173,941	189,279	268,982	289,862	284,020	235,883	193,767	2,965,768
1862	172,187	150,809	161,801	183,484	192,077	240,566	249,929	334,946	400,436	385,356	------	------	-------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,582	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	57,920	56,353	125,999	112,000	119,000	123,576	138,152	------	------	------	-------
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,265	141,771	107,117	90,403	134,729	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,211	144,915	108,721	76,163	109,661	154,369	------	------	-------
Michigan Southern & Northern Indiana:													
1858	108,675	97,674	160,526	206,568	182,559	178,928	149,519	202,622	224,838	198,129	168,072	139,640	2,015,750
1859	104,345	106,828	143,625	145,258	138,084	122,795	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	278,723	203,492	134,973	2,068,896
1861	140,925	116,933	156,000	189,000	171,000	165,000	126,000	178,173	235,690	274,949	231,000	179,900	2,199,763
1862	163,152	153,729	153,100	193,120	202,000	191,500	181,000	226,819	276,109	325,018	------	------	-------
Michigan Central:													
1858	122,380	107,502	165,936	223,010	185,727	170,847	143,872	176,061	224,574	209,868	166,298	130,108	2,016,183
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,095	128,383	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,784	151,671	172,614	149,550	133,619	123,377	144,981	236,845	307,333	242,089	200,134	2,199,763
1862	230,150	159,659	152,902	175,696	180,039	174,001	172,189	216,624	295,956	322,369	------	------	-------
New York Central:													
1858	430,376	390,431	537,859	668,425	510,197	432,195	458,664	538,048	653,373	658,661	600,920	510,425	6,384,573
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	739,637	523,047	7,154,623
1861	489,065	429,793	627,051	699,688	677,073	558,743	523,138	562,076	696,175	926,980	951,121	800,000	7,921,903
1862	------	------	------	------	------	------	------	------	------	------	------	------	-------
New York and Harlem:													
1858	79,124	76,611	93,148	86,000	77,669	82,529	88,582	94,406	81,135	87,349	83,221	93,188	1,022,962
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,649	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	117,760	73,813	88,790	97,291	88,801	97,337	92,802	91,958	89,356	97,858	91,527	90,884	1,126,619
1862	100,922	96,839	103,020	97,618	94,157	87,504	101,857	103,223	99,435	107,092	------	------	-------
Norwich and Worcester:													
1861	16,260	16,524	21,454	24,488	23,860	18,611	25,666	29,531	31,968	35,494	32,480	29,466	305,802
1862	22,069	18,861	24,250	26,743	27,093	30,422	32,495	38,426	40,319	40,087	------	------	-------
Philadelphia and Reading:													
1858	103,492	116,687	168,102	203,965	216,784	207,573	257,455	247,069	254,740	269,464	242,052	234,876	2,522,259
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	244,423	252,154	269,917	270,051	289,981	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	191,266	258,674	283,996	254,285	388,725	414,767	448,994	463,873	------	------	-------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,500	204,778	180,429	248,031	270,086	352,072	302,970	301,958	3,031,787
1862	293,420	274,258	295,778	282,676	277,009	261,210	249,419	274,871	397,064	401,249	------	------	-------
Toledo and Wabash:													
1858	45,261	32,304	59,125	93,313	57,781	47,165	75,866	112,342	103,491	96,064	62,951	41,330	826,993
1859	38,903	39,471	61,769	68,683	60,071	58,358	57,784	72,583	74,689	74,660	81,872	46,095	734,889
1860	43,511	42,063	64,414	73,679	67,945	67,428	84,879	122,785	106,100	125,926	77,599	51,295	926,728
1861	58,339	46,843	61,051	75,274	78,278	79,074	91,464	137,223	142,638	162,858	137,086	92,574	1,162,602
1862	82,235	47,142	56,006	83,582	106,845	113,677	116,214	168,219	170,380	172,870	------	------	-------

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds / Coupon Bonds — Under Act 15th April, 1842	$2,833,364	6	1862	105
		6	1862	103
Registered Bonds / Coupon Bonds — Under Act 28th June, 1847	9,415,250	6	1867	101⅞
		6	1867	102½
Registered Bonds / Coupon Bonds — Under Act 31st December, 1848	8,908,842	6	1868	101½
		6	1868	101½
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	95
Registered Bonds / Coupon Bonds — Under Act 14th June, 1858	20,000,000	5	1874	91⅝
		5	1874	92¼
Registered Bonds / Coupon Bonds — Under Act 22d June, 1860	7,022,000	5	1871	91⅝
		5	1871	91⅝
Coupon Bonds (Oregon War Debt), Under Act June, 1861	307,900	6	1881	100⅜
Registered Bonds / Coupon Bonds — Under Acts 8th Feb. and 17th July, 1861	50,000,000	6	1881	103⅜
		6	1881	104⅛
Treasury Bonds (coupon) / Treasury Bonds (coupon) — Under Acts 17 J'y & 5 Aug '61	55,000,000	7.3	1864	104⅛
	53,600,000	7.3	1864	104⅛
Registered Bonds / Coupon Bonds — Under Act 25th February, 1862; redeemable at pleasure after 5 years	20,000,000	6	1882	99½
		6	1882	99½
Treasury Notes—				
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	7,757,600	6	2 y'rs	122½
Under Acts 2 Mar. '61, & 17 Mar. '62 / convert. into 20	10,000,000	---	Dem.	----
Under A's 17 Ju. & 5 Au.'61 & 17 Ma.'62 / y'r b'ds due '81	50,000,000	---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	----------	---	"	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	50,000,000	5	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	100,000,000	6	1 year	98⅝
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	113
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	107½
Georgia—Coupon Bonds	525,000	7	'62–'74	----
" — " "	2,073,750	6	'63–'80	78
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	104⅛
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	105
" —Interest Stock of 1857	786,223	6	------	97
" —New Refunded Stock of 1859	1,792,000	6	'60–'77	107⅛
" —University Fund Interest Bonds of 1861	650,000	6	1879	105
" —War Fund Bonds of 1861	1,020,409	6	1879	103
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	99⅜
" — " " " " not registered	5,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" — " " "	2,054,298	2½	18--	55
" —Canal Preferred Certificates	4,079,500	5	18--	----
" — " " (special) Certificates	1,216,737	5	18--	----
" —Deferred Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	95
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68–'72	95
" — " " (banks)	600,000	5	18--	----
" —War Debt (loan from banks)	1,515,000	5	1861	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	69
" — " " (bank)	5,294,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	699,000	6	Var.	107
" —War Loan of 1861	----------	---	------	----
Maryland—Inscribed Certificates	5,964,251	6	Var.	112
" — " " (sterling)	8,857,222	5	Var.	72
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	109
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,000	5	'61–'72	----
" — " " of 1861 "	247,000	6	'68–'72	116
" —Union Fund Loan of 1861	2,217,500	5	'71–'76	----
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,006,177	6	1863	101¼
" — " "	216,000	6	1878	102
" —War Loan: Coupon Bonds 1861	449,100	7	1881	106
Minnesota—Coupon Bonds (State)	250,000	8	1867	105
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	----------	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41–'71	56
Missouri—Coupon Bonds	439,000	6	'63–'83	53½
" — " "	100,000	6	1862	51½
" — " " (loans to Railroads)	23,101,000	6	'72–'86	72½
" —War Loan 1861	----------	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,830	6	'65–'71	103
New York—Certificates	----------	6	'61–'62	108
" — "	----------	6	'64–'65	108
" — " State Loan $6,756,654	----------	6	65–'66	112
" — " Railroad Loan 339,000	----------	6	'72–'75	121½
" — " Canal Debt—(old) 9,739,025	----------	6	1874	120
" — " " " —(new) 13,200,000	----------	5½	1865	----
" — " " " —(misc.) 642,585	----------	5	'66–'74	110
" — " " " —(floating) 2,500,000	----------	5	1863	103½
" — "	----------	4½	1864	----
" — "	----------	7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18--	69
Ohio—Inscribed Certificates	6,413,325	6	1881	119
" — "	1,025,000	5	1865	99⅛
" — " "	2,183,531	6	1870	108½
" — " "	1,600,000	6	1875	108
" — " "	2,400,000	6	1886	113
" —War Loan (1861)	1,500,000	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds / Inscribed Certificates (1st January, 1862	37,687,760	5	'61–'82	98½
		5	'61–'82	96
" — " "	400,630	6	1879	105
" — " "	388,200	4½	'63–'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68–'90	----
" —Coupon Bonds (sterling)	434,444	5	1868	----
" — " " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,195,000	6	Var.	53½
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	111
" —War Loan (1861)	----------	---	18--	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	18,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85–'93	62½
" — " " (sterling)	1,865,000	5	1–92	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77–'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64–'74	----
" — " " "	265,000	6	'62–'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70–'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66–'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	----
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	105
" — " " (Balt. & Ohio R. R.)	5,000,000	6	------	100
" — " " (Water Works)	3,400,000	6	------	101
" — " " (Bank Stock)	553,986	6	------	----
" — " " (Improvement Stock)	4,963,215	6	------	----
Boston—Coupon (S. F.) Bonds (Municipal)	2,412,576	5	Var.	111
" —Coupon Bonds (Water)	6,243,880	5	Var.	111
Chicago—Coupon Bonds (Municipal)	860,000	6	18--	98
" — " " "	609,000	7	18--	108½
" — " " (Sewerage)	822,000	7	18--	----
" — " " (Water Works)	1,133,000	7	18--	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " " "	2,140,000	5	1887	109½
" —Public Education Stock	160,000	5	1873	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	600,000	6	1863	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69–'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,594,000	6	'71–'76	81
" — " " (Municipal)	1,138,200	6	'61–'80	----
" — " " (Buildings, etc.)	532,000	6	'66–'95	----
" — " " (Sewers)	425,000	6	'70–'88	----
" — " " (Improvement Old Limits)	260,000	6	'71–'87	----
" — " " (Water Works)	497,000	6	'71–'83	----
" — " " (Harbor Improvement)	239,000	6	'63–'86	----
" — " " (Wharf Improvement)	166,000	6	'67–'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75–'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,243	6	1886	93½
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63–'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	99
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	----
" " " Unsecured Bonds	2,773,726	6	'63–'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	----
North Branch: 1st Mortgage Coupon Bonds	690,000	6	1876	----
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	69½
" " 2d " "	3,980,670	3	1882	69½
" " Improvement " "	586,500	6	1870	----
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	36
" " Preferred Interest Bonds	227,589	6	1864	33
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	43
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	102½
Wyoming: 1st Mortgage Coupon Bonds	867,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	6,000,000	---	------	91½
Housatonic Preferred	1,180,000	8	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	82½
Milwaukee & Prairie du Chien, 1st preferred	1,095,000	---	------	103
" " " 2d "	1,086,000	---	------	79
New York & Harlem, Preferred	1,600,000	---	------	52½
Philadelphia & Reading, Preferred	1,551,800	7	------	50

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers:				
State (Ala.) Loan	123,171	7	----	----
Mortgage	109,500	7	----	----
Alabama and Tenn. Rivers:				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada:				
1st Mortgage	600,000	7	'857	----
Albany and West Stockbridge:				
Albany City (S. F.)	1,003,000	6	'66-'76	----
Androscoggin and Kenebec:				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	536,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western:				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence:				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio:				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	98½
" "	700,000	6	1880	98½
" "	1,128,500	6	1875	100½
" "	1,000,000	6	1867	101
Balt. City Loan	5,000,000	6	1890	----
Bellefontaine and Indiana:				
1st Mortgage convertible	791,000	7	1866	66
2d Mortgage	157,000	7	1870	----
Belvidere Delaware:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do.)	581,000	6	1877	----
Black River and Utica:				
1st Mortgage	870,000	7	1869	----
Boston Concord and Montreal:				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	91½
3d Mortgage Coupons	150,000	6	----	----
4th Mortgage Coupons	200,000	7	----	----
Sinking Fund	200,000	6	----	----
Boston and Lowell:				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie:				
1st Mortgage coupon	2,000,000	7	1877	98½
2d Mortgage coupon	380,000	7	----	----
Buffalo and State Line:				
1st Mortgage	500,000	7	1866	107
Income ½ in '59, ½ in '62)	200,000	7	var.	----
*Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	----	----
Burlington and Missouri:				
1st Mort. on 1st Division	590,000	---	----	----
Cairo and Fulton (Mo.):				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy:				
Mortgage	367,000	6	1864	----
Mort. (chgd from Steri'g)	888,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	105½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,800,000	6	1887	----
*Catawissa:				
1st Mortgage	1,500,000	7	1865	32
Cayuga and Susquehanna:				
1st Mortgage	300,000	7	1865	----
Central of Georgia:				
Mortgage	86,067	7	1863	----
Central of New Jersey:				
1st Mortgage	1,400,000	7	'65-'70	112
2d Mortgage	600,000	7	1875	110
Central Ohio:				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	73
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	15
Charleston and Savannah:				
1st Mortgage (endorsed)	510,000	6	----	----
2d Mortgage	1,000,000	7	----	----
Cheshire:				
Mort. (1860, '63, '75, and '77)	786,400	6	var.	100
Chicago, Burlington & Quincy:				
Trust Mort. S. F., convertible	317,000	8	1883	116
" " " inconvertible	2,690,000	8	1883	----
Plain Bonds, dated Sept. 20, 1860	755,000	7	1890	----
2d Mortgage, inconvertible	922,000	4½	1890	----
Chicago and Aurora, 1st Mort.	230,000	7	1867	----
Central Military Tract, 1st Mort.	248,000	7	1864	----
" " " 2d Mort.	204,000	8	1868	----
" " " Plain	28,000	8	1876	----
Chicago, Alton and St. Louis:				
1st Mortgage	----	†	----	----
Chicago and Milwaukee:				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island:				
1st Mortgage	1,397,000	7	1870	110
Chicago and Northwestern:				
1st Mortgage (preferred)	1,250,000	7	----	102
1st Mortgage (general)	3,600,000	7	----	77
Bonds issued for coupons of do.	756,000	7	----	89
2d Mortgage	2,000,000	6	----	32½
Appleton Extension Bonds	184,000	7	----	90
Flagg Trust Bonds	245,000	8	----	----
Cincinn., Hamilton and Dayton:				
1st Mort age	394,000	7	1867	100
2d Mortgage	950,000	7	1880	96
*Cincinn., Wilm. and Zanesville:				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	----	----
3d Mortgage	158,000	7	----	----
Income	250,500	7	----	----
Tunnel Right	1,000,000	7	----	----
Cleveland and Mahoning:				
1st Mortgage	850,000	7	----	105
2d Mortgage	469,000	7	----	----
3d Mortgage	344,100	8	----	----
Clev., Painesville and Ashtabula:				
1st Mortgage	25,000	7	1861	99
2d Mortgage	228,000	7	1862	92½
Special (Sunbury and Erie)	500,000	7	1874	----
Dividend Mortgage	900,000	7	1880	----
Cleveland and Pittsburg:				
1st Mortgage (Main Line)	800,000	7	1860	101½
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	100
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	90
4th Mort. (M. L.) or 3d Extension	1,164,000	7	----	72
Clev., Columbus and Cin.:				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo:				
Junction 1st Mortgage 1st Div.	299,000	7	1857	65
Junction 1st Mortgage 2d Div.	219,000	7	1872	65
Junction 2d Mortgage	221,000	7	1862	----
Tol., Nor and Clev. 1st Mort.	521,000	7	1883	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	1863	75
Junction Income	27,500	7	1862	----
C. and T. Income Mortgage	104,400	7	1883	75
C. and T. Income (convertible)	174,000	7	1864	----
C. and T. Income (convertible)	256 000	7	1864	----
C and T. Dividend (convert.)	161,495	7	18-5	75
C. and T. Income (convertible)	39,000	7	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	1885	103½
Columbus and Xenia:				
Dividend (due 1860, '61, '62, '66)	115,900	---	var.	93½
Connecticut River:				
Mortgage	250,000	6	1878	----
Connectic't and Passump. Rivers:				
1st Mortgage	800,000	6	1876	101½
Cumberland Valley:				
1st Mortgage	161,800	6	----	----
2d Mortgage	109,500	6	----	----
Dayton and Michigan (1 Ap. '60):				
1st Mortgage	300,000	8	----	----
2d Mortgage	2,212,000	8	----	----
Dayton and Western:				
1st Mortgage	300,000	7	----	50
2d Mortgage	----	7	----	40
Delaware:				
1st Mortgage	500,000	---	----	95
Guaranteed	65,000	---	----	----
State Loan	170,000	---	----	----
Delaware, Lackawanna and W'n:				
1st Mortgage	900,000	---	1871	112
1st Mortgage (E. Extension)	1,499,000	---	1875	106
2d Mortgage	2,516.500	---	1881	108½
Income (due 1862, '65 and '67	14,101	---	var.	88
Detroit and Milwaukee:				
1st Mortgage (convertible)	2,500,000	7	1875	60
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----
Dubuque and Pacific:				
New Construction	800,000	---	----	----
Dubuque Western:				
1st Mortgage	344,000	†	----	----
Eastern (Mass.):				
Income (due $75,000 annually)	275,000	6	var.	100½
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	450,000	6	1874	110
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia:				
State, 1st Mortgage	970,000	---	----	----
Endorsed by State of Tennessee	150,000	---	----	----
Mortgage (ordinary)	790,688	---	----	----
East Tennessee and Virginia:				
State, 1st Lien	1,602,000	---	----	----
Endorsed by State of Tennessee	200,000	---	----	----
1st Mortgage (after State)	100,000	---	----	----
Redeemable in Stock	66,950	---	----	----
Eaton and Hamilton:				
1st Mortgage	757,734	†	var.	----
Erie and North-East:				
Exchanged for Buff. and St. L.	149,000	---	----	----
Florida:—				
Internal Improvement (State)	1,655.000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama:				
Internal Improvement (State)	----	7	1891	----
Free Land, 2d Mortgage	----	8	1891	----
Florida, Atlantic and Gulf Centr.:				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Galena and Chicago Union:				
1st Mortgage Coupon	1,971,000	7	'62-'63	108
1st Mortgage (Extended)	22,000	7	1882	110
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	108
*Great Western, Ill:				
1st Mortgage Eastern Division	1,000,000	10	----	----
" Western "	1,350,000	7	----	----
Hannibal and St. Joseph:				
Missouri State Loan (1st Lien)	3,000,000	6	----	71
Land Security	5,000,000	7	1881	52
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster:				
New Dollar Bonds	661,000	6	1883	103
Hartford and New Haven:				
1st Mortgage	927,000	6	1873	99
Housatonic:				
1st Mortgage	200,000	7	1877	----
Houston and Texas Central:				
State (1st Lien) Loan	210,000	---	----	----
Mortgage	125,000	7	1866	----
Hudson River:				
1st Mortgage	4,000,000	7	'69-'70	115
2d Mortgage (S. F.)	2,000,000	7	1885	113
3d Mortgage	1,840,000	7	1875	101½
Convertible	1,002,000	7	1867	95
Illinois Central:				
Optional Right bonds	38,000	7	1868	----
Construction	10,798,500	7	1875	107
Construction	4,115,000	6	1875	107
Eight per cent. bonds	326,000	8	1865	----
Indiana Central:				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	----	----
Income	231,500	10	----	75
Indianapolis and Cincinnati:				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	----	85
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	650 500	7	1870	----
2d Mortgage	314,000	7	----	----
Jeffersonville:				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
*Kennebec and Portland:				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230.000	6	1861	----
3d Mortgage	250,000	6	1862	----
*Kentucky Centr. (Cov. and Lex.)				
1st Mortgage	160,000	6	----	----
1st Mortgage	260,000	7	----	----
2d Mortgage (convertible)	1,080,000	7	----	----
3d Mortgage	600,000	7	----	----
Guaranteed by Covington	200,000	6	----	----
Cincinnati (exchanged)	100,000	6	----	----
Keokuk, Ft. D. Moines and Minn.:				
City of Keokuk, 20 years	400,000	8	----	----
City of Keokuk, (special tax)	150,000	10	----	----
Lee County, 20 years	150,000	8	----	----
Keokuk, Mt. Pleas't and Muscat.:				
Lee County	150,000	8	----	----
City of Keokuk	200,000	8	----	----
Henry and Louisa Company's	50,000	8	----	----
Lehigh Valley:				
1st Mortgage	1,500,000	6	1870	108
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	903,000	†	----	80
2d Mortgage (Eastern Div.)	1,000,000	†	----	----
1st Land Grant (Western Div.)	4,000,000	†	----	30
2d Land Grant (Western Div.)	353,600	†	----	30
3d Mortgage (whole road)	1,700,000	†	----	----
Farm Mortgage	1,087,700	†	----	----
Unsecured Bonds	1,785,000	†	----	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	----	----
Little Miami:				
Mortgage (Coupon)	1,300,000	6	1883	91
Long Island:				
1st Mortgage	500,000	6	1870	100
Extension Bonds	175,000	7	1890	100
Long Dock Co.:				
Mortgage Bonds	500,000	7	1882	----
Mortgages on Land	473,809	7	----	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	----	----
1st Mortgage	248,000	---	----	----
Louisville and Nashville:				
State (Tenn.), 1st Lien	300,000	6	----	----
1st Mortgage	2,000,000	7	----	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester:				
State (Tenn.)	372,000	6	----	----
Mortgage	24.000	7	----	----
Mortgage	10,000	6	----	----
Madison and Indianapolis:				
Mortgage	600,000	7	1861	83
Marietta and Cincinnati:				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston:				
State Tenn.) Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	----	----
Memphis, Clarksv. and Louisv.:				
State [Tenn.] Loan	910,000	6	----	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,240,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	1860	112½
1st Mortgage (S. F.), convertible	4,461,000	8	1882	114
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	904,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	85½
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	104
Detroit and Toledo	684,000	7	1876	98
1st General Mortgage (S. F.)	3,030,000	7	1885	103
2d General Mortgage	2,572,000	7	1877	93
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	105
1st Preferred stock	1,060,000	---	------	103
2d Preferred stock	1,020,000	---	------	79
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61-'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	99
Preferred Stock	1,175,000	10	------	125½
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endora.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	------	100
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63 '78	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous, and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	110
Funding (S. F.) Bonds	1,553,000	7	1876	112
Stock Exchange (S. F.) Bonds	680,000	6	1883	107
Real Estate (S. F.) Bonds	166,000	6	1883	107
Real Estate Bonds	301,952	7	------	----
Bonds of June, 1854	3,000,000	7	1864	106
Convertible Bonds	970,000	7	1876	115
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	107
New York and Erie:				
1st Mortgage	3,000,000	7	1867	116½
2d Mortgage	4,000,000	7	1879	113
3d Mortgage	6,000,000	7	1883	106½
4th Mortgage	4,900,000	7	1880	100½
5th Mortgage	1,792,500	7	1888	99½
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	109½
2d Mortgage	1,000,000	7	1864	102
3d Mortgage	862,300	7	1867	92
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----

Description.	Amount.	Interest.	Due.	Price.
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	3,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	97½
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	89
2d Mortgage	3,077,000	7†	1861	5
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	85½
Chattel Mortgage	360,000	10	1883	104½
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6*	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,050,000	†	1858	----
2d Mortgage	258,000	†	------	----
Construction	4,242,000	†	1858	17
Income	3,320,000	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	46
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage	4,990,000	6	1880	113
2d Mortgage	2,421,000	6	1875	106
2d Mortgage Sterling	2,126,400	6	1875	----
State Works Bonds	7,100,000	5	------	95½
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	76
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	5	------	103
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	408,000	5	1867	----
" 1836, '37 "	192,000	5	1880	103
" 1849, "	3,103,600	6	1870	109
" 1861, "	436,000	6	1871	----
" 1843, "	1,548,300	6	1880	109
" 1844, (convertible)	863,000	6	1880	110
" 1848, "	124,000	6	1880	99
" 1849, "	83,000	6	1880	102
" 1857, "	3,586,500	6	1886	99½
" 1856, "	1,475,000	7	1886	100½
Bonds and Mortg's—real estate	592,200	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	107
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Alleghany Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	106½
2d Mortgage	5,160,000	7	1911	91
3d Mortgage	2,000,000	7	1911	71½
Bridge Bonds, O. & P. R. R. Co.	188,000	7	1876	----
Chicago Depot Bonds	337,173	6	1865	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----

Description.	Amount.	Interest.	Due.	Price.
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	45
2d Mortgage	937,500	7	1863	3
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
Mortgage	125,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	7	1866	30
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	187,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
*Chicago and Alton:				
1st Mortgage	2,000,000	7	------	99½
2d Mortgage	1,535,000	7	------	----
3d Mortgage (Income)	1,000,000	10	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	104½
Mortgage (half to State)	7,000,000	5	'75-'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Alton & Terre Haute:				
1st Mortgage (convertible)	1,000,000	7	'62-'72	97
2d Mortgage (preferred)	2,000,000	7	'68-'70	78
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	98
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	98
2d M. (Toledo and Wabash)	1,000,000	7	1869	80
2d M. (Wabash and Western)	1,500,000	7	1899	80
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	23½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68-'71	----
Dollar Bonds	802,000	6	1875	110½
Albany City Bonds	1,000,000	6	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Elmira and Williamsport:				
1st Mortgage	1,000,000	7	1880	98½
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1872	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total; incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,985	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	.....	.....	600,431	.....	.....	.....	.....	—	....
1 May, '61	489.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,624	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	....	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	.....	.....	23.8	45,543	77,028	34,866	16	....
31 Jun. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511	.....	1,936,739	1,810,500	319,444	4,323,922	122.4	252,906	359,147	149,477	—	....
31 Aug. '61	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9 5,087	73.0	323,491	712,876	354,136	14	142
31 Dec. '61	74.0	—	....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,358	225,292	25,566	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,081,800	289,750	21,406	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	.....	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	439,830	808,060	391,979	....	....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	74
								DELAWARE.													
31 Oct. '60	34.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,182	870,000	271,877	1,607,684	34.3	136,631	138,970	41,466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6½	....
								FLORIDA.													
— — '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,486	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	....	....	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153.5	....	....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,890,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.		138.0	.....	832,343	454,641	—	....
								ILLINOIS.													
31 Dec. '61	220.0	—	....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	.....	8,500,000	4,500,000	.....	10,000,000	220.0	.....	1,098,465	452,693	4	....
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024,750	.....	12,176,116	168.0	1,067,025	1,551,227	679,772	—	80¾
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
1 Apr. '62	242.0	—	....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,828	—	....
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,489	5,603,000	1,397,000	.....	7,545,220	228.4	765,949	1,054,704	415,971	6	78¾
10 Nov. '58	33.2	—	....	—	....	....	.....	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	.....	10,502,318	261.3	1,123,454	1,720,396	811,185	5	80¾
31 May, '61	175.0	—	....	—	....	....	.....	Great Western	5,022,926	*	—	1,600,000	2,391,000	.....	.....	175.0	.....	485,943	181,529	—	....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	708.3	2,468,023	2,965,758	1,150,903	—	79¾
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — —	143.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	143.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '58	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,556	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by	Bur. &	Quincy	—	....
— — —	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,908	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
— — —	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,050	1,178,000	40,550	2,108,011	109.0	365,122	400,397	133,009	—	50
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	53
31 Dec. '60	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,384	37,219	2,031,942	84.0	.....	277,952	119,745	—	....
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,506	2,188,881	106.0	303,161	297,988	121,416	—	....
— — '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	....	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,080,128	135.0	201,402	230,563	99,080	—	....
— — '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	....
— — '58	74.0	—	....	—	....	....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '61	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,976,801	73 0	325,707	377,692	216,184	10	125
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,255	*	—	702,738	665,000	92,663	1,842,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
— — '59	55.0	52.6	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	....
— — '58	13.0	—	....	22.0	....	....	.....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	— }	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,433	130,000	—	735,312	29.0	.....	108,944	43,267	—	....
30 Jun. '61	65.1	—	....	— }				} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	.....	1,649,551	65.1	244,773	245,911	98,679	4	80
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,808	716,478	371,122	—	66
— — '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
— — —	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,318	566,000	389,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,160,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug. '60	58.7	—	....	135.3	....	....	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,989	108.434	1,710,819	58.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares, [illegible]
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	133,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	.....
31 Dec. '59	—	—	—	14.0	...	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	.....
31 May, '61	64.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,869,147	54.7	oper. by	An. & K.	70,566	—	.....
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	111½
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,380	.....	.....	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	79
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	85
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	105
31 May, '62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,389	412,569	465,758	4,076,974	—	75,150	4,965,723	119.3	599,048	732,427	280,406	6	121
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	132,720	.....	.....	61.8	.....	588,871	272,429	8	127½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	130
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	.....	.....	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	.....	.....	52.3	.....	250,836	122,956	6	103
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,634	315,165	264,102	2,853,400	1,585 000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	94½
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	—	71.6	.....	548,158	217,054	6	110½
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	.....
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,983	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	120½
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	76½
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,000	140,902	.....	.....	.....	.....	.....	—	.....
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,093	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	119½
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256.521	39,800	1,600,000	147,000	—	.....	44.4	.....	308 238	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,479	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	.....
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150 000	2,768	.....	11.5	.....	50,155	11,578	—	6½
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	uaston.	31,499	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....	—	—	.....	.....	.....	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	17½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,598	812,997	8	143½
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,398	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.8	66
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Nequet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	.....
30 Sep. '60	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	.....
-- --	--	—	--	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	--	—	--	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '62	284.8	—	23.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,089	3	88½
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	88½
-- --	--	—	--	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
-- -- '59	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
-- -- '59	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	169,018	—	798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	...	...	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	—	—	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	43
31 Mar. '62	168.8	—	16.8	68.0	22	20	336	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- --	--	—	--	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,962	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	20
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,088,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	18½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	*	389,047	420,858	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,582	459,659	128,366	8	60½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord & Portsmouth, guar.	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	coord.	15,000	—	116
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	—	90½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	28.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	coord.	88,577	8	110
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,880	138,715	—	595,587	383,400	303,517	1,282 504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,857	353,101	187,136	4	64½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,807	—	.....
								NEW JERSEY.													
31 Dec. '60	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,128,257	*	—	997,862	2,082,000	103,879	3,183,741	76 0	.....	274,204	162,841	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124 2	.....	2,058,989	913,829	12	153
31 Dec. '60	60.2	—	.....	—	...	...	.....	Camden and Atlantic (Pref.)	1,829,473	*	—	976,843	1,032,076	83,641	2,092,56	60.2	.....	160,043	54,902	—	12
31 Dec. '61	64.0	—	43.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	150
1 Jan. '61	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600.000	973,810	779,744	2,553,584	—	Leased	to Erie	Co.	—	.....
31 Dec. '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,626,987	*	57,000	1,167,800	340,000	1,766,236	1,768,241	53.0	163,703	263,495	109,111	8	.....
31 Dec. '61	33.8	—	.....	—	...	...	.....	New Jersey	3,609,069	400,378	1,249,621	4,397 820	688,000	—	5,628,931	33.8	.....	992,767	579,981	10	130
31 Dec. '60	21.3	—	.....	2	6	17	.....	Northern New Jersey	365,344	*	—	154,157	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '60	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	58,400	8	.....
31 Dec. '60	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	98
31 Dec. '60	13.0	—	.....	47.0	—	—	—	West Jersey	280,278	—	—	216,794	.....	56,582	.....	—	.....	15,344	3,368	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	—	—	—	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	ope	r. by Re	na. & S	arat.	—	—
30 Sep. '61	33.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	ope	r by W	estern.	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	25,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220	23.8	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	128,021	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	593 845	187,704	—	—
30 Sep. '61	68.3	—	14.5	—	28	32	325	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940.042	417.458	10	100
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,486	9,137,000	773,411	13,668,877	259.0	1,116,758	1,989,013	566,461	—	73½
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297.646	137,347	—	22
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	.....	7,809,042	2,601,063	6	102½
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,616	1,979,108	—	61½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,086	26.517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	75	445	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	29½
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60.000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	90 061	—	—
30 Sep. '61	36.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,564	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	16.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	65g,249	1,776	—	557,600	150,000	13,480	721,080	ope	r. by B.	N. Y. &	E. 4,996	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sackette Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,731	.....	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	ope	r. by Ren	a. & Sar.	.....	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	.....	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,163	118,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Hud	a. River.	.....	6	—
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	ope	r. by oth	er Co's.	.....	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.81	23,318	65,344	26.786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	....	oper. by	Erie R.	W. Co.	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,453	353,441	164,672	6	82½
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	.....
31 Dec. '60	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,027,931	*	10,000	1,859,813	1,256,750	71,660	3,256,750	118.2	.....	314,091	102,765	—	15
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	—
31 Mar. '62	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,156,800	1,344,000	.....	3,818,784	198.3	.....	646,205	329,714	7½	112½
31 Dec. '60	30.0	—	.....	69.1	...	...	....	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	28
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,150	—	—
31 Dec. '60	135.4	5.8	.....	—	22	31	495	Cleveland, Columbus and Cinc.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,123	141.2	655,162	1,085,799	580.621	10	158
31 Dec. '60	67.0	—	.....	18.0	12	11	251	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	67.0	230,461	369 849	236,003	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	80,000	4 888,060	96.6	578,991	1,244,975	734,991	10	114
30 Nov. '58	101.0	102.5	.....	—	42	...	....	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	663,821	9,661,102	203.5	646,413	772,093	332,093	4	40½
31 May '62	109.2	79.4	.....	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,028,820	188.6	610,292	1,003,637	543.488	3	66½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84.000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	8	87½
31 Mar. '61	144.0	—	7.9	—	—	—	—	Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700	350,824	5,241,812	144.0	.....	375,002	212,107	—	—
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	—	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64.000	33,000	—	—
1 Nov. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	102,180	52,408	—	—
-- -- '59	36.0	—	.....	84.0	...	...	....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	—
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	11,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3 532,236	500 524	412,002	2,981,267	1,400,000	—	4,960,780	135.0	814,900	1,336,991	632,114	8	125
31 Jan. '62	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	225.6	.....	434,290	99,554	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906.736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '61	153.9	52.0	.....	—	40	26	391	Sandusky, Dayton and Cinc.	3,988,278	606,900	219,864	2,697,090	2,613,384	140,906	5,623,135	205.9	462,635	450.245	58,589	—	—
31 Dec. '60	116.0	9.0	.....	—	13	20	206	Sandusky, Mansfield & New'k	2,309,125	*	—	348,770	1,385,200	132,063	2,588,876	125.0	.....	285,934	34 167	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Aug. '61	242.4	—	.....	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	855,502	1,012,236	400,559	—	33
								PENNSYLVANIA.													
31 Jan. '61	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	62,624	.....	45.0	61,634	94,342	45,161	—	—
31 Aug. '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,861	—	1,816,150	1,500	—	1,817,650	24.5	174,238	345,505	194.589	10	59
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,072,000	305,000	—	3,350,000	34,000	89,359	3,472,746	146.0	289,137	219,548	22,469	—	4½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173 466	*	423,200	5,293,552	4,915,500	744.579	11,780,945	202.0	.....	2,169,946	1,339,680	—	117
30 Nov. '61	35.8	—	2.5	—	6	8	74	East Pennsylvania	660,319	94,810	—	490,700	598,400	27,612	1,116,712	35.8	.....	131,532	65.016	—	—
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,136,037	*	—	1,000,000	1,000,000	55,295	2,214,873	78.0	252.639	307,496	130,149	—	18½
30 Sep. '61	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L	.....	10	—
31 Aug. '61	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,341	—	1,182,550	700,000	.....	1,882,550	55.5	oper. by	Penn.	R.R.Co.	14½	60
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,459	*	—	1,809,565	500,000	100,000	2,409,565	32.3	21,477	25,427	4 263	—	—
31 Aug. '61	34.2	14.2	3.0	—	8	1	2	Huntingdon and Broad Top	1,358,179	*	—	508,311	1,142,262	172,039	1,822,612	45.2	122.047	173,941	62,847	—	—
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,586	*	—	710,000	1,566,900	360,000	2,626,600	80.0	176,982	217,810	114,774	—	—
30 Nov. '61	46.0	—	17.3	20.2	20	8	842	Lehigh Valley	3,738,601	*	—	2,253,350	1,465,000	52,258	3,770,608	46.0	339,089	339,084	224.976	8	83½
30 Nov. '61	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,171,965	*	—	2,256,100	909 000	77,457	3,411,690	ope	r. by Ca	tawissa	R R Co.	—	24
31 Dec. '61	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	3,413,871	352,068	9,406,669	.....	.....	528,246	326 9 3	6	66
31 Dec. '61	130.0	—	60.5	—	—	—	2	3,026	Mine Hill and Schuylk. Haven	2,978,598	278,367	.....	3,248,600	—	—	3,248,600	130.0	293,692	619.043	335,671	11	48½
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462.399	406,187	—	3,147,130	2,860,000	22,320	6,205,067	65.7	247 082	364,225	202,194	—	104½
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541.156	647 522	1,421,980	13,264,100	16,637,400	1,322,915	34,264,559	423.0	4,413,036	7,300.001	3,646,938	6	54½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	.....	1,637	.....	—	—
30 Sep. '61	17.0	7.0	42.0	—	15	34	108	Phila., Germant'n & Norristo'n	1,267,634	235,139	—	1,243,500	374,800	—	1,618,300	24.0	249,960	410,865	110,387	7	54½
30 Nov. '61	147.4	4.0	61.0	—	145	66	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	—	25,296,463	151.4	1,795,927	2,605,838	1,412,905	—	82½
30 Nov. '61	28.2	—	—	—	—	—	—	Philadelphia and Trenton	603,882	—	—	999,200	250,000	—	1,249,200	28.0	oper. by	Cam. &	Amboy	8	150

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
1 Oct. '61	98.0	6 0	—	—	32	109	565	Phila., Wilmington and Balt.	7,021,713	744,425	142,840	5,600,000	2,475,500	140,993	8,742,000	200.5	439,780	1,516,985	675,484	6½	59½
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1,756,436	1,500,000	85,312	3,428,836	22.0	11,408	70,228	21,217	—	----
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pitts'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 323	18,999,891	467.5	2,434,641	3,031,787	1,299,721	—	53
30 Sep. '59	31.0	—	----	11.0	---	---	----	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	----------	----------	----	----------	----------	----------	—	----
30 Sep. '61	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	----------	1,355,700	54.0	----------	----------	----------	—	----
30 Nov. '61	9.2	15.3	4.9	—	---	---	----	Schuylkill Valley	573,616	*	—	576,950	----------	----------	573,616	24.5	oper. by	Ph. & Reading.		5	----
31 Nov. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	965,988	99,460	363,004	500,000	822,117	5,435	1,327 552	----	----------	105,568	55,143	—	----
30 Sep. '61	148.0	—	5.5	288.0	14	0	176	Sunbury (Phila.) and Erie	10,709,006	*	—	4,520,175	4,644,000	1,776,123	10,940,298	148.0	236,825	841,582	149,082	—	16
30 Sep. '61	29.6	—	2.1	—	4	3	70	Tioga	718,918	77,999	—	367,300	396,500	65,726	----------	29.6	68,543	101,499	64,270	6	47½
30 Sep. '61	26.4	—	3.0	—	5	11	22	Westchester and Philadelphia	1,295,617	73,655	—	685,150	1,010,653	11,051	1,706,454	26.4	100,659	126,593	59,624	—	----
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,506,000	276,800	----------	----------	62.0	240,449	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	457,417	8,500	----------	----------	13.6	----------	26,454	6,914	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,283	151,536	6	----
— — '58	40.3	—	----	—	---	---	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	---	---	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----------	341,190	125,871	----	----
31 Aug. '58	22.5	—	----	—	---	---	----	Kings Mountain	196,230	*	—	200,000	----------	----------	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	---	---	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	---	---	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	---	---	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	---	---	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----	----------	----------	----------	—	----
1859	100.0	—	30.6	55.8	---	---	----	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	28.0	----------	----------	----------	—	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,389	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859	----	—	----	—	---	---	----	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	---	---	----	Buffalo Bayou, Braz.& Co'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56 0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275 000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	---	---	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	----	756.0	---	---	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	----------	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	579,119	6,386,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	----------	----------	----------	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,669	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	---	---	----	Vermont and Canada	1,350,695	----------	----------	1,350,000	----------	----------	1,380,695	oper. by Vt. Central		----------	----------	—	134
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	----------	----------	23.7	47,950	45,930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	---	---	----	Western Vermont	1,083,500	*	—	332,000	700,000	----------	1,083,500	oper. b. Troy		& Bost.	86,858	----	----
								VIRGINIA.													
31 Aug. '59	41.3	—	----	122.1	---	---	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,408,018	36,188	88,131	1,534,194	----	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,232	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	3
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	----	----	—	11	10	196	Richmond, Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,068	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541.197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	---	---	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	---	---	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	88,549	8,036,604	234.4	----------	1,108,354	436,089	—	33
— — '57	50.0	—	----	85.0	---	---	----	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '61	104.0	—	----	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,706,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	----
— — '58	10.0	—	----	55.0	---	---	----	Wisconsin Central	600,000	----------	----------	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 July '61	161.0	—	----	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	----------	7,150,000	16.10	400,075	1,771,780	383,670	—	----
— — '59	81.0	—	----	—	16	17	214	Montreal and Champlain	----------	----------	----------	----------	----------	----------	----------	81.0	166,245	----------	----------	—	14
— — '59	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	----------	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	----------	----------	357.0	1,360,900	----------	----------	8	----
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	37,081	----------	----------	—	----
— — '59	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	254,530	----------	----------	—	----
— — '59	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	89,222	----------	----------	—	----
— — '59	25.0	—	----	—	4	←	57	Welland	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.9	12.0	—	14	18	236	European & North American	4,548,564	*	—	4,637,852	----------	----------	4,637,852	108 0	----------	130,676	36,432	—	---
1 July, '61	60.0	—	----	----	---	---	----	New Brunswick and Canada	1,402,748	102,388	—	1,280,000	13,100	136,000	1,709,232	60.0	----------	132,555	36,670	—	----
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	----	60.1	---	---	----	Nova Scotia	4,268,717	*	—	----------	----------	----------	----------	61.5	----------	120,918	26,803	—	----
								NEW GRANADA.													
1 Dec. '60	48.7	—	—	—	—	—	—	Panama	8,000,000	*	620,894	5,000,000	2,400,000	—	9,608,530	48.7	—	1,539,859	1,110,652	12	168

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 26.

	Th 20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26
STATE STOCKS:—						
California 7s	118½	----	----	----	----	113
Georgia 6s	----	----	----	----	----	----
Illinois War Loan	----	103	103	103	----	----
Indiana War Loan	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	----	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s, 1878	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	55½	52	52	52	52	51½
Do. iss. to H. & St. J. R. 72s	73	73	73	73	72½	----
New York 6s, 1873	----	----	----	----	----	----
North Carolina 6s	----	----	----	75	69½	69
South Carolina 6s	----	----	----	----	----	----
Ohio 6s	----	----	----	----	----	----
Tennessee 6s, 1890	54	54	54½	54½	53½	
Virginia 6s	----	62½	62½	----	----	
RAILROAD SHARES:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. & Q.	----	86	87	86½	----	
Chicago & Rock Isl.	79½	79½	79½	80½	79½	78½
Clev., Col. and Cin.	138	138	137½	138	----	
Clev. and Pittsburg	40½	40½	40½	40½	41½	40½
Clev. and Toledo	66½	67	66½	68½	68	66½
Del., Lack. & West.	----	----	----	----	----	----
Galena and Chicago	82	81½	81½	81½	81½	80½
Hudson River	74½	74	74	74½	74½	73½
Illinois Centr. (scrip)	77	78	80½	80½	79½	78½
Michigan Central	88	88	88½	89½	89½	88½
M. S. and N. I.	39½	39½	39½	40	40	39½
M. S. & N. I. guar'd.	82½	82½	83	----	83½	82½
Mil. and P. du Chien	----	33	33	----	----	33
M. & P. du C. 1st pref.	----	----	----	----	----	----
M. & P. du C. 2d pref.	----	77½	78	79	----	----
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	150	----	----	----
New York Central	102½	102½	102½	103½	102½	102½
Erie	61½	61½	62½	62½	62	61½
Erie pref.	90	90	92	92½	91½	91½
" Ass. scrip	----	----	----	----	----	----
N. York & Harlem	22½	23	22½	22½	22½	22½
N. Y. & H. "pref."	51	51½	60½	53½	53½	52½
Panama	----	157½	157½	158	----	----
Phila. and Reading	75½	76	76½	77	75½	
Pitts. Ft. W. & Chicago	52	52	53	----	----	----
Toledo & Wabash	33½	----	----	33	----	----
" " Pref.	75	----	----	75½	----	----
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	98½	----	98	98½	----	
Ohio. & N. W. 1st M.	----	----	----	----	----	----
" " 2d M. 32½	83	34½	34½	34	32½	
" " S. F. 102	----	----	----	----	----	----
" " A. B. 60½	57	62	61½	62	60	
" " I. B.	----	----	----	----	----	----
" "Ap. Ext'n.	----	----	----	----	----	----
" " G. B. Ext. 89	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	----	----	----
" 4 M. 72	71	----	----	72	----	----
Cl. & Tol. S. F. 7 p. c. 103½	----	103	103½	103½	103½	
Chi., Bur. & Q. 8 p. c.	----	----	----	----	----	116
Chi. & R. I. 1st M. '70	----	----	----	----	----	----
D. L. & W. 1 M. 8p. '71-6	----	----	----	----	----	----
" 2 M. 8p. c. '81	----	----	----	----	----	----
Gal. & Ch. 1 M. 7p. c. '63	110	----	----	----	----	----
" 2 M. 7p. c. '75	----	----	----	----	----	----
" 1 M. Ex. '82	----	----	----	----	----	----
Haun. & St. J. bonds. 52	----	----	----	----	----	----
Huds. R. 1 M. 7p. c. '69	----	----	----	----	----	----
" 2 M. S. F. 113	----	113	----	----	----	----
" 3 M. 7p. c. '75 101	101	101½	101½	----	----	101½
" conv. bonds	95	----	----	----	----	----
Illinois Central bonds 107½	107	----	----	----	107	----
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. & P. du C. 1st M.	105	----	----	----	----	----
Mich. Cen. S. F. 8 pc. '82 110	----	----	----	----	----	----
" conv. 8 p. c. '69	114	----	----	----	114½	114
M. S. & N. I. 1 M. S. F. 102½	102½	----	----	----	103	----
" " 2 M. 93	92½	92½	93	93	93	
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6p. c. certif. '85 106	----	106½	----	107	107	
" 1 M. 7p. c. '64	----	----	----	----	----	----
" bonds 1876	114	115	----	----	----	----
N. Y. & E. 1 M. 7p. c. '67 115	----	----	----	----	114½	----
" 2 M. 7p. c. '79	----	----	----	----	----	----
" 3 M. 7p. c. '83	107	106½	----	----	----	----
" 4 M. 7p. c. '80	----	101½	----	----	100½	----
" 5 M. 7p. c. '88	100	----	----	----	99½	----
N. Y. & H. 1 M. 7p. c. '73 109½	----	----	----	----	----	----
" 2 M. 7p. c. '64	----	----	----	----	----	----
" 3 M. 7p. c. '67	----	----	----	----	----	92
Pitts., Ft. W. & Ch. 1 M. 107	----	----	106½	----	----	----
" " " 2d M.	93	92	----	----	91	
" " " 3d M. 71½	----	----	71½	71½	----	
St. L., Alt. & Chi., 1 M.	----	----	----	----	----	----
Alton & Terre H. 1 M. 97	----	----	----	----	----	----
" " 2 M. pref.	----	77½	79	----	78	
" " Int. b'ds.	56	55	57	57½	57	
Toledo & Wab. 1 M.	93	----	----	----	98	98
" " 2 M.	80	80½	81	81	80	
" " Int. b'ds.	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. & Hud. Canal	----	----	----	----	----	----
Penn'a Coal Co.	115	116	115½	116	----	113
Pacific Mail S. S. Co.	121½	120½	120½	121	120½	119

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 26.

	Th 20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26.
FEDERAL STOCKS:—						
U. S. 5s, 1871	----	----	----	----	----	----
U. S. 5s, 1874, coup.	92½	92½	----	92½	----	----
U. S. 5s, 1865	----	----	----	----	----	----
U. S. 6s, 1881, reg.	103½	104	104	104	----	103½
U. S. 6s, 1881, cou.	104	104	104	104½	104½	104½
U. S. 6s, '81, O. W. L. y.	100½	----	----	----	----	----
U. S. 6s, 1881, " 1 y.	----	----	----	----	----	----
U. S. 6s, 1862, reg.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	101½
U. S. 6s, 1868, "	----	----	----	----	----	----
U. S. 6s, 1868, coup.	101½	101½	----	----	----	----
U. S. 6s, 1 year certif.	98½	98½	98½	98½	----	----
U. S. 6s, 5-20s, coupon	99½	----	----	----	----	99½
Treasury 7 3-10 Notes	104½	104½	104½	104½	104½	104½
U. S. Demand Notes	----	----	----	124½	----	122½
American Gold	130½	130½	130½	130½	130	129½

Boston Stock Exchange.

Actual Sales Prices for the week ending Nov. 26.

	Th 20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26.
Boston and Lowell	----	----	105	----	105	
Boston and Maine	123	123	----	----	121	----
Boston and Providence	127½	----	----	----	----	----
Boston and Worcest	----	----	----	----	----	----
Connecticut River	104	----	103	103	103	----
Eastern, Mass.	90	91	94½	94½	94½	94
Eastern, N. H.	89½	90½	----	----	----	----
Fitchburg	----	----	110½	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	89	89
Northern, N. H.	----	----	61½	64½	----	61
Old Colony and Fall R.	120½	120½	----	----	----	120½
Ph., Wil. & Baltimore	59	59½	----	59½	59½	59½
Portl'd, Saco & Ports.	----	----	----	----	111½	----
Vermont & Canada	133	----	----	----	----	----
Vermont & Mass.	17	17	----	17½	----	----
Western	142½	----	143	143½	----	----
Cambridge (Horse)	111	111	110½	110½	110½	110½
Metropolitan "	----	----	67	----	67	67½
Middlesex "	----	98	----	97½	----	97
Central Copper Co.	27	27	26½	27½	27½	28½
Franklin Copper Co.	44½	44	43½	43	----	----
Isle Royale "	17½	17½	17½	17½	17½	16½
Mesnard "	14½	14½	14	12½	11½	----
National "	----	----	27	----	----	----
Minnesota "	67½	66½	----	67½	----	66½
Pewabic "	44½	----	43½	43½	----	43
Pittsburg "	----	64	64	65	65	65
Quincy "	64½	64	64½	64	64	64
Rockland "	----	----	16½	16½	----	16½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 25.

	W. 19.	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.
Beaver Meadow	----	----	59	----	----	60½
Cattawissa	5	5	5	4½	4½	4½
" preferred	15½	15½	15½	15½	15½	15½
Camden & Amboy	152½	153	----	----	----	153
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	104	104	----	----	----	103
" " 6s, '89	----	104	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	98½	----	----	----	98½	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	60	----	----	----
Lehigh Navigation	----	----	----	----	----	----
" " 6s	----	----	----	----	108½	----
" " scrip	30½	----	30½	----	31	31
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	23	23	23	23½	24	24
" " 7s	----	----	----	----	----	----
Long Island	----	----	22	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	48½	----	48½	48½	48½	
North Pennsylvania	----	----	10½	----	----	10
" " 6s	85½	86	85½	----	85½	85½
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	54½	54½	54½	54½	54½	54½
" 1st m.	----	----	----	----	----	----
" 2d m.	106	----	----	----	----	----
Penn. State, 5s	96	98½	----	95½	95½	95½
" " 5s, coupon	----	----	----	----	----	----
" " 6s, "	----	----	107	----	----	----
Philadelphia City, 6s	103½	103½	103½	103½	103½	103½
" " new	106½	106½	106½	106½	106½	106½
Philad., Germ. & Nor.	54	54½	----	----	54½	----
Phila. & Reading	37½	----	37½	37½	38½	38½
" " 6s, '86	100	100	100	99½	----	99½
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie, 6s	102½	102½	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	104½	----	----
Arch street, (Horse)	26	26½	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	26	26	26	----	26½	----
Green & Coates, "	----	----	----	----	----	37
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	77	77	----	----
Spruce & Pine, "	----	----	----	16	----	16½
13th & 15th sts., "	----	----	----	24	----	----
West Philad., "	----	----	----	60	60	----
10th & 11th sts. "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sales Prices for the week ending Nov. 25.

	W. 19.	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.
Baltimore City 6s, 1875	106½	106½	----	----	----	106
" " 1886	----	----	----	----	----	----
" " 1870	----	104	----	----	----	----
" " 1890	106	----	107	----	----	----
Balt. and Ohio	76½	77	78	----	79	79
" " b'ds, '62	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	97½	97½	97½	97½
" " " '95	----	----	----	----	----	----
Washington Branch	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 8th November:

Maryland 5s	70	to	72
United States 5s, 1874	63	"	65
Virginia State 6s	46	"	48
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	71½	"	72½
Erie shares, $100 (all paid)	41½	"	42½
Do., 7s, preference	61	"	62
Do., assessment scrip	1½	"	1¾
Do., 7s, 1st mort., 1867	82	"	85
Do., 7s, 2d mort., 1859	75	"	85
Do., 7s, 3d mort., 1883	73	"	75
Do., 7s, 4th mort. x. c.	68	"	70
Do., 7s, 5th mort.	66	"	70
Illinois Central 6s, 1875	75	"	78
Illinois Central 7s, 1875 x. c.	74	"	76
Do. do. $100 shares, $90 paid, dis.	42½	"	41½
Do. do. $100 shares, all paid	53	"	54
Michigan Central 8s, Convertible, 1869	75	"	80
Do. do. S. F. 1st mort., do., '62 x. c.	78	"	80
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	20	"	25
New York Central 6s, S. F., 1883	78	"	77
Do. do. 7s, 1864	70	"	75
Do. do. 7s, S. F., 1876	75	"	80
Do. do. 7s, Convertible, 1876	75	"	80
Do. do. $100 shares	71	"	73
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	78	"	80
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	36	"	38
Philadelphia and Reading, $50 shares	22	"	28

American Railroad Journal.

Saturday, November 29, 1862.

Stock and Money Market.

The past week has been one of great excitement, in consequence of the supposed effects, resulting from the recent transactions of the Government in this market. Although the loan of the Secretary of the Treasury was promptly effected, and produced a profit of 3.05 per cent, yet a stringency followed in the Money Market, real or pretended, and from certain quarters where a pinch or a scramble as it was called took place, quite a clamor arose against Mr. Chase, paper money and our whole financial system. The views of money operators generally conform to their interests, and we therefore adopt the opinion of Mr. A. B. Johnson of Utica, in his recent admirable pamphlet on finance, that in some cases the advice of capitalists is the worst a Government can follow. Let us calmly consider the condition of our public affairs.

We are engaged in repressing the greatest rebellion known since that of the fallen angels themselves. History records none, since nations and governments were established on this globe, to equal that which calls forth to-day the energies and resources of the loyal States of this Union. More than a million and a half of men are in the field with arms in their hands to destroy each other, and the greatest republic in all time is now at the crisis of success or ruin. Men who reduce this great and overwhelming struggle to a consideration of a premium on gold, belong to the class of fossils, buried in the time of the flood, and are

unable to comprehend the new state of things in which they happen to have been uncovered.

They who propose to make the political existence of this country to depend on the questions raised by mere dealers in money, do not understand what there is at stake, nor how to preserve that which is in danger. We reject therefore, *ex necessitate rerum* all subordinate discussions, not based on the great principle of preserving the National life, and this must be the guide of our statesmen in treating of the methods of preservation.

Again and again we have repeated the assertion, that no such war as that in which we are engaged, can be carried on with gold and silver only. We have never had enough in the whole country to pay our war expenses for six months, and when once disbursed it would from natural causes, disappear from circulation. Paper then becomes indispensable, and as it is a well-known commercial agent, its use is familiar and convenient. Shall this paper be issued by the Government, or shall that issued by banking associations owned by individuals, conducted for private advantage solely, and depending for ultimate redemption on their good faith and success in business, proved often times to be a failure even in an ordinary commercial crisis, known to have been an unstable reliance in war, and to be a source of distrust and apprehension among its holders when ever a broker discredits it at his counter, every where out of its locality at a discount, and in distant parts of the country without any credit at all, shall this kind of paper be used by the Government in conducting such a war as this? Would our soldiers be content to be paid in Virginia or Louisiana, with bank notes issued in John Brown's tract?

Certainly not. The best currency which can be devised therefore, is that which is based on the whole resources of the State, on the property of those who stay at home, and of those who are actually in the field, a currency which is at legal par everywhere, and meets every legal obligation. There can be no doubt of the correctness of this position.

But it may be said it is issued in excess, and an excessive supply of paper, as even of gold, which has occurred twice in Modern history, enhances the price of those articles for which it is exchanged. Admitted, but have we arrived at that stage, and if we should even arrive at it, is the war then to stop and the Union to be severed, or are we to persevere at all risks and hazards, establish our permanence, and then revise our financial system and place it on the peace basis, from which it has been driven by the cruel necessities of this unnatural outbreak.

It is worthy of note that but a few weeks since the press of this city, or that portion of it which with large experience and much regard for the old and venerable laws of currency, has contended that the Government might carry on the war, by resorting to loans, to be put out at the market price, and issuing the paper of the local banks received from the purchasers of its bonds. The objection to this course is manifestly that the bonds would go down probably to 50 per cent, and the bank paper put in circulation therein would also depreciate enormously, and probably be refused by the soldiers themselves, if operating in the Southern States. In short there would practically be no currency at all in which the public could place confidence, and to conduct a Government and a war, requiring millions a week on such a basis, would be totally impossible. There would be a chaos in property, responsibility and business. We have had a slight instance in this direction already. When the 13 and ½ million Treasury sale of 7.30s took place, it was found that there was not currency enough in the banks of the city to pay into the Sub-Treasury the amount drawn for by their own depositors!! Absolutely the banks had no funds so disposable, except their specie. It was stated at least, in one of the very journals which is continually assailing Mr. Chase, that some of these institutions were so cramped by their inability to meet the checks of their depositors, that they might have been declared suspended and forced into liquidation. We think after this, the bank managers have not another word to say to Mr. Chase, or to Mr. Anybody about paper currency. They have shown themselves that in such emergencies as these, they would be broken reeds if the Government was solely to depend on them for its daily wants. On the contrary, we also notice, that since this *fiasco* in Wall street, the journals in question have come to the conclusion that more legal tender notes will be necessary not only for the war, but to carry on the active business of the country: and we will add to enable the banks themselves to redeem their circulation of sixty millions now afloat in this State. If the loans are called in and the discounted paper paid up, which the local banks have been amusing themselves with, in creating to an enormous extent since the suspension of specie payments, it is clear there must be some decent currency with which to retire this indebtedness at maturity. The borrowers on call in Wall street found the difficulty in their own case the other day, and nothing but currency saved many of them from violent attacks of lameness.

The truth is, the United States legal tender notes are the most convenient and popular currency we ever had in this country. They are actually hoarded as much as gold and silver, they bear even now a slight premium, while the postal stamps are not to be had at the Brokers under from 4 to 6 per cent, the range within the last two weeks. We are driven to the conclusion therefore, that a further issue of Treasury legal tender notes is one of the absolute and indefeasible conditions of a restoration of the Union; that when restored these notes will become the universal currency even in the Southern States, that the commerce and business of the country will sustain five hundred millions of Government paper, and that its circulation will add one hundred millions per annum to the earnings and resources of the industry of the people, that if it is found in excess, this will be cured by investment in bonds paying 5 or 6 per cent. the interest in gold, and that the adjustment of values and exchanges will be regularly carried on, and may be foreseen and guarded against.

There are at this moment but two real causes for gold's bearing a premium. One, the demand for that article which will easiest pay foreign indebtedness beyond the amount of our exports; the other to pay the interest on the government loans. Beyond these two, we see no other immediate causes. If our importers choose to buy goods, for gold, let them do so. This is their business; many of those they import are not in the least a necessity to our comfort or convenience. The price of exchange is in fact in the power of the consumers. Let them cease to buy superfluities from abroad, and gold will not long be so dear.

To conclude, whatever evils or disadvantages there may be in paper currency, it is certain it is our own national salvation at present, that it like all other evils in this world brings some compensations with it, and in this case, these are to be our final triumph over rebellion, the reconstruction of the National Edifice on even more solid foundation than ever, a balance of power due, justly due, to the Western world, and a prosperity unknown before by any people on the globe.

The following reported sales are in addition to the daily quotations given elsewhere in our columns:

New York.—Ohio 6s, 1881, 113 and 115; do., 1886, 113; New York State 6s, 1878, 121½; Illinois coupon bonds, 1860, 101½; Buffalo and State Line, 1st mort., 107; Detroit, Monroe and Toledo 1st mort., 98; Pacific Railroad 7s, 46; Illinois Canal registered bonds, 99¾; Illinois Central cancelled bond scrip, 62 and 66; Cincinnati, Hamilton and Dayton, 112¼; Rome and Watertown, 80 and 82¼; Norwich and Worcester, 74; Cumberland Coal pref., 12½ to 13¾.

Boston.—Cheshire, 20; do., 6s, 1877, 100; Concord, 60⅛; South Shore R. R., 6¼; Worcester and Nashua, 66; New Bedford and Taunton, 76 and 76¾; Chicago Municipal 7s, 108¾; Boston 5s, 1865, 111; do., 1878, 112¾; Roxbury 6s, 1876, 110¼; Bath, Me., 6s, 1870, 103¾; Brookline 7s, 1865, 107; Rhode Island 6s, 1862, 111; Maine 6s, 1864, 103½; Vermont Central 1st mort., 23¾; Vermont and Massachusetts 6s, 101¼; Union Railway Co., 127½; Malden and Melrose, 8; Copper Falls Mining Co., 7⅜; Superior, 5; Petherick, 3; Pontiac, 6¼; Acton, 6⅞; Hancock, 6⅛; Huron, 9⅜; Toltec, 3½; North Cliff, 1½.

Philadelphia.—Philadelphia, Wilmington and Baltimore 6s, 107; Tioga 7s, 103; Ridge Avenue R. R., 18½; do., 7s, 96; 17th and 19th streets, 10⅝; 5th and 6th streets, 52; do., 7s, 107⅛; 2d and 3d streets 2d mort., 108; Morris Canal 53; Schuylkill Nav., pref., 13½; do., 6s, 1876, 58; do., 6s, 1882, 69¼; Susq. Canal, 5; do., 6s, 36; West Branch bonds, 102¾; Huntington and Broad Top 2d mortgage, 70; North Pennsylvania R. R. scrip, 78½.

Baltimore.—N. W. Va., shares, 8; do., 1st mort., 101⅞; do., 2d mort., 97; Central Ohio 2d mort., 72 and 73; Western Maryland bonds, 67½, 71 and 76; North State Mining Co., .10; Springfield 3; Cambridge, .25.

Erie Railway Time Tables.

We have received from Mr. Minot, the Superintendent of the Erie Road, printed copies of the Time tables, by which the numerous trains on the main line and branches are run and regulated. They are very minute and perfectly intelligible, and it would seem almost impossible for any accidents to occur by the collisions of trains, if these tables are faithfully followed.

Indeed there are but few if any occurrences of this kind on the road, and considering its great extent and enormous business, it must be well managed.

The public may be assured, (yes and even the

humblest passenger,) that entire security is particularly studied by the experienced Superintendent.

Chicago and North Western Railroad.

The formal opening of this road to Green Bay, took place on the 13th inst. The following description of the line is from the Chicago *Tribune*. It says—

The line for the first hundred miles, reaching to Milton Junction—runs through one of the richest and most beautiful sections of the West. Scattered along the line, like gems upon a necklace, are a large number of prosperous villages, whose thrifty appearance gives assurance of the highly productive country by which they are surrounded. Janesville, on Rock River, is one of the largest and most beautiful inland cities of the West.

North of Milton Junction, the road, for some sixty or eighty miles, follows up the valley of Rock River. In the immediate vicinity of the road the country is heavily timbered, and to the eye not so inviting as the first section of the route. But the fine cities of Fort Atkinson, Jefferson and Watertown are the outgrowth of the rich farming country that lies at a little distance on each side from the river valley. After leaving Rock River, the road penetrates the magnificent prairies that surround the beautiful city of Fond du Lac. Then it skirts along the western shore of Lake Winnebago, crossing Fox River at Oshkosh, one of the largest lumber marts in the State. No section of the West produces finer wheat than the country about Fond du Lac and Oshkosh. North of the latter city, passing through Appleton where are located some of the most prosperous and best endowed educational institutions of the West, the road follows down the west bank of the Fox, reaching the head of Green Bay, 242 miles from Chicago, at the city which bears its name.

But while the road runs through a rich and rapidly developing country, it is, if possible, still more important with reference to the trade and travel which it will receive from the country beyond its present terminus. It will control all the winter trade and travel to Lake Superior, and a large share of both during the summer. As soon as spring opens, a line of stages will run regularly across the peninsula, in connection with a steamer on Green Bay from Little Bay du Noquet to Marquette on Lake Superior, The distance is only fifty-five miles. A party of engineers are now surveying the route for a railway, and it is believed that within a year the road will be finished. Capitalists largely connected with the iron interest have taken hold of the work. They have abundant means, and it is believed they can make it pay a handsome profit on the investment. A railway is already built from Marquette to the mines, and it requires but forty-seven miles more to connect it with Green Bay. It has always been found difficult to get vessels enough to Lake Superior to carry off the product of the mines; but it is believed that it will be different if the road is completed south to Green Bay. The Lake Superior iron ore is now largely used in the furnaces of Ohio and Pennsylvania, to mix with local ores of inferior quality. We learn that about 150,000 tons were all that could be got eastward during the past season, while the market would readily have absorbed twice the amount. With a railway south to Green Bay the demand for ore, it is believed, could have been fully supplied.

The opening of this line will have a very stimulating effect upon the Northwestern road, as it will give it a large business, and force the building of a hundred and forty miles of road along the west side of Green Bay, to connect the two lines, at an early day. We need hardly dwell upon the value and the importance of the Lake Superior trade. There are the largest and the richest iron and copper deposits to be found in any country. Tens of thousands of people are now there, developing these mines, and with proper facilities for marketing the products, these can be increased almost indefinitely.

We have heretofore stated that when spring opens, passengers will reach Lake Superior in thirty-six hours from this city. The time will be divided as follows; from Chicago to Green Bay the first day; Green Bay to Bay du Noquet by steamer during the night; and by stage fifty-five miles the next day to Marquette. Regular lines of steamers will ply daily between Marquette and all the ports on Lake Superior. It is scarcely necessary to add that this route will at once command nearly all the travel and a large share of the trade in light goods, between this city and Lake Superior.

Reorganization of the Pittsburgh, Fort Wayne and Chicago Railway.

We have received the statement of the Trustees relative to the reorganization of this company, accompanied by one of the best maps we have seen of a similar character. The line now forms a continuity of 467 miles from Pittsburgh to Chicago, and is now owned by one Company organised under several corporate franchises granted by the several states, within which portions of the work are situate. Prior to the present reorganization it was owned by one company formed in August 1856, by the consolidation of three distinct lines, owned by three distinct companies, to wit the Ohio and Pennsylvania extending from Pittsburg to Crestline in Ohio, 188 miles, of which 47 are in Pennsylvania and 141 in Ohio; of the Ohio and Indiana, from Crestline to Fort Wayne in Indiana 131 miles, of which 112 are in Ohio, and 19 in Indiana, and of the Fort Wayne and Chicago, extending from Fort Wayne to Chicago, 141 miles, of which 126 are in Indiana and 22 in Illinois. At the time of the consolidation the line was completed except the Fort Wayne and Chicago portion which however had been commenced. But still a large outlay was necessary to finish, equip and complete the line, and temporary credits were resorted to at a difficult period, and embarrassments arose of a very formidable character. Various expedients of relief were attempted and failed, litigation followed, and finally the road fell into the hands of the Courts of Pennsylvania, and the Circuit Court of the Northern District of the Supreme Court of the United States in Ohio. A compromise was then attempted by the union of the whole road in the hands of W. B. Ogden Esq., of Chicago as Receiver, agreed to by all parties, and an order appointing him was made January 17, 1860.

It was a Herculean task to adjust and reconcile the various and conflicting interests of those concerned, there were nine kinds of bonds mostly on seperate portions of the road, two kinds of bonds on the real estate of the company, and others issued to fund the various classes of coupons. On all these except what were called Bridge bonds, default in the payment of interest had occurred, the principal was coming due, the floating debt was nearly two millions, and millions more were necessary to complete the line.

Out of this chaos however by skilful management, and powerful interest came finally order and a satisfactory adjustment. The financial theory of the new securities, was the purchase of the property under the existing claims, under due process of law, a deferring of the payment of the whole principal thus created to a distant period, the funding of the interest in arrear as principal, and also two years' interest coming due, so that the entire earnings for that time should be applied to improving the road, and that after that period, the surplus earnings beyond paying interest on the 1st and 2d mortgage bonds, should be applied to the completion of the road and put it in the best condition. To carry out this plan new, systematic and uniform legislation from these states, was necessary enabling liens to be given on the whole property as an entirety, and also all future acquired property, the franchise to be a corporation, and available to the purchasers at any sale under these liens.

All this was accomplished, notwithstanding the numerous difficulties in the way, including negotiations with numerous parties in interest residing abroad. The creditors have largely gained by the arrangement, and the inferior and endangered interests have also been rescued from total extinction. Thus,

1. The bonds are not only secured upon the whole line of the road, but, by the force of statutes in all the States, upon future acquired property, the equipment and appurtenances—even such as are deemed in some of the States to be capable of being severed, by execution, from the body of the road—and upon materials, supplies, and implements, in all the States except Pennsylvania.

2. They are likewise secured upon the franchises to be a corporation now possessed by the company, which are by these statutes declared to pass to the purchasers, so as to enable them to organize anew, without the necessity of obtaining future legislation—often difficult, and sometimes practicable only through submission to unjust sacrifices.

3. They secure to their holders the right to vote in all meetings of stockholders—the first and second mortgage bonds at the rate of one vote for every two hundred dollars of their par value, and the third, at the rate of one vote for every one hundred dollars—a provision which the experience of mortgage creditors of many railroads in this country, in cases where the stock was of small or merely nominal value, has shown to be an invaluable guaranty.

4. Provision has also been made in the deeds of trust for a *quasi* organization of the bondholders, to enable them to act more efficiently for the protection of their interests and their legal rights.

5. The deeds of trust, by which the bonds are secured, are made by the proprietors direct to the trustees, John Ferguson and Samuel J. Tilden, subject to which, and in subordination to the right created by which, the company takes its title; a mode of conveyancing which, on careful consideration by counsel, in view of the peculiar nature and incidents of individual and corporate ownership under the laws and constitutions of this country, is deemed to be a valuable improvement.

6. These securities have been carefully prepared (in conformity, of course, to the bondholders' agreement) to make them as effectual as possible, under the best lights of all the large experiences—practical, financial, and legal—in regard to railway investments, of which the last ten years have been so fruitful.

We may therefore say the line has been rescued from ruin by these skilful arrangements, for which great credit is due to the various counsel employed, and especially to S. J. Tilden, E-q., of this city, counsel for the bondholders. To the Trustees and purchasing agents, Messrs. James F. D. Lanier, Louis H. Meyer, J. Edgar Thomson and Samuel Hannah, associated with Mr. Tilden, great credit is also due for this business-like conduct of the negotiations. The line is now in admirable order, well managed, and one of the great Trunks of the Middle and North Western States.

Philadelphia and Reading Railroad.

The following statement shows the business of the Philadelphia and Reading Railroad Company for October, 1862, compared with that of 1861:

	1862.	1861.
Rec'd from coal.....	$356,168 92	$197,843 50
" " merch'dise	52,395 98	40,822 29
" " travel, etc.	55,307 74	38,033 12
Total.....	$463,872 64	$276,208 91
Transportation, roadway, dumpage, renewal fund and all charges.....	181,692 84	123,419 11
Net profit for the m'th,	$282,179 80	$152,789 80
Profit for the previous 10 months.....	1,529,969 33	1,134,521 51
Tot. net profit 11 mos.	$1,812,149 43	$1,287,311 31

Fuel for Locomotives.—The Central Railroad Arrangement.

The growing scarcity of wood for the use of our railways, and the rise in the prices of fuel have for some years past, led many of the various companies to adopt the use of coal burning Locomotives, by which a decided saving was effected. Since the recent great rise of coal, whether from diminution in the supply, the want of laborers, or the effect of paper money, it has become a very serious item of expenditure. The New York Central with its usual sagacity has provided for the evil day.

It is well known that north of Utica and Rome, there yet remain vast forests where the axe of the woodman has never resounded, and he has therefore spared those trees. Within two years past however, there has been a change. Some enterprising gentlemen familiar with the region, proceeded to purchase large tracts of woodland in the town of Williamstown, Oswego Co., and at a point about 28 miles from Rome. They then constructed a first class railway through the forests for a distance of three miles, from Williamstown on the Rome and Ogdensburg railroad, and sent in a body of laborers. The result has been that they are clearing three acres of land per day, deliver 120 cords of wood daily to the Central Railway, being the freight of 20 cars, at the cost to the company of $3 25 per cord, consisting of maple, cherry &c. The contract lasts for ten years, and the supply of fuel is unlimited. It is all taken for distribution eastward, between Rome, Troy and Albany, and there also stored in large quantities. Besides fuel for the Locomotives, a large amount of merchantable lumber is got out and sent to market for sale. Out of this single speculation, excellent for all concerned, other things have grown. A small village called Perkins has grown up at the wood choppings, named after an eminent public state functionary, forty dwellings are erected, stores and a school house have followed, and it is now intended to extend this little Branch railway of three miles, to Redfield centre, four miles further, where there is an old settlement in the heart of a flourishing country. Thus we see how Railways advance the local and general interests of the regions they traverse, how important is their influence in the developement and progress of industries, and especially how pleasant is the consideration that while they are doing so much good to others, they are also benefiting themselves by the act itself. In this instance the Central Railroad by a step in time, has secured

FOREIGN COMMERCE OF NEW YORK.

Value of Exports and Imports and Revenue from Customs at New York, in October, for three years:

Years.	Exports.	Imports.	Customs Rev.
1860.....	12,662,700	16,787,200	2,632,100
1861.....	13,172,500	8,523,700	1,672,600
1862.....	26,797,900	23,413,900	4,309,400

EXPORTS.

Value of exports from New York to foreign ports for the month of October:

	1860.	1861.	1862.
Domestic merchandise.....	$10,067,330	$12,904,380	$19,476,947
Foreign, dutiable.....	394,753	192,196	479,265
Foreign, free.....	94,175	60,968	179,205
Total merchandise.....	$10,556,258	$13,157,414	$20,090,417
Specie.....	2,106,395	15,038	6,707,519
Total exports.....	$12,662,653	$13,172,452	$26,797,936

Value of exports, exclusive of specie, from New York to foreign ports for ten months:

	1860.	1861.	1862.
First quarter.....	$20,827,000	$33,477,700	$32,075,600
Second quarter.....	22,740,800	33,123,500	29,798,300
Third quarter.....	26,079,800	30,075,900	46,313,400
October.....	10,566,300	13,157,400	20,090,400
Total.....	$80,213,900	$109,834,500	$127,277,700

Exports of specie from New York to foreign ports for ten months:

	1860.	1861.	1862.
First quarter.....	$4,212,300	$1,463,600	$8,906,400
Second quarter.....	17,367,500	1,785,800	19,069,900
Third quarter.....	17,777,500	30,400	14,866,700
October.....	2,106,400	15,100	6,707,500
Total.....	$41,463,700	$3,294,900	$49,550,500

Total value of exports from New York to foreign ports for ten months:

	1860.	1861.	1862.
First quarter.....	$25,039,300	$34,941,300	$40,982,000
Second quarter.....	40,108,300	34,909,300	48,866,200
Third quarter.....	43,857,300	30,106,300	60,190,100
October.....	12,662,700	13,172,500	26,797,900
Total.....	$121,677,600	$113,129,400	$176,829,200

IMPORTS.

Value of imports at New York from foreign ports for the month of October:

	1860.	1861.	1862.
For consumption.....	$10,974,428	$3,636,580	$8,462,554
Warehoused.....	2,817,461	2,082,381	3,699,806
Free goods.....	1,911,515	2,163,452	1,004,870
Total merchandise.....	$15,703,404	$7,884,413	$13,167,230
Specie.....	1,083,533	639,328	256,676
Total imports.....	$16,787,242	$8,523,741	$13,413,906
Withdrawals.....	3,018,393	2,518,080	3,109,388

Value of imports at New York from foreign ports for ten months:

	1860.	1861.	1862.
First quarter.....	$64,692,600	$61,366,400	$15,222,800
Second quarter.....	53,105,300	42,486,400	39,937,600
Third quarter.....	67,081,000	31,091,400	52,805,900
October.....	16,787,200	8,523,700	13,413,906
Total.....	$201,666,300	$143,466,900	$151,280,206

CUSTOMS REVENUE.

Receipts of revenue from customs at New York for ten months:

	1860.	1861.	1862.
October.....	$2,632,078	$1,672,617	$4,309,420
Quarter ending September 30.	12,039,102	5,270,797	17,213,446
" " June 30.....	7,594,924	3,507,469	13,519,804
" " March 31.....	10,754,755	7,077,865	11,543,584
Total.....	$33,010,859	$17,528,748	$46,586,254

GRAIN TRADE OF OSWEGO.

Receipts of Breadstuffs by Lake at Oswego, from the opening of navigation to Nov. 1, in each of the last four seasons:

	1859.	1860.	1861.	1862.
Flour, bbls.....	45,629	111,962	103,852	191,872
Wheat, bush.....	3,174,978	7,391,644	7,408,739	8,461,239
Corn, bush.....	658,977	4,506,736	4,903,008	3,576,836
Oats, bush.....	155,915	326,217	109,038	181,631
Barley, bush.....	514,238	1,056,766	926,005	775,147
Rye, bush.....	142,559	178,881	259,266	114,220
Peas, bush.....	63,026	38,403	69,855	88,439

COMMERCE OF NEW YORK.

Exports from New York to foreign ports of certain leading articles of domestic produce for the first ten months of the year:—

	1860.	1861.	1862.
Ashes—Pots, bbls.....	12,882	12,036	8,073
Do. Pearls, bbls.....	3,066	2,830	1,463
Beeswax, lbs.....	211,405	205,516	106,760
Breadstuffs—			
Wheat flour, bbls.....	1,450,329	2,312,136	2,586,646
Rye flour, bbls.....	7,463	9,561	7,168
Corn meal, bbls.....	79,533	92,503	117,368
Wheat, bush.....	9,112,396	20,413,031	21,452,623
Rye, bush.....	450	604,937	1,075,101
Oats, bush.....	102,134	148,419	139,235
Barley, bush.....	8,250	1,000	22,183
Peas, bush.....	.....	103,556	99,164
Corn, bush.....	2,356,012	9,935,474	9,937,674
Candles, mould, bxs.....	49,539	57,776	77,965
Do. sperm, bxs.....	16,795	12,783	36,936
Coal, tons.....	30,969	25,849	73,199
Cotton, bales.....	154,759	151,542	19,918
Hay, bales.....	17,846	13,813	34,566
Hops, bales.....	13,413	23,565	13,673
Naval stores—			
Crude turp, bbls.....	46,063	21,565	15
Spirits turp, bbls.....	61,049	18,747	487
Rosin, bbls.....	451,671	198,363	14,061
Tar, bbls.....	20,439	25,945	1,674
Pitch, bbls.....	5,245	2,609	769
Oils, whale, galls.....	255,538	774,062	1,447,737
Do. sperm, galls.....	1,001,757	934,658	688,035
Do. lard, galls.....	53,620	96,735	618,572
Do. linseed, galls.....	31,768	32,675	27,329
Provisions—			
Pork, bbls.....	80,225	91,068	145,514
Beef, bbls.....	38,272	24,368	25,071
Do. tcs.....	47,627	24,795	22,227
Cut meats, lbs.....	14,130,309	42,200,775	125,612,810
Butter, lbs.....	8,068,779	15,671,115	22,617,046
Cheese, lbs.....	15,713,810	26,564,971	30,610,566
Lard, lbs.....	15,912,034	37,404,561	110,550,431
Rice, tcs.....	21,662	15,711	673
Do. bbls.....	24,357	14,980	8,572
Tobacco, crude, pkgs.....	73,978	94,842	91,008
Do. manufactured, lbs.....	5,760,003	2,993,395	1,171,145
Whalebone, lbs.....	599,567	787,594	1,066,397

fuel for its Eastern line for the next half century at a low price, and nothing can affect it. The Stockholders will find the gain in their pockets.

The Intercolonial Railway.

Now that the question of this railway is determined, we cannot do better than recapitulate in tabular form the distances of the three competing routes from Truro to Riviere du Loup as put down by Mr. Nelson in his pamphlet and map of the railway :—

The distances by these routes from Truro to Riviere du Loup are as follows :

No. 1.—Major Robinson's North Shore Line.

	Miles.
Truro to Bay Verte	69
Bay Verte to Shediac	26
Shediac to Indiantown, Miramichi River	74
Indiantown to Bathurst	56
Bathurst to Dalhousie	48
Dalhousie to mouth of Metapediac River	30
Metapediac to Naget River, branch of Metis	86
Naget River to Riviere du Loup	81
Truro to Riviere du Loup	470

No. 2.—Central Route.

Truro to Bay Verte	69
Bay Verte to intersection of European and North American Railway	24
Along European and North American Railway	22
Thence to Boistown	75
Boistown to Miramichi Lake	30
Miramichi Lake to Waggon Portage	75
Waggon Portage to Edmonston	27
Edmonston to Riviere du Loup	96
	418
Deduct road already made	22
Road to be made	396

No. 3.—St. John River Route.

Truro to Bay Verte	60
Bay Verte to intersection of European and North American Railway	24
Along said European and North American Railway to St. John	102
St. John to intersection of St. Andrew's and Quebec Railway	62
Along St. Andrew's and Quebec Railway to Woodstock	75
Woodstock to Grand Falls	65
Grand Falls to Edmonston	39
Edmonston to Riviere du Loup	96
	532
Of this 75 and 102 miles are already made	177
Road to be made	355

—*The Canadian News.*

Practical Science.

[We propose to publish from time to time such notices as the following, for the purpose of keeping our readers informed of the latest practical and useful discoveries in Science and the Arts.]

A camp stove has been invented by a mechanic of Redruth, which, 'by a judicious arrangement of the fine, heats, with a single fire, six ovens, a boiler for water, two large cooking boilers, and four smaller boilers and steamers.' An inventor of Exeter Eng., has invented 'improved spiral fluted nails,' which are not to cost more than ordinary nails, but are especially useful for strong, heavy work; and as the head is nicked like that of a screw, they can be drawn out at pleasure, after having been hammered completely in.—Pipes are now made of bitumen and paper, which resist a pressure of from 200 to 220 pounds to the square inch. It is thought they will supersede the use of iron pipes in the mines of Cornwall: their cost is not more than one-half that of metal, and they do not corrode. Owing to the quantity of acid contained in mine-water, the iron pipes are in the course of a few years reduced to half their thickness, or they become converted into a soft substance similar to plumbago. If, on further trial, the bitumenised pipes are found to be strong enough, their introduction into mining operations will be a great advantage. A 'differential pulley-block' is invented: 'By means of which you can accomplish what is usually effected with the aid of blocks and winch. With a force of one pound, you can lift twenty or twenty-two pounds.

A chemist at Berlin, Mr. Ruschhaupt, has lately patented a simple and economical apparatus for generating carbonic acid and other kinds of gas. It is a tub or box lined with lead, divided by a partition into two unequal spaces, the larger being the receptacle for the acid and marble, the smaller, which should be partly filled with pure water, being the outlet. The whole is made perfectly air-tight. Whenever a supply of carbonic acid is desired, the lead vessel containing the marble pieces is slid into the hydrochloric acid: a communication with the adjoining partition allows of the passage of the generated gas into pipes which can be led wherever required for use. Marble being a chemical combination of lime with carbonic acid, gives off the latter during the operation, and the lime forms chloride of lime, which may be used for bleaching or other purposes. In this way, as is stated, six pounds of marble-dust, and seven pounds of hydrochloric acid, will furnish about 170 gallons of carbonic acid gas; and at a cost of less than a shilling. In a description of the method, it is stated that 'there is no danger of explosion, as in the ordinary copper apparatus, because the pressure can never rise sufficiently high, and the evolution of gas can be stopped at any moment by withdrawing the sliding-rod which dips the marble into the acid.' In Germany, this apparatus will, it is anticipated, come largely into use for charging beer with carbonic acid gas, and in the preparation of mineralised waters, especially those in which oxide of iron is held in solution.

It is well known to curers of meat that the outside of the pieces operated on becomes too salt, while the centre is scarcely touched, and that fermentation in consequence takes place within. A short paper by M. Martin de Lignac has been read before the Society d'Encouragement at Paris, in which a new way of preserving meat is described. Suppose a ham is to be cured: the inventor introduces a sound from the knuckle-end between the bone and the flesh; this sound is attached to a stopcock, which communicates by a tube with a cistern containing water, salt, and various aromatics and condiments. The cistern being placed at a height of from twenty-five to thirty-five feet, the liquid begins to flow as soon as the stopcock is opened, and by its pressure rapidly fills all the meat immediately surrounding the bone, penetrating the fibres by infiltration, and distributing the conservative agent to the parts most susceptible of fermentation and change. When thus prepared, the ham is placed for some days in a bath of pickle, which prevents the escape of the infiltrated liquid within, while saturating the surface, after which it is hung up in a current of air, at a moderate temperature, until it has lost five per cent. of its weight. If required, it may then be smoked, but this process is not necessary for its preservation.

One of the most remarkable productions of Brazil is the Carnauba, a tree which grows wild over many thousands of acres. It is about 25 ft. high, and not unlike the cocoa nut tree, with very little foliage. It seems to supply food, clothing, furniture and lodging, and to be one of those companions in the wilderness whtch are more precious than diamonds. It is only shown in a picture at the Exhibition; but most of its substantial productions are scattered round it in infinite variety. It gives fruit, nuts, and gum; wax-paste and wax-powder; salt to flavor the nuts; potash, coffee, and candles; baskets to carry loads in, hats to wear, baskets to lie down upon, brooms to dust the mats, fans to cool the loungers, ropes, sieves, walking-sticks, whips, and wood for ornamental or useful purposes. Such a tree as this, asking for no attention, no scientific manures, even growing vigorously through the dry months, is a thing to be grateful for.'

Railway Progress.

Notwithstanding the apparent obstacles which a state of war offers to the progress of Railways, we perceive that our sister state of Pennsylvania keeps on in its great march of improvement. Among its works now being constructed and soon to be completed, are the Philadelphia and Erie Railroad, Reading and Columbia, Atlantic and Great Western, and the Erie and Pittsburg. The Philadelphia and Erie Railroad, when completed, will be 289 miles in length. 189 miles have been finished, the interval of 100 miles being between Tionesta and Decrano, through the counties of Cameron, Elk and McKean. The line will be in working order, if no unforeseen accident occurs, before July, 1863. The Pennsylvania Railroad Company are already preparing rolling stock, the cars being so marked as to be readily distinguishable from those in use on their own Road.

The completion of the Reading and Columbia Railroad will afford a new route between New York and Washington. The principal points on the route will be Easton, Allentown, Reading, Columbia, York, Baltimore and Washington. The distance will be about 236 miles. The Reading and Columbia line will traverse a rich country, and will be supported by local business.

The Atlantic and Great Western Railroad is intended, as is well known, to connect the New York and Erie and Ohio and Mississippi Railroads, and establish thereby a six foot gauge from St. Louis to New York. But the managers have determined to reach the Cleveland trade, and for this purpose, it is said, have leased or purchased the Cleveland and Mahoning Railroad. They will thus tap the Lake business, as well as that of the Far West.

The Erie and Pittsburg Railroad is being constructed southward from Girard (near Erie), following the course of the Beaver river.

ELECTION NOTICE.

PURSUANT to the provisions of the laws of this State, Public Notice is hereby given, by the Common Council of the City of New York, that an Election will be held in the several Election Districts of the various Wards of said city, on the FIRST TUESDAY of DECEMBER NEXT (being the second day of December, 1862.)

The polls will be held at the places which have been duly designated by the Common Council as the places at which Elections shall be held in said districts during the present year, and the Polls will be open at sunrise, and remain open until sunset, when they will be finally closed.

THE OFFICERS TO BE VOTED FOR AT SUCH ELECTION are the following:

A COMPTROLLER, in the place of Robert T. Haws.

A COUNSEL TO THE CORPORATION, in place of Greene C. Bronson.

An ALDERMAN in each of the Aldermanic Districts of the city having an odd numerical designation, viz: 1st, 3d, 5th, 7th, 9th, 11th, 13th, 15th, and 17th.

Six COUNCILMEN in each Senatorial District.

One COMMISSIONER OF COMMON SCHOOLS for each Ward.

One INSPECTOR OF COMMON SCHOOLS for each Ward.

Two TRUSTEES OF COMMON SCHOOLS for each Ward, and such vacancies as may exist in School Offices.

By order of the Common Council,

D. T. VALENTINE,
Clerk of Common Council.

Dated New York, Nov. 12, 1862.

Forging & Machine Work.

THE undersigned, having recently added several TRIP HAMMERS to his manufactory, corner Jay and Plymouth streets, Brooklyn, is prepared to forge STEEL and IRON of ALL KINDS and SHAPES, in pieces not exceeding 500 lbs. each.

Also, all descriptions of IRON and WOOD WORK, TURNING, PLANING, FITTING, etc., promptly executed.

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CATAWISSA RAILROAD COMPANY'S COAL LANDS.

PROPOSALS for the LEASING of the above valuable COAL Property will be received at the General Office of the Company, **No. 308 WALNUT ST., Philadelphia.**

This property contains among other veins, the Mammoth, 47 feet thick, one vein of 7 feet and one vein of 6 feet; all of which have been lately and thoroughly proven.

Further particulars can be obtained from the Officers of the Company as above.

By order of the Board of Directors.

T. HASKINS DU PUY, President.
Philadelphia, Nov. 1, 1862. 4146

CAR DUCK.

HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS, 11 to 140 inches. PLUSHES, BURLAPS, CAR HEAD LININGS, and all kinds of RAILROAD SUPPLIES.

For sale by

WILLIAMS & PAGE,
67 Water st., Boston

OFFICE OF THE NEW YORK CENTRAL RAILROAD CO.,
ALBANY, November 1, 1862.

THE annual election for Directors of this Company and for three Inspectors of the next Election, will be held at the Office of the Company, in the city of Albany, on the second Wednesday (the tenth,) of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

ROBERT L. BANKS,
5145 *Secretary.*

RAILROAD SPIKES.

500 TO 1,000 kegs 9-16 Railroad Spikes on hand, ready for immediate delivery, for sale by

NEW YORK RAILROAD CHAIR WORKS,
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Nov. 6th, 1862.

TO RAILROAD MEN.

A GENTLEMAN to take the superintendence of the sale of an improvement for Railway Cars. It is already introduced on some roads, and is valuable. To one acquainted with Railroad managers, and who has influence, a large annual income may be secured.

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AND ALL FIRST CLASS SECURITIES
BOUGHT AND SOLD.

NEW NATIONAL LOAN.

U. S. FIVE-TWENTY LOAN FOR SALE.

THESE Bonds bear six per cent. interest, payable semi-annually in Gold, commencing from date of subscription. We are prepared to deliver them, without delay, in denominations of 50s, 100s, 500s, and 1,000s, (Coupon or registered) at par for current funds. Purchases of this Loan made through us contribute directly to the aid of the Government.

Orders by mail or otherwise will receive immediate attention.

LIVERMORE, CLEWS & CO.,
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No. 34 WALL ST.

M. C. MORGAN,
(Late of the Firm of WINSLOW, LANIER & Co.,)
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☞ U. S. SECURITIES of all classes BOUGHT and SOLD. RELIABLE INVESTMENTS MADE FOR ESTATES.

The New National Loan.

U. S. FIVE-TWENTY BONDS.

THE interest on these Bonds is at the rate of Six per cent. per annum, and is payable 1st of May and November, in GOLD. They are called "FIVE-TWENTIES," because redeemable at the option of the Government after five or within twenty years.

The Coupon Bonds are issued in denominations of $50, $100, $500, $1,000 and the Registered Bonds in denominations of $50, $100, $500, $1,000, $5,000 and $10,000.

To facilitate investment in these Bonds, and make them more accessible to the public, we have made arrangements to keep on hand a constant supply of all denominations for sale, at the same rate at which they are issued by the Government, viz: PAR; INTEREST TO COMMENCE FROM THE DATE OF PURCHASE.

We are thus enabled to save parties all trouble and delay in funding Legal Tender Notes, or otherwise investing in these Bonds.

Orders or enquiries by mail will receive prompt attention, and the Bonds will be sent to any address by mail or express as desired. Payment may be made in Current Bank Notes, Drafts on City Banks, or U. S. Legal Tender Notes.

These Bonds are the CHEAPEST GOVERNMENT SECURITY NOW IN THE MARKET, and pay the LARGEST INTEREST on their cost.

They are destined to become the BEST KNOWN, MOST POPULAR, and MOST AVAILABLE, of all the Bonds of the Government.

The operation of the National Tax Law, which it is now certain will produce double the income originally anticipated, will make the issues of the United States Government the safest and most desirable investment in the world. They are in reality a First Mortgage upon everything in the country, as no Railroad or Corporation of any kind can pay a dividend, or the interest on its own issues, until it has contributed out of its gross income, through the operation of the Tax Law, to the support of the National Credit.

These are the Bonds upon which the Government now relies, THROUGH THE CONFIDENCE AND PATRIOTISM OF THE PEOPLE, for continued financial support.

We keep them for sale to encourage investment in them, and to aid the Government, by promoting their rapid absorption; and the money invested in them through us, contributes to the direct and immediate support of the National Treasury.

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HAVE on hand for immediate delivery, the **NEW TWENTY-YEAR SIX PER CENT. BONDS** of the United States, designated as "Five-Twenties," redeemable at the pleasure of the Government after five years, and authorized by Act of Congress, approved February 25, 1862.

The Coupon Bonds are issued in sums of

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The Registered Bonds in sums of

$50, $100, $500, $1,000 and $5,000.

Interest will commence from date of subscription, and is payable in Gold at the Mint or any Sub-Treasury or Depository of the United States on the first days of May and November of each year. At the present premium on Gold, the Bonds yield about eight per cent. per annum. The ample provision made by Custom Duties, Excise Stamps and Internal Revenue for the payment of Interest and liquidation of the Principal, makes an investment in this loan safe, profitable, and available at all times.

This being the permanent Loan into which the Legal Tender Notes are convertible, it will become the principal Loan in the market, and a profitable mode of investment for Trust Funds, the surplus funds of capitalists, as well as the earnings of the industrial classes.

Subscriptions received at par in Legal Tender Notes or notes and checks of Banks at par in New York. Subscribers by mail will receive prompt attention, and every facility and explanation will be afforded on application at this office. 3m45

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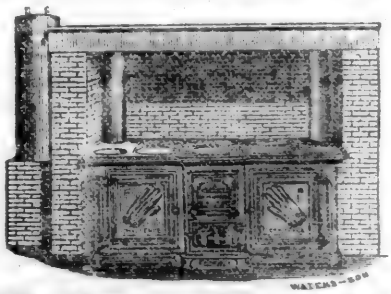
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THE business heretofore conducted by A. BRIDGES & Co., at 64 Courtlandt st., will be continued by the same parties hereafter under the firm of—
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at 50 Courtlandt, corner of Greenwich st.
New York, March 31, 1862.
See Advertisement. } ALBERT BRIDGES.
} JOEL C. LANE.

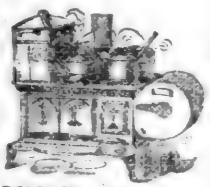
SWITCH LOCKS,
CAR PADLOCKS,
BAGGAGE CHECKS.
(In ordering Locks, send key by mail to have Locks to match.)
WILLIAMS & PAGE,
RAILROAD SUPPLIES,
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BOARDMAN'S
Patent Steam-Boilers
SAVE over 30 per cent. of the fuel required for flue or plain cylinder boilers, while they have all the advantages of strength, cheapness and simplicity of construction, convenience and safety in use, claimed for either. Send for a circular.
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This range, already very popular, has the **LARGEST OVEN** of any in the market; BAKES PERFECTLY, never burning to brown at the bottom; BOILS, ROASTS and BROILS with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL**, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.
Four sizes, adapted to families and hotels.

Beacon Light
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PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical in fuel. For a FEW DOLLARS a family may be supplied with PERFECT COOKING APPARATUS, equal to the highest price stove in the market.
Three sizes, adapted to coal, or wood.
SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y.

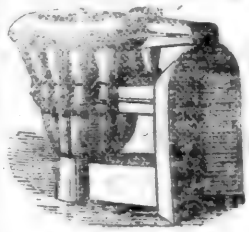


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GAS BURNER,



Introduced one year ago, already ranks as the **LEADING STOVE** for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.
Fire may be kept all winter with an astonishingly small supply of coal.
Send for description and testimonials.
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Sanford's
CHALLENGE
HEATERS
SET IN BRICK,
PORTABLE
OR AS



FIRE PLACE
HEATERS,
FOR WARMING BY ONE FIRE
WITH PURE, SOFT AIR
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AND THE
Greatest Fuel Savers in the World:
With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.
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MANUFACTURERS of Horizontal, Portable and Hoisting Steam Engines, Sugar Mills, Saw and Grist Mills, Boilers, Hydraulic Presses, Pumps and Gearing for working mines, etc., etc. No. 103 Front st., BROOKLYN, N. Y.

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OF THE MOST APPROVED KIND,
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FOR MACHINERY AND
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FOR LOCOMOTIVES.
ROLLED AND HAMMERED AXLES.
WHEELS and AXLES,
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WITH OR WITHOUT AXLES.
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AND ON THE MOST REASONABLE TERMS.



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RAILROAD IRON.

1,200 TONS RAILROAD IRON, 56 to 57 lbs. per yard,
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E. LIVINGSTON,
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SUCCESSORS TO
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BOILER PLATE, CAR AXLES,
BOILER RIVETS, RAILROAD IRON,
CUT NAILS and SPIKES, PIG IRON, etc.

Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XVIII., No. 49.] SATURDAY, DECEMBER 6, 1862. [WHOLE No. 1,390, VOL. XXXV.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, December 6, 1862.

Canadian Petroleum.

We see it stated that the sources of the supply of this substance in Canada West are inexhaustible, and that it is a superior article. One barrel of the crude will produce 6,000 feet of a superior illuminating gas, and it is beginning to be used extensively for that purpose at Niagara, Hamilton and Toronto, in public as well as private edifices, the apparatus in the latter case being very simple, and manageable by any ordinary servant or laborer.

A demand for it for this purpose has sprung up in Russia, Germany, Italy and France. The oil in its crude state is used on the Engine and machinery of the Great Western railway with entire success, thus reducing one very large item of expenditure.

Manitoulin Island.

After long and tedious negotiations the Indians numbering about 2,000, have agreed to surrender their interest in the Great Manitoulin, containing a million of acres of excellent well timbered land, abounding in minerals, to the British Crown. It is to be laid out into farms, town lots and ports, and brought into cultivation and settlement. This island is one of the finest objects visible to the traveller on the great Lakes, and is directly in the course of the numerous steamers and sailing vessels passing between Detroit and Chicago.

Relief for Railway Employees.

We have recently ascertained that an extensive organization is going on in England, to provide relief for a numerous, valuable and important body of men employed there in the service of the Railway Companies. We do not know of any more deserving class. They are engaged in a business which demands all their time and attention, they act under great responsibilities, and the safety of millions of travellers is dependent on the skill and fidelity with which they perform their onerous duties. Yet they are subject to many accidents in the discharge of them, are often maimed for life, and frequently exposed to instantaneous death, leaving their families destitute and unprovided for. In view of all this, it has been deemed just and proper that a thorough system should be devised, by which when such accidents occur, some suitable provision should have been made to compensate them for the loss of their time, for the injuries they sustain, and to furnish their families with adequate relief, in case these accidents prove fatal. We therefore propose that an organization on an extensive scale should be undertaken in this country for a similar benevolent object, and have taken great pains to possess ourselves of the plans adopted abroad to effect it.

The principle is a simple one and the measure perfectly practicable. It is merely to form a general society, with a discreet board of managers in which the leading companies should be represented by their Presidents or some other officers, and to induce all those who are in the service of the Railway Companies, to allot a part of their wages, or make an annual subscription to a moderate amount, which shall go to build up a general fund, and out of this fund to pay each person who from sickness or by accident is disabled from performing his duty, sufficient to maintain him till his recovery, or to secure in case of his death for the widow and family surviving, a sum sufficient to relieve the necessities occasioned by the loss of their natural protector.

We have now before us the printed rules of "the United Kingdom Railway officers and servants association, established for the temporary and permanent assistance of any in the service, who from accident or other emergency may be unable to perform their duties, and to give a sum of money at the death of each subscribing member." This association is managed with the most liberal views, and besides giving prompt temporary assistance, grants annuities, and pays $250 on the death of each member to the party designated by him during his life-time.

The parties entitled to become members are officials, clerks, station masters, superintendents, guards, drivers, ticket collectors, conductors, policemen, porters, laborers, &c. A small registry fee is paid on entrance into the association, and an annual fee thereafter; certain privileges are continued to the members, even if they leave their employment, provided their general character is approved. When the number of members amounts to one thousand, it is ascertained from the calculations prevailing in life insurance companies, the funds will not only be ample for the required purposes, but will accumulate so as to secure a still increasing amount of assistance. It is supposed that in our Northern and Western States there are at least twenty thousand persons engaged in the service of the various railways.

A payment or entrance fee of $5, and an annual contribution of one dollar, would produce an amount abundantly ample to meet every contingency on the most liberal scale. The beneficial effects of this plan of association have been fully tested, even on a small basis. One British society commenced in 1812, has by a yearly subscription of only $1.25, been able to grant annuities to 1,020 persons, 238 of whom were living and were actually in receipt of $26,800, in sums of $100, $125, $150. The total amount of annuities so paid was $885,000! and the reserved fund still remained at $350,000. Another society commenced in 1843 is now paying $10,360 per annum to 99 annuitants; it had rendered temporary assistance of $85,000 to 1,900 persons, and yet has in hand $355,000. The Railway Companies of Great Britain have given their entire approbation to the benevolent scheme, and even devote a portion of the profits of their excursion trips to swell the capital of these excellent associations.

The advantage of this co-operation on their part is felt in the increased fidelity and good conduct of their employees, and greater diligence and care in the discharge of their duties. They

trive to maintain the interests of their employers and know that they have certain relief if any accident occurs to them.

We conclude, therefore, that the RAILROAD JOURNAL cannot perform a better or more acceptable service to the interests it was established to promote, than to devote itself to carrying through the proposed plan. It seeks the countenance and aid of the managers of our railways, in giving the plan publicity, and of recommending it to those whom they employ. It desires the co-operation of the press in advocating the proposition. It invites correspondence from all those who approve of it, and will be ready on the first evidence of its general acceptance to furnish the details of the organization, either with or without the intervention of some one of our safest savings institutions, in which a proper department could be readily organised, to give it stability, and to impart the confidence necessary to induce subscriptions from those so deeply interested.

We shall keep our readers advised of the progress made from time to time, and refer to it again at an early day.

Sandusky, Dayton and Cincinnati Railroad.

The earnings of this road for the year ending June 30, 1862, were as follows:

From passengers	$111,938 42
" freights	278,259 43
" mail	16,080 00
" express	9,344 58
" car mileage	12,979 41
" storage	1,528 59
	$430,130 43

And the expenses were:

Maintenance of way	$68,348 02	
Do., renewals	18,209 49	
Locomotive power	53,542 20	
Do., renewals	35,365 52	
Machine shop	12,257 21	
Train expenses	46,972 77	
Station "	45,668 97	
General "	38,157 83	
Taxes	11,109 69	
Loss and damage	1,488 15	
		331,119 85
Net earnings		$99,010 58
Interest account		33,729 84
Balance		$65,280 74

The cash receipts and disbursements during the year were as follows:

RECEIPTS.

Balance on hand July 1, 1861	$25,765 07
Receipts from transportation	426,243 17
Joint earnings with Cleveland, Columbus and Cincinnati Railroad Co.	8,022 53
Sales of old materials, etc	10,990 43
	$471,021 20

DISBURSEMENTS.

Operating, expenses, taxes, etc	$298,083 75
Renewals, as above	53 575 01
Bonds due in 1856—principal	44,450 00
" " —interest	15,032 00
Coupons of Sandusky city and Indiana bonds	31,220 00
Coupons under programme	181 00
Insurance for 1862-'63	2,250 00
Balance June 30, 1862	26,229 44
	$471,021 20

The gross earnings of the road for the year 1860-'61 (including $27,015 38 joint earnings with C., C. & C. R. R. Co.) were $450,245 36; for the past year, (including $8,022 53 derived from the same source), they were $438,152 92—exhibiting a decrease of $12,092 40. The expenditures in 1860-'61 were $391,656 46; for the past year they were only $331,119 85—showing a decrease of $60,536 61; and giving an increase in the net earnings of $48,444 21.

"This improvement," says the report, "is the result of well considered measures. Ruinous competition has been avoided; no sacrifices have been made for through business, off the line of our road, not forced upon us by that comity which is due connecting roads. This has enabled us to devote closer attention to our increasing local business; and by thus keeping our force under immediate control, has given more effective power with the same means. There has also been a reduction in expenses in performing corresponding service. A more faithful and judicious application of means, both mechanically and financially, is observable in the Superintendent's department. The result is, an improvement in the railway, rolling stock and machinery generally. Our freight department works satisfactorily under the existing arrangement."

The over due bonds of 1856, amounting, as stated in the last annual report, to $125,000 have been reduced $44,450—leaving outstanding a balance of $80,550, as will appear by the annexed balance sheet.

Interest upon these bonds, and also upon the S. C. & I. bonds has been promptly paid. The amount of $8,400, mentioned in the last report as due on the March 1, 1860, coupons of the S. C. & I. R. R. Bonds has also been discharged. The bonded debt otherwise remains the same as last year. Coupons are due upon all the securities, except those above named from 1860 to the present time. Of the third mortgage bonds, $81,000 are held by the company. The guaranteed securities are as follows:

Sandusky City and Indiana R. R. bonds	$350,000	
" " stock	300,000	
Springfield and Columbus R. R. bonds	150,000	
		$800,000

The amount of bills payable is $7,800, being all that remains of the old debt unliquidated. With the exception of the funded debt the company is solvent, and earns a surplus to be applied to that debt. Its pay rolls are promptly met, and all bills for materials promptly discharged. Its credit in purchasing is good. Renewals of past depreciation is going on yearly to the amount of about $50,000. Its equipment is being rapidly renewed. Its local business is retained and cultivated; and it is the aim of the management to avoid all such through business as cannot be made remunerative.

Much credit is due to the officers of the road for reduction of expenses, and efficient application of funds allowed for renewals. In this work the President, Mr. Follett, the Treasurer, Mr. Latham, and the Superintendent, Mr. Rice, have all concurred, working with zeal in their several capacities, for the best interests of the property. Perhaps to the latter gentleman more than any other is credit especially due, as the economics of a railroad lie mostly in the power of the superintendent.

The amount of depreciation yet to be made good is large. Considerable portions of the road will require to be relaid with new iron; much ditching, fencing and ballasting are to be done; and a considerable amount ($17,100) is yet to be expended upon the equipment. The sums required for these purposes are variously estimated at from two hundred to two hundred and fifty thousand dollars. When these are earned and judiciously expended, the road will compare favorably with the average of good Ohio roads. A moderate yearly expenditure will then maintain it in good order, and the balance of earnings will be wholly available upon the funded debt.

The subject of lease of the road has at divers times been agitated during the past year. No definite offer has yet been made by any responsible party. Though the directors hold themselves in readiness to entertain any proposition which may enure to the benefit of the stock and bondholders, they are aware of nothing in the circumstance or position of the company to make them over eager to surrender the property, and forego the chances of improvement which appear to be opening before them.

The prospect of the ensuing season is encouraging. The harvest in Ohio and the neighboring states is abundant. The produce movement must be extensive and long continued, while the road is prepared with ample equipment to receive and forward what falls to its share.

The equipment consists of 33 locomotives; 24 passenger, baggage, mail and express cars; 254 eight-wheel box freight cars; 61 eight-wheel stock cars; 79 platform cars; and 41 hand cars. Number of miles run by engines, 401,452. Tons of through freight transported, 68,002; do., way freight, 83,831.

CONDENSED BALANCE SHEET.

Construction	$3,987,898 87
Equipment	605,900 00
Third mort. bonds of the company	81,000 00
Stocks, bonds and bills receivable	28,302 15
Lands	462 07
Materials on hand	37,017 09
Cash and cash items	53,337 44
Balances uncollectable or offset by claims	18,664 39
S., Mt. V. & Pittsburgh Railroad	1,227 29
Springfield and Columbus R. R	72,448 42
Boats	158,503 02
Insurance, etc.	2,550 00
Profit and loss	330,102 68
	$5,377,412 92
Capital stock	$2,697,090 00
1st mort. bonds, 1856, over due	80,550 00
2d mort. bonds, due in 1866	997,000 00
3d mort. bonds, due in 1875	1,000,000 00
Dividend bonds due in 1860-'62	71,000 00
Six per cents due in 1878	420,734 61
Old dividends	7,778 50
Bills payable	7,800 00
Coupons due in 1858	35 00
Pay rolls for June (since paid)	16,937 01
Due for wood, ties, etc	25,532 90
Due connecting roads	43 62
Transportation	46,911 28
Taxes, six months' proportion	6,000 00
	$5,377,412 92

The office of the company is at Sandusky, Ohio. The officers and directors are:

President—O. FOLLETT.

Directors—A. Silsbie, I. M. Spelman, J. P. Yelverton, E. C. Litchfield, E. P. Williams, R. M. Pomeroy, Wm. Wilshire, J. Harshman, S. A. Winslow, I. S. Gardner, R. W. Sharon, O. Follett, R. Harper.

Secretary and Treasurer—L. H. LATHAM.

Superintendent—HARVEY RICE.

Master Mechanic—THEODORE LYMAN.

Buffalo and Lake Huron Railway.

It appears by the recent report made by the Directors of this Company that it is recovering from its difficulties very satisfactorily, and will eventually become one of the most valuable properties of its kind. To the American eye it has extreme importance. It reaches from a British port on Lake Huron to an American port on Lake Erie, and by an arrangement with the Great Western and Grand Trunk could have also two British ports on Lake Ontario, all fountains or reservoirs for business as the case might be. It is believed that some arrangement may yet be made to give the Buffalo and Lake Huron its due place in the great chain of Canadian traffic. And we here would take the liberty to suggest to the holders of Canada Railway securities generally, that however well their interests may hereafter be managed, both principal and interest will "sink together in the dust," if so fatal an event should occur as a war with the United States. The railway system of Canada this very moment is dependent on the American traffic, if not entirely, yet for the greater portion of it. Destroy that, and the Grand Trunk, Great Western, and all their allied and tributary routes will cease to pay even running expenses. Now the plain and obvious duty of the English and Canadian proprietors, is to support the Palmerston policy of non-intervention; to frown down all the aid and sympathy so unnecessarily and unfairly given the rebel cause by editors and ship builders; to discountenance the continued mischievous and irritating articles in the *London Times, Herald* and *Post;* and in short to advocate the golden rule, as applicable as well to politics, as to private conduct. Otherwise all these efforts to build up the Canadian lines will be money thrown away.

STATEMENT.

Miles open, 161. Capital £2,350,000.

Revenue for ½ year ending 31st July,	1862.	1861.	Increase.
	£47,084	£36,216	£10,868
Working expenses.....	35,989	30,571	*5,418
	£11,095	£5,645	

*Decrease.

The Company has been put to some necessary expenses in dredging at Black Rock where its bridge crosses the canal, on the part of the line known as the Buffalo extension, and over which the Goderich train, locomotive and all, after being ferried across the river in a splendid steamer, runs into a depot at Buffalo without the least inconvenience to freight and passengers. So also expenses were incurred in repairs to the elevator at Goderich, and the dock at Lake Erie, by the destruction of freight at Brantford, and tolls paid the N. Y. Central. Negotiations are still in progress for a friendly connection between the Buffalo and Huron, and the Great Western, and Grand Trunk; and it is to be expected that the proprietors, being men of large and liberal views, will cordially agree on some basis of fusion, and some plan for working their lines in concert.

We have examined the Buffalo and Huron line, having passed over it in September last, and pronounce it an admirable railway in construction, well conducted as far as we were able to discover, of immense importance to the beautiful country it passes through, and a great saving in time and travel to the public by its cutting off the necessity of traversing Lake Erie. It should be the great route of pleasure travel to the Upper Lakes, and can be made such, if the agents in Buffalo and New York will advertise it in time, the next season. The trip up Lake Erie is without interest, and hackneyed, while Lake Huron, Georgian Bay, the Straits, Lakes Superior and Michigan, present magnificent scenery to the eye of the delighted traveller.

The distance between Goderich and Buffalo by water is 461 miles, by rails 161. It would seem that this difference should influence a large amount of business from Chicago and the Michigan and Wisconsin ports.

Baltimore and Ohio Railroad.

At the annual meeting of the stockholders of the Baltimore and Ohio Railroad Company held at Baltimore on the 17th ult., Hon. John P. Kennedy was called to the chair, and J. I. Atkinson, Esq., appointed Secretary. The President submitted the following statement:

The stockholders of the Baltimore and Ohio Railroad Company will remember that the President and Directors of the Company were unable to make the usual statement of its affairs and condition at the annual meeting, held on the 18th day of December, 1861.

Again, unhappily, the continuance of the war, involving great and repeated destruction of the works and property of the Company, and frequent and present hostile occupation of important sections of the line, has precluded the President and Directors from obtaining the information which, if in their power, it would be their duty to furnish to all interested in the road.

Much effort has been made to close the business of 1861. A large aggregate of services for the Government for that period still remains unsettled. Arrangements have recently been made under which it is hoped these settlements will not be much further delayed.

As soon as the revenue accounts can be adjusted, it is designated to submit a full report for that year.

The attention of all the departments of the service of the Company will continue to be directed to the procurement of requisite data as to the extent of the damages, condition of the works, machinery, etc., so that as early as practicable the report for the fiscal year terminating 30th September, 1862, shall be presented.

During its protracted embarrassments and losses, the Company has energetically maintained a most careful and economical system of management, which, in combination with its strong financial position at the commencement of its difficulties, has enabled it to meet promptly all its engagements, and to maintain its credit and the character of its securities at the highest standard.

Whenever protection has been afforded, the Company has with marked rapidity re-opened its route. The entire road was restored and worked from April 1st to May 29th, and from June 9th to 5th of September last.

As indicating the vast uses and necessity to the country of this leading avenue of commerce from the valley of the Ohio to the seaboard, it is interesting to state that, upon the re-opening of the road, the company announced a large reduction of the rates of transportation from western to eastern cities, and notwithstanding these lessened rates as compared with those charged by the other Atlantic lines during the blockade of the Baltimore and Ohio Road, the revenue of the Company for the months of July and August is estimated to have exceeded $1,200,000, being the largest sum earned by the Company, for the same length of time since the construction of the road to the Ohio River.

In consequence of its ability to thus work for a portion of the year, over its entire line, the Company was enabled to pay its usual semi annual dividends. And it is further satisfactory to state, on behalf of the Board, that it has also fully maintained the sinking funds established for the extinguishment of its funded debt. The success of that system continues to be demonstrated—the sinking funds having been increased from $1,356,371 35 on the 30th September, 1860, to $1,847,554 71 on the 30th September, 1862, exhibiting the gain for two years of $491,183 36.

These results have been realized without any payment by the Government for the losses and immense and repeated destruction of the property of the Company.

The Board having determined to replace the numerous wood and iron and wooden bridges which have been destroyed in the progress of the war with iron structures of the most substantial and improved description, the material was promptly secured; and a considerable portion of the work has been successfully accomplished in the shops of the Company.

For the purpose of furnishing employment to the large number of faithful workmen of the Company during a period of depression, as well as to maintain its capacity for extensive and effective action when the road should be restored to its normal condition, the full forces have been retained, and have been engaged in repairing and constructing locomotives, cars and requisite machinery.

Arrangements have been made, and no efforts will be spared again to re-open the line, whenever the opportunity is afforded, and with the repaired and newly constructed machinery, it is believed a very large business can, as heretofore, be successfully transacted.

JOHN W. GARRETT, President.

The following gentlemen, comprising (with the exception of Mr. Kirby) the old board, were elected directors for the ensuing year: Johns Hopkins, Samuel W. Smith, Francis Burns, William A. Hack, John Spear Nicholas, John Gregg, C. Oliver O'Donnell, James Harvey, William Heald, Galloway Cheston, Wm. W. Taylor, Samuel Kirby.

New Michigan State Loan.

We give below the result of the offers made for the New Michigan State Loan, a substitute or rather a renewal for one about maturing, and provided for in this way. The proposal of the State Treasurer, John Owen, Esq., was for $240,000 of 7 per cent 5 year bonds, $223,000 of 6 per cent 10 year bonds, $186,000 of 6 per cent 15 year bonds, making a total of $873,000.

The reason for asking for bids for different classes of bonds arises from the fact that this is a renewal of some portion of the State debt. The entire debt of the State on the 1st of July last was as follows, viz:

Adjusted bonds, 6 per cents, due in 1863	$1,744,185 00
Full paid five million loan, 6 per cents, due in 1863	177,000 00
Part paid five million loan, when funded (due in 1863), will be	83,314 00
Renewal loan, 6 per cents, due 1878.	216,000 00
Temporary loan, 7 per cents, due in 1878	50,000 00
Internal improvement warrant bonds, on demand	50 00
Sault Canal bonds, 7 per cents, due in 1879	100,000 00
War loan bonds, 7 per cent, due in 1886	605,500 00
Internal improvement warrants, due on demand	8,592 82
Total	$2,979,641 82

Since that time, the State has commenced redeeming the war debt, which is redeemable at the pleasure of the State. About $40,000 of this has

already been paid. At the last regular session of the Legislature, the treasurer was authorized to issue new bonds for the old to such persons as desired to exchange, and, if not exchanged, to sell the new bonds and redeem the old ones. Under this law, all but $873,000 have already been exchanged, and the present proposals are for the sale of the balance. Hence the fact that some are 7 per cent, and some 6 per cent bonds. Some run for five, some ten, some fifteen, and some twenty years.

The Michigan state loan has been awarded at an average of 102½ for the seven per cents, and 100½ for the six per cents. The bidding was for more than three times the amount of the seven per cents required, and also in excess of the six per cents.

The award of the Michigan loan is as follows; $240,000 of seven per cent. five year bonds at 102¼a103¾; $223,000 of six per cent. ten year bonds, $186,000 of six per cent. fifteen year bonds, $214,000 of six per cent. twenty year bonds, at an average of 100½.

We need not reassure those, says the Detroit *Free Press*, having money to invest that we consider the bonds of the State of Michigan the very best security possible. If any one doubted this it would only be necessary to refer to the following table of the revenues of this state:

Year.	*Rate of Taxation.*	*Total.*
1842	2 mills per dollar	$62,148.63
1852	3 55-100 mills per dollar	195,854.71
1862	2 7-10 mills per dollar	660,166.50

There is no probability of the state debt being increased. On the contrary, it is now certain that with this revenue the whole of the war loan will be paid in the next two years, leaving our actual debt to the public at a fraction over $2,000,000. This is nothing for a state which had in 1860 over 750,000 inhabitants, and whose real estate was valued at $262,785,750. The bonds now offered ought to bring a large premium in the market, and we have no doubt they will, if those who have money to invest will examine into the security. The finances of the state have been managed with very great ability by the present state treasurer, and as long as he controls this department of the state government there need be no fear that its credit will ever be suffered to depreciate.

Endorsements made by Bank Cashiers.

CASHIERS HAVE NO POWER TO MAKE CONTRACTS OF ENDORSEMENT FOR THEIR BANKS, UNLESS ESPECIALLY AUTHORIZED BY THE CORPORATION.

The following case was recently determined by the New York General Term of the Supreme Court of the State of New York. The action was brought by the bank of the State of New York claiming to be the holder of a bill of exchange, against the Farmers Branch of the State Bank of Ohio, as endorser. The answer denied that the defendant made any contract of endorsement upon the bill, but admitted that the defendant's cashier, P. S. Campbell, for the sole purpose of facilitating its collection, wrote on the back thereof as follows: "Pay E. Ludlow, Cas., or order; P. S. Campbell, Cas., and transmitted the same to the defendant's agent, the Ohio Life Insurance and Trust Company at the city of New York, for collection only, and remittance of the proceeds thereof to the defendants; the said Trust Company not being authorized by the defendant to sell, pledge, or in any manner dispose of or use the said bill, except in collecting the sum secured thereby for the use of, and for remittance to the defendant."

On the trial the complaint was dismissed, and the plaintiff appealed. The following is the decision of the appellate tribunal.

CLERKE, J.—Assuming that the plaintiffs are *bona fide* holders of the bill in question are they entitled to recover? The solution of this question depends upon the effect of the endorsement made by the defendant's cashier. The name of the defendant's corporation does not appear anywhere on the paper. The bill was endorsed "Pay E. Ludlow, Cas., or order," signed "P. S. Campbell, Cas." It is not disputed that Campbell was the cashier of the defendant, and that he was authorized to endorse, for the purpose of transmitting to other banks for collection, bills and notes deposited with the defendant or discounted by it. But it no where appears that the cashier was authorized to affix his name, or that of the bank, for the purpose of making the bank liable on a contract of endorsement. The general rule, undoubtedly, is that in order to bind the principal the agent must contract in the name of the principal, and not his own. As Judge Denis says, in the Bank of Genesee *vs.* the Patchin Bank, in most of the cases varying from this principle, if not in all, though the engagement purported to be that of the person signing as agent, the name of the principal appeared in some part of the instrument; and that circumstance is particularly mentioned as essential. In the Bank of Genesee *vs.* the Patchin Bank, that feature was wanting as in the case before us. But the judge was of opinion that the Patchin Bank should be held liable as endorser upon a different ground—that of allowing the endorsement to be filled up according to the intention of the parties; and he cites several cases in which the right to do this was recognized. The whole amount of that decision, on the point in question is, that where the cashier of a banking corporation is authorized to endorse paper on its behalf, and with the intention of binding the corporation he writes his name. "A. B., cash" on the paper, the holder is authorized to write the name of the corporation over the signature of the cashier, with proper words to make the endorsement in form a contract in the name and behalf of the corporation. In the case before us nothing of the kind is shown; but, on the contrary, it is distinctly averred in the answer, that the cashier put his name on the bill for the sole purpose of facilitating collection; and that he transmitted the same to the bank's agent in the city of New York, for collection only. The plaintiff claims to recover solely on the ground that the name of the cashier appears on the bill, without proceeding to show that the endorsement was made in behalf of the defendant, with the intention of binding it.

This conclusion does not in the slightest degree conflict with the decision in the Farmers and Mechanics' Bank *vs.* the Butchers and Drovers' Bank. In that case the teller was authorized to certify checks; and it was held that, as he was authorized to make this representation of a fact, the bank was bound by his representations, even when he made a mistake. This was placed on the doctrine of *estoppel*; but it surely does not recognise the right of even the duly authorized officer of the bank to make a contract for it in his name, without showing that it authorized him to do so on its behalf, and with the intention that the bank should be bound. The judgment should be affirmed with costs.

Railroad Earnings--Weekly.

The traffic of the Great Western Railway of Canada for the week ending Nov. 21, 1862, was as follows:

Passengers	$20,891 16
Freight and live stock	41,961 72
Mails and sundries	2,293 05
	$65,145 93
Corresponding week of last year	46,106 06
Increase	$19,039 87

The receipts of the Grand Trunk Railway of Canada for the week ending November 15, 1862, were:

Passengers	$21,155 92
Mails and sundries	4,112 40
Freight and live stock	75,594 30
Total	$100,862 62
Corresponding week of last year	93,704 16
Increase	$7,158 56

The Galena and Chicago Railroad earned the

3d week in November, 1862	$36,683 43
Do., 1861	34,919 57
Increase	$1,763 86

The Michigan Central Railroad earned in the

3d week of November, 1862	$72,534 00
Do., 1861	52,593 00
Increase	$19,941 00

The Michigan Southern Railroad earned for the

3d week of November, 1862	$64,540 00
Do., 1861	50,888 00
Increase	$13,652 00

The Chicago and Rock Island Railroad earned

the 3d week in November, 1862	$34,681 00
Do., 1861	32,938 00
Increase	$1,433 00

The Toledo and Wabash Railroad earned the

3d week of November, 1862	$34,578 55
Do., 1861	32,493 99
Increase	$2,079 56

The earnings of the Milwaukee and Prairie du Chien Railroad for the 3d week in November,

1862, were	$28,714 03
Do., 1861	31,263 45
Decrease	$2,549 42

The Cleveland and Toledo Railroad earned the

3d week of November, 1862	$29,091 00
Do., 1861	20,454 00
Increase	$8,637 00

The earnings of the Illinois Central Railroad

for the 3d week in Nov., 1862, were	$76,848 30
Do., 1861	54,189 55
Increase	$22,658 75

The earnings of the Chicago and Alton Railroad for the 3d week in November, 1862,

were	$23,041 92
Do., 1861	22,106 19
Increase	$935 73

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1859	37,367	33,605	49,004	45,506	37,385	40,426	39,828	45,547	51,546	55,522	56,340	45,221	537,293
1860	34,647	35,178	49,960	45,778	46,995	44,603	44,940	57,138	66,663	70,815	60,697	36,885	591,314
1861	36,633	37,426	49,194	58,881	56,173	45,993	46,414	45,516	51,212	75,587	80,053	78,049	660,537
1862	64,573	56,055	61,145	71,028	65,072	60,154	58,180	64,129	70,077	82,571	------	------	------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,904	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	214,651	205,599	166,192	2,040,710
1862	152,459	119,973	121,272	149,342	182,585	225,082	220,211	212,812	270,816	------	------	------	------
Chicago and Alton:													
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	103,189	99,518	94,527	83,184	73,164	966,938
1862	67,610	62,350	138,288	75,277	86,749	88,223	89,216	102,763	114,612	------	------	------	------
Chicago and Rock Island:													
1858	72,046	67,807	92,064	92,120	80,595	95,466	82,374	83,385	94,955	92,760	73,583	80,450	987,465
1859	60,058	55,497	68,116	71,752	78,578	72,392	67,076	87,333	120,055	100,440	82,252	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,413	82,895	139,049	134,560	145,589	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	107,163	90,621	88,410	130,542	154,084	152,587	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	199,216	145,897	168,127	137,408	------	------
Chicago and Northwestern:													
1858	20,447	18,272	25,393	38,535	40,893	43,899	39,924	27,761	37,469	36,833	31,144	22,723	382,823
1859	18,569	19,535	22,970	25,881	28,291	25,066	24,326	28,536	51,340	55,881	55,003	42,101	400,459
1860	32,192	33,408	46,346	51,519	62,476	48,342	40,251	49,142	81,229	110,715	77,399	56,888	689,977
1861	48,325	48,375	64,677	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	860,219
1862	46,609	49,103	59,107	54,351	86,429	104,382	93,022	64,263	101,060	125,695	------	------	------
Cleveland, Columbus and Cincinnati:													
1858	70,492	68,138	88,523	93,872	82,968	85,287	90,372	112,138	114,218	106,055	104,566	84,944	1,101,973
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,920	1,015,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	------	------	1,254,094
1862	132,620	112,606	103,912	114,885	119,984	122,524	131,687	168,834	170,565	172,296	------	------	------
Cleveland and Toledo:													
1858	65,211	54,975	90,957	84,149	62,555	57,293	52,385	60,889	83,924	79,458	75,698	71,315	838,809
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,856	60,573	84,603	94,406	82,467	82,400	889,499
1861	84,0-6	75,751	85,873	90,324	65,246	60,687	56,134	60,928	85,639	96,434	89,397	105,484	965,668
1862	106,634	90,657	99,359	84,698	77,313	73,626	69,938	79,655	100,072	113,740	124,639	------	------
Cleveland and Pittsburg:													
1861	62,208	59,964	83,408	99,511	101,792	104,167	115,316	85,163	120,977	108,112	107,824	113,175	1,161,617
1862	84,858	78,447	90,300	100,695	116,973	123,000	178,432	126,000	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,263	5,014,962
1859	304,706	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,285	465,959	506,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,042	609,124	587,242	561,448	412,723	5,336,424
1861	404,507	341,932	458,560	547,174	506,610	430,063	372,705	419,910	515,948	719,354	734,826	708,136	6,221,920
1862	695,607	603,030	636,615	605,755	575,844	516,190	587,010	609,861	764,448	810,985	------	------	------
Galena and Chicago:													
1858	85,320	74,181	103,912	141,334	157,954	210,728	157,285	122,351	161,949	141,653	103,813	87,052	1,547,561
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,289	208,808	195,924	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,596	93,449	89,105	166,541	219,528	252,108	142,658	94,560	1,442,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,709	122,309	1,720,096
1862	106,979	105,423	74,346	90,180	158,194	162,823	190,456	121,199	188,370	207,815	------	------	------
Hudson River:													
1858	176,573	163,887	179,423	112,614	128,132	95,219	114,731	139,489	140,872	140,783	137,091	107,981	1,736,748
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	145,164	156,973	176,157	157,143	232,013	1,933,424
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,869	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	13 ,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	------	------
Illinois Central:													
1858	130,061	116,470	163,848	179,991	161,090	154,193	124,299	202,953	218,861	184,776	156,038	153,999	1,946,579
1859	132,936	134,311	154,690	153,644	144,884	149,592	139,102	181,612	246,829	245,392	250,742	192,522	2,126,086
1860	157,417	186,189	213,080	192,282	217,202	183,548	196,000	233,918	257,634	306,711	241,605	227,310	2,778,333
1861	319,634	370,268	226,966	192,054	199,488	173,941	184,279	268,982	289,862	284,020	243,248	193,767	2,965,768
1862	172,187	150,809	161,801	183,484	192,077	240,566	249,929	334,946	400,436	385,357	368,800	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,289	50,532	69,624	50,780	35,426	52,570	89,847	147,122	95,816	50,865	756,476
1861	53,898	45,689	52,159	67,245	108,003	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	57,920	56,353	125,999	112,000	119,000	123,576	138,152	------	------	------	------
Milwaukee and Prairie du Chien:													
1861	54,246	44,027	43,637	49,102	112,265	141,771	107,117	90,461	134,729	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,211	144,915	108,721	76,163	109,661	164,369	------	------	------
Michigan Southern & Northern Indiana:													
1858	106,675	97,674	160,526	206,563	182,559	178,928	149,519	202,622	224,838	198,129	168,072	139,640	2,015,750
1859	104,345	106,828	143,625	145,258	138,084	122,795	161,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,686	127,273	196,821	2-3,851	273,723	203,492	1 4,973	2,068,586
1861	140,925	116,934	156,000	189,000	171,000	165,000	126,000	178,773	235,690	274,949	231,326	178,900	2,198,763
1862	163,152	153,729	153,100	193,120	202,000	191,500	181,000	226,819	276,109	325,018	304,084	------	------
Michigan Central:													
1858	122,380	107,502	165,936	223,010	185,727	170,847	143,872	176,061	224,574	209,828	156,298	130,103	2,016,183
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,349	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,095	128,383	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,619	123,377	144,951	236,845	301,333	242,089	200,134	2,199,763
1862	230,159	159,659	152,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	------	------	------
New York Central:													
1858	430,376	390,431	537,853	668,425	510,197	432,195	458,664	538,048	653,373	653,661	600,920	510,425	6,384,573
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	397,128	402,530	561,078	585,141	551,700	495,943	544,491	692,382	868,985	811,468	780,687	523,047	7,154,623
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	926,980	951,121	800,000	7,921,903
1862	------	------	------	------	------	------	------	------	------	------	------	------	------
New York and Harlem:													
1858	79,124	76,611	93,148	86,000	77,669	82,529	88,582	94,406	81,135	87,349	83,221	93,188	1,022,962
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,534	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,649	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,527	90,884	1,126,619
1862	100,923	96,839	103,020	94,957	94,157	87,504	101,857	103,223	99,435	107,093	------	------	------
Norwich and Worcester:													
1861	16,260	16,524	21,454	24,488	23,860	18,611	25,666	29,531	31,968	35,494	32,480	29,466	305,802
1862	22,069	18,864	24,250	26,748	27,098	30,422	32,495	38,426	40,319	40,987	------	------	------
Philadelphia and Reading:													
1858	103,492	116,687	168,102	203,965	216,784	207,573	257,455	247,062	254,740	269,464	242,952	234,576	2,522,259
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,645	264,622	288,649	286,619	245,977	2,786,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,031	3,315,500
1861	161,106	160,538	244,423	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,889
1862	192,216	217,161	191,266	258,674	283,996	254,285	388,725	414,707	448,994	468,873	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,586	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,500	204,778	180,429	248,031	270,086	352,072	302,970	301,958	3,011,787
1862	293,420	274,258	295,778	282,676	274,521	260,076	245,673	274,571	397,064	461,249	------	------	------
Toledo and Wabash:													
1858	45,261	32,304	59,125	93,313	57,781	47,165	75,866	112,842	103,491	96 064	62,951	41,330	826,993
1859	38,903	39,471	61,769	68,683	60,071	58,356	57,734	72,583	74,089	74,660	81,872	46,085	734,890
1860	43,511	42,063	64,414	73,679	67,945	67,428	84,879	122,785	106,100	125,026	77,999	51,295	926,728
1861	58,339	46,843	61,051	75,274	78,278	79,074	91,464	137,222	142,537	162,858	137,086	92,574	1,162,632
1862	82,236	47,142	56,006	88,582	106,845	118,677	115,214	168,219	170,380	172,870	------	------	------

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds / Coupon Bonds — Under Act 15th April, 1842	$2,833,364	6	1862	105
		6	1862	103
Registered Bonds / Coupon Bonds — Under Act 28th June, 1847	9,415,250	6	1867	101½
		6	1867	102½
Registered Bonds / Coupon Bonds — Under Act 31st December, 1848	8,908,842	6	1868	99
		6	1868	102
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	95
Registered Bonds / Coupon Bonds — Under Act 14th June, 1858	20,000,000	5	1874	91½
		5	1874	92½
Registered Bonds / Coupon Bonds — Under Act 22d June, 1860	7,022,000	5	1871	91½
		5	1871	92½
Coupon Bonds (Oregon War Debt), Under Act June, 1861	307,900	6	1881	100
Registered Bonds / Coupon Bonds — Under Acts 8th Feb. and 17th July, 1861	50,000,000	6	1881	100½
		6	1881	104½
Treasury Bonds (coupon) — Under Acts 17 J'y & 5 Aug '61	55,000,000	7.3	1864	104½
Treasury Bonds (coupon)	53,600,000	7.3	1864	104½
Registered Bonds / Coupon Bonds — Under Act 25th February, 1862; redeemable at pleasure after 5 years	20,000,000	6	1882	100
		6	1882	100
Treasury Notes—				
Under Acts 28 June, '60, and 8 Feb. and 2 March, '61	7,757,600	6	2 y'rs	126½
Under Acts 2 Mar. '61, & 17 Mar. '62 — convert. into 20	10,000,000	---	Dem.	----
Under A's 17 Ju. & 5 Au.'61 & 17 Ma.'62 — y'r b'ds due '81	50,000,000	---	"	----
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	----------	---	----------	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	50,000,000	5	10 d's	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	100,000,000	6	1 year	97⅛
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	112
" — " " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	107½
Georgia—Coupon Bonds	525,000	7	'62-'74	----
" — " "	2,073,750	6	'63-'80	78
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	104½
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	105
" —Interest Stock of 1857	786,223	6	------	97
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	107½
" —University Fund Interest Bonds of 1861	650,000	6	1879	105
" —War Fund Bonds of 1861	1,020,409	6	1879	103
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	99½
" — " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18...	80
" — " " "	2,054,298	2½	18...	55
" —Canal Preferred Certificates	4,079,500	5	18...	----
" — " " (special) Certificates	1,216,737	5	18...	----
" —Deferred Certificates (State)	1,242,500	5	18...	----
" —Deferred (special) Certificates (State)	479,076	5	18...	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	96
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	95
" — " " (banks)	600,000	5	18...	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	65
" — " " (bank)	5,298,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	699,000	6	Var.	107
" —War Loan of 1861	----------	---	------	----
Maryland—Inscribed Certificates	6,964,251	6	Var.	112
" — " " (sterling)	8,857,222	5	Var.	72
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	109
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,000	5	'61-'72	----
" — " " of 1861 "	247,000	6	'68-'72	116
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	----
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,006,177	6	1863	101½
" — " "	216,000	6	1878	102
" —War Loan: Coupon Bonds 1861	449,100	7	1881	106
Minnesota—Coupon Bonds (State)	250,000	8	1867	105
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	----------	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	439,000	6	'63-'83	53
" — " "	100,000	6	1862	51½
" — " " (loans to Railroads)	23,101,000	6	'72-'86	72½
" —War Loan 1861	----------	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	108
" —	----------	6	'64-'65	108
" — " State Loan $6,756,654	----------	6	'65-'66	112
" — " Railroad Loan 339,000	----------	6	'72-'75	121½
" — " Canal Debt—(old) 9,739,025	----------	6	1874	120
" — " " " —(new) 13,200,000	----------	5½	1865	----
" — " " " —(misc.) 642,585	----------	5	'66-'74	110
" — " " " —(floating) 2,500,000	----------	5	1863	103½
" — "	----------	4½	1864	----
" — "	----------	7	1864	108½
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18...	69
Ohio—Inscribed Certificates	6,413,325	6	1881	115
" — "	1,025,000	5	1865	99½
" — " "	2,183,531	6	1870	108½
" — " "	1,600,000	6	1875	108
" — " "	2,400,000	6	1886	113
" —War Loan (1861)	1,500,000	6	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds (1st January, 1862)	37,687,760	5	'61-'82	96½
" —Inscribed Certificates		5	'61-'82	94
" — " "	400,630	6	1879	105½
" — " "	388,200	4½	'63-'82	----
" — " "	100,000	4	1877	----
" —War Loan (15 May, 1861)	2,612,150	6	1871	----
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	----
" —Coupon Bonds (sterling)	484,444	5	1868	----
" — " (R. R.)	1,310,000	6	1877	----
Rhode Island—War Loan (1861)	100,000	5½	1863	----
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	----
" — " " (internal improvement)	2,063,606	5	Var.	----
" — " " (R. R.)	12,193,000	6	Var.	53½
" —War Loan (1861)	----------	6	1881	----
Vermont—Inscribed Certificates	175,000	6	1871	111
" —War Loan (1861)	----------	---	18...	----
Virginia—Inscribed Certificates	404,000	5	Var.	----
" — " " (Sinking Fund)	13,264,642	6	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	'85-'93	60
" — " " (sterling)	1,865,000	5	1892	----
Wisconsin—Inscribed Certificates	100,000	6	Var.	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	----
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " " "	265,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	----
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	105
" — " " (Balt. & Ohio R. R.)	5,000,000	6	------	100
" — " " (Water Works)	3,400,000	6	------	101
" — " " (Bank Stock)	553,966	6	------	----
" — " " (Improvement Stock)	4,963,215	6	------	----
Boston—Coupon (S. F.) Bonds (Municipal)	2,412,576	5	Var.	111
" —Coupon Bonds (Water)	6,243,680	5	Var.	111
Chicago—Coupon Bonds (Municipal)	860,000	6	18...	98
" — " " "	609,000	7	18...	108½
" — " " (Sewerage)	822,000	7	18...	----
" — " " (Water Works)	1,133,000	7	18...	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	5	1873	----
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	2,500,000	6	1876	107
" — " " " " "	2,140,000	5	1887	109½
" —Public Education Stock	150,000	5	1873	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1863	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	81
" — " " (Municipal)	1,136,200	6	'61-'80	----
" — " " (Buildings, etc.)	532,000	6	'66-'96	----
" — " " (Sewers)	425,000	6	'70-'88	----
" — " " (Improvement Old Limits)	260,000	6	'71-'87	----
" — " " (Water Works)	497,000	6	'71-'83	----
" — " " (Harbor Improvement)	239,000	6	'63-'86	----
" — " " (Wharf Improvement)	166,000	6	'67-'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " (Fire)	178,500	10	1866	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18...	----
Jefferson, O.—Coupon Bonds	286,000	7	18...	----
Muskingum, O.—Coupon Bonds	564,000	7	18...	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18...	----
Ross, O.—Coupon Bonds	343,880	7	18...	----
Scioto, O.—Coupon Bonds	110,000	7	18...	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	93½
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	99
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	----
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	----
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	----
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	69½
" " 2d " "	3,980,670	6	1882	69½
" " Improvement " "	586,500	6	1870	----
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	36
" " Preferred Interest Bonds	227,500	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	43
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	102½
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	5,000,000	---	------	93½
Housatonic Preferred	1,180,000	8	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	84½
Milwaukee & Prairie du Chien, 1st preferred	1,095,000	---	------	103
" " " 2d "	1,060,800	---	------	79
New York & Harlem, Preferred	1,020,000	---	------	51½
Philadelphia & Reading, Preferred	1,551,800	7	------	50

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	7	------	----
Mortgage	109,500	7	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	833,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	600,000	7	1857	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kenebec :				
Million Dollar Loan	468,600	6	'61-'64	70
$1,100,000 Loan	535,100	6	1890	79
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and Great Western :				
Penn. Division, 1st Mortgage	2,500,000	7	1877	77
Ohio " 1st Mortgage	4,000,000	7	1875	77
N. York " 1st Mortgage	1,250,000	7	1879	80
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484 000	6	1878	97
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	1838	----
Mortgage Coupon	2,500,000	6	1885	96½
" "	700,000	6	1880	97½
" "	1,128,500	6	1875	99½
" "	1,000,000	6	1867	103
Balt. City Loan	5,000,000	6	1890	107
Bellefontaine and Indiana :				
1st Mortgage convertible	791,000	7	1866	55
2d Mortgage	162,000	7	1870	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage (do.)	500,000	6	1885	----
3d Mortgage (do)	581,000	6	1877	----
Black River and Utica :				
1st Mortgage	870,000	7	1869	----
Boston Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
1ts Mortgage	300,000	7	1870	91½
2d Mortgage Coupons	100,000	6	1870	----
2d Mortgage Coupons	250,000	7	1870	----
Sinking Fund	200,000	6	1889	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Buffalo, New York and Erie :				
1st Mortgage coupon	2,000,000	7	1877	95
2d Mortgage coupon	380,000	7	------	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	107
Income ½ in '59, ½ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Special Erie and North-East	149,000	7	'61-'70	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	----
Mort. (chgd from Sterl'g)	885,000	5	1859	----
Mortgage	800,000	6	1863	----
Mortgage	1,700,000	6	1875	105¾
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1870	----
Catawissa :				
Loan of 1860	34,000	5	1880	4
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Central of Georgia :				
Mortgage	86,067	7	1863	----
Central of New Jersey :				
1st Mortgage	1,400,000	7	'65-'70	110
2d Mortgage	600,000	7	1875	100
Central Ohio :				
1st Mortgage W Div.	450,000	7	1861	81
1st Mortgage E. Div.	800,000	7	1864	80
2d Mortgage	800,000	7	1865	73
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	15
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Bonds of '63, '75, '77, '80	843,200	6	var.	100
Chicago, Burlington & Quincy :				
Trust Mort. S. F., convertible	817,000	8	1883	115
" " " inconvertible	2,690,000	8	1883	----
Plain Bonds, dated Sept. 20, 1860	755,000	7	1890	----
2d Mortgage, inconvertible	922,000	4½	1890	----
Chicago and Aurora, 1st Mort.	230,000	7	1867	----
Central Military Tract, 1st Mort.	248,000	7	1864	----
" " " 2d Mort.	204,000	8	1868	----
" " " Plain	28,000	8	1876	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
Chicago and Milwaukee :				
1st Mortgage (convertible)	700,000	7	1874	70
Real Estate	188,864	7	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	100
Chicago and Northwestern :				
1st Mortgage (preferred)	1,250,000	7	------	102
1st Mortgage (general)	3,600,000	7	------	78
Bonds issued for coupons of do.	756,000	7	------	88
2d Mortgage	2,000,000	6	------	34
Appleton Extension Bonds	184,000	7	------	90
Flagg Trust Bonds	245,000	8	------	----
Cincinn., Hamilton and Dayton :				
1st Mortgage	394,000	7	1867	100
2d Mortgage	950,000	7	1880	96
***Cincinn., Wilm. and Zanesville :**				
1st Mortgage	1,300,000	7	1869	----
2d Mortgage	574,000	7	------	----
3d Mortgage	158,000	7	------	----
Income	250,500	7	------	----
Tunnel Right	1,000,000	7	------	----
Cleveland and Mahoning :				
1st Mortgage	850,000	7	------	105
2d Mortgage	499,200	7	------	----
3d Mortgage	362,800	8	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	25,000	7	1861	99
2d Mortgage	228,000	7	1862	92½
Special (Sunbury and Erie)	500,000	7	1878	----
Dividend Mortgage	900,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	101
2d Mort. (M. L.) or 1st Extension	1,189,000	7	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	1875	85
4th Mort. (M. L.) or 3d Extension	154,000	7	------	72
Clev., Columbus and Cin. :				
1st Mortgage, Coupon	509,000	7	'64-'90	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	299,000	7	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	1872	65
Junction 2d Mortgage	221,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	1863	75
Junction Income	27,500	7	1862	----
C. and T. Income Mortgage	104,400	7	1863	75
C. and T. Income (convertible)	174,000	7	1864	----
C. and T. Income (convertible)	256,000	7	1864	----
C. and T. Dividend (convert.)	151,495	7	1865	75
C. and T. Income (convertible)	39,000	7	1870	----
C. and T. (S. F.) Mortgage	1,545,000	7	1885	103½
Columbus and Xenia :				
Dividend (due 1860, '61, '62, '66)	115,900	---	var.	93½
Connecticut River :				
Mortgage	300,000	6	1878	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	6	1876	101½
Cumberland Valley :				
1st Mortgage	161,000	8	------	----
2d Mortgage	109,500	8	------	----
Dayton and Michigan :				
1st Mortgage	300,000	8	1867	----
2d Mortgage	2,700,000	8	1881	----
Dayton and Western :				
1st Mortgage	300,000	7	1880	50
2d Mortgage	----------	7	1880	40
Delaware :				
1st Mortgage	500,000	6	1875	95
Guaranteed	100,000	6	1875	----
State Loan	170,000	6	1876	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	114
1st Mortgage (E. Extension)	1,499,000	---	1875	106
2d Mortgage	2,516,500	---	1881	108¼
Income (due 1862, '65 and '67	14,101	---	var.	88
Detroit and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	60
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000	---	------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	275,000	6	var.	100¾
2d Mortgage (convertible)	710,000	5	'62-'72	98
3d Mortgage (convertible)	450,000	6	1874	110
1st M. (State) $75,000 a y'r after '64	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tennes.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----
Eaton and Hamilton :				
1st Mortgage	757,784	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	7	61-'70	----
Florida :—				
Internal Improvement (State)	1,655.000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1891	----
Free Land, 2d Mortgage	----------	8	1891	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1891	----
Free Land, 2d Mortgage	200,000	8	1891	----
Galena and Chicago Union :				
1st Mortgage Coupon	1,971,000	7	'62-'63	109
1st Mortgage (Extended)	22,000	7	1882	110
2d Mortgage (S. F.) Coupon	1,411,000	7	1875	106
***Great Western, Ill :**				
1st Mortgage Eastern Division	1,000,000	10	------	----
" Western "	1,350,000	7	------	----
Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	------	71
Land Security	5,000,000	7	1881	56½
Mortgage (convertible)	1,360,000	7	1883	----
Mortgage (not convertible)	1,200,000	7	1889	----
Harrisburg and Lancaster :				
New Dollar Bonds	661,000	6	1883	103
Hartford and New Haven :				
1st Mortgage	927,000	6	1873	99
Housatonic :				
1st Mortgage	189,000	6	1877	----
Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69-'70	116
2d Mortgage (S. F.)	2,000,000	7	1885	112
3d Mortgage	1,840,000	7	1875	101½
Convertible	1,002,000	7	1867	94
Illinois Central :				
Optional Right bonds	38,000	7	1868	----
Construction	10,798,500	7	1875	107½
Construction	4,115,000	6	1875	107½
Eight per cent. bonds	326,000	8	1865	----
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	578,000	10	------	----
Income	281,500	---	------	75
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	85
Real Estate Mortgage	200,000	7	1858	68
Ind., Pittsbburg and Cleveland :				
1st Mortgage	649 000	7	1870	----
2d Mortgage	314,000	7	------	----
Jeffersonville :				
1st Mortage	272,000	7	1861	75
2d Mortgage	392,000	7	1873	70
***Kennebec and Portland :**				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
***Kentucky Centr. (Cov. and Lex.)**				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	----	----
3d Mortgage	600,000	7	----	----
Guaranteed by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Keokuk, Ft. D. Moines and Minn.				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat.				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,465,000	6	1873	108
La Crosse and Milwaukee :				
1st Mortgage (Eastern Div.)	903.000	†	------	80
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	30
2d Land Grant (Western Div.)	353,600	†	------	30
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort :				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami :				
Mortgage (Coupon)	1,800,000	6	1883	91
Long Island :				
2d Mortgage	500,000	6	1870	----
Extension Bonds	175,000	7	1890	100
Long Dock Co. :				
Mortgage Bonds	580,000	7	1882	----
Mortgages on Land	473,800	7	------	----
Louisville and Frankfort :				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville :				
State [Tenn.], 1st Lien	560,500	6	------	----
1st Mortgage	2,000,000	7	1883	----
Lebanon Branch 1st Mortgage	400,000	7	var.	----
Memphis Branch 1st Mortgage	500,000	7	var.	----
McMinnville and Manchester :				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis :				
Mortgage	600,000	7	1881	83
Marietta and Cincinnati :				
Mortgage Bonds	235,789	7	1891	90
Memphis and Charleston :				
State Tenn.] Loan	1,100,000	6	1880	----
1st Mortgage	1,600,000	7	------	----
Memphis, Clarkesv. and Louisv. :				
State [Tenn.] Loan	910,000	6	------	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:				
State [Tenn.] Loan	$1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	1872	98½
1st Mortgage St'g (convertible)	500,000	8	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	1869	111½
1st Mortgage (S. F.), convertible	4,461,000	8	1882	112
Mich. Southern and N'n Indiana:				
Michigan Southern, 1st	850,000	7	1860	100
Northern Indiana, 1st	904,000	7	1861	103
Erie and Kalamazoo	300,000	7	1862	----
Michigan Southern, conv.	44,000	7	1863	85½
Northern Indiana, conv.	100,000	7	1863	81
Jackson Branch	128,000	7	1863	88
Goshen Air Line	1,116,000	7	1868	100
Detroit and Toledo	684,000	7	1876	98
1st General Mortgage (S. F.)	3,030,000	7	1885	103
2d General Mortgage	2,572,000	7	1877	93½
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Milwaukee and Prairie du Chien:				
1st Mortgage (Coupon)	2,526,000	7	1891	104
1st Preferred stock	1,060,000	---	------	103
2d Preferred stock	1,020,000	---	------	79
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	1,508,070	8	'61–'67	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	122,622	---	------	----
Mortgage (due 1860, '68 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Morris Canal and Banking Co.:				
Mortgage Bonds	655,250	6	1876	99
Preferred Stock	1,175,000	10	------	125½
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	102½
New London Northern:				
1st Mortgage	85,000	7	1871	100
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	255,000	5	'63'4'8	----
1st Mortgage Coupon	2,665,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	641,000	6	------	----
New Orleans City Subscription	1,500,000	5	------	----
1st Mortgage (S. F.)	566,000	8	1889	----
New York Central:				
Premium (S. F.) Bonds	7,552,000	6	1883	110
Funding (S. F.) Bonds	1,553,000	7	1876	114½
Stock Exchange (S. F.) Bonds	680,000	6	1883	107
Real Estate (S. F.) Bonds	166,000	6	1883	100
Real Estate Bonds	301,952	6	1883	----
Bonds of June, 1854	3,000,000	7	1864	106
Convertible Bonds	970,000	7	1876	115
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	107
New York and Erie:				
1st Mortgage	3,000,000	7	1867	110
2d Mortgage	4,000,000	7	1879	113
3d Mortgage	6,000,000	7	1883	107½
4th Mortgage	4,900,000	7	1880	101
5th Mortgage	1,792,500	7	1888	100½
New York and Harlem:				
1st Mortgage	2,950,000	7	1873	109½
2d Mortgage	1,000,000	7	1864	102
3d Mortgage	862,300	7	1867	92½
New York and New Haven:				
Plain Bonds, Coupon	912,000	7	1866	94
Mortgage Bonds, Coupon	978,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	$331,000	6	------	----
North Carolina:				
State Loan	3,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	1,500,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	1877	----
N. C. Contract, 2d Mort.	300,000	6	1875	----
Construction, 2d Mort.	2,500,000	6	1885	97
Northern (Ogdensburg):				
1st Mortgage	1,494,000	7†	1859	89
2d Mortgage	3,077,000	7†	1861	5
North Missouri:				
State Loan (30 years)	4,350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	6	1875	85½
Chattel Mortgage	360,000	10	1883	104½
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,050,000	†	1858	----
2d Mortgage	258,000	†	------	----
Construction	4,242,000	†	1858	17
Income	3,320,000	†	1858	----
Orange and Alexandria:				
1st Mortgage	400,000	6	1866	----
2d Mortgage or 1st Extension	1,200,000	6	1875	----
2d Extension	600,000	8	1873	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	46
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Pennsylvania:				
1st Mortgage	4,990,000	6	1880	109
2d Mortgage	2,421,000	6	1875	106
2d Mortgage Sterling	2,126,400	6	1875	----
State Works Bonds	7,100,000	5	------	94
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	1861	76
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	780,000	6	'74–'75	----
2d Mortgage (Coupon)	268,800	6	1876	----
3d Mortgage (Coupon)	156,800	6	1871	----
Peoria and Oquawka:				
1st Mortg. (W. Ext.) convertible	500,000	8	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	1873	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	5	------	103
Philadelphia and Reading:				
Bonds of 1836, (unconvertible)	403,000	5	1867	----
" 1836, (con. "	192,000	5	1880	103
" 1849, " "	3,103,600	6	1870	101
" 1861, " "	436,000	6	1871	----
" 1843, " "	1,548,300	6	1880	109
" 1844, (convertible)	883,000	6	1880	110
" 1848, "	124,000	6	1880	99
" 1849, "	83,000	6	1880	102
" 1857, "	3,586,500	6	1886	99½
" 1856, "	1,475,000	7	1886	100½
Bonds and Mortg's—real estate	592,200	---	------	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	2,300,000	6	1884	107
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
City of Pittsburg Bonds	500,000	---	------	----
Allegheny Co. "	750,000	---	------	----
Connellsville "	100,000	---	------	----
Mc'Keesport "	100,000	---	------	----
Baltimore City "	94,000	---	------	----
Baltimore City Stock	906,000	---	------	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	1889	----
Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage	5,250,000	7	1911	106
2d Mortgage	5,180,000	7	1911	92½
3d Mortgage	2,000,000	7	1911	70
Bridge Bonds, O. & P. R. R. Co.	188,000	7	1876	----
Chicago Depot Bonds	337,173	6	1865	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64–'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	$680,000	8	------	----
1st Mortgage (West'rn Division)	757,000	8	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Richmond and Danville:				
State (Va.) Loan (34 years)	600,000	6	var.	----
Guarantied by State	200,000	7	1875	----
Mortgage (Coupon)	250,000	7	1859	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	6	1860	----
Richmond and Petersburg:				
Coupon	150,000	---	1876	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	7	1863	45
2d Mortgage	937,500	7	1863	3
3d Mortgage	435,050	7	1863	----
Sacramento Valley:				
1st Mortgage	400,000	10	1875	----
2d Mortgage	329,000	10	1881	----
Sandusky, Dayton and Cincinnati:				
1st Mortgage	80,550	10	1856	----
2d Mortgage	997,000	7	1866	----
3d Mortgage	1,000,000	7	1875	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,200,000	7	1866	90
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1853	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Seaboard and Roanoke:				
1st Mortgage	300,000	7	1860	----
3d Mortgage	75,000	7	1870	----
Dividend Bonds	60,000	7	1856	----
South Carolina:				
State Loan	137,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	7	1870	----
2d Mortgage	900,000	7	1865	----
Chicago and Alton:				
1st Mortgage	2,000,000	7	------	99½
2d Mortgage	1,535,000	7	------	----
3d Mortgage (Income)	1,000,000	10	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	3,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Sunbury and Erie				
1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	104½
Mortgage (half to State)	7,000,000	5	'75–'78	----
Syracuse, Binghamton and N. Y.:				
1st Mortgage Coupon	1,400,000	7	1876	----
Alton & Terre Haute:				
1st Mortgage (convertible)	1,000,000	7	'62–'72	97
2d Mortgage (preferred)	2,000,000	7	'68–'70	76
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo and Wabash:				
1st M. (Toledo and Wabash)	900,000	7	1865	97
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	97
2d M. (Toledo and Wabash)	1,000,000	7	1869	80
2d M. (Wabash and Western)	1,500,000	7	1899	80
*Vermont Central:				
1st Mortgage Coupon	2,000,000	7	1861	23½
2d Mortgage Coupon	1,135,000	7	1867	1½
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	85
Mortgage (coupons)	198,000	6	1872	82½
Mortgage, (coupons)	926,000	6	1884	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	85
2d or Enlarged Mortgage	1,000,000	6	1884	81
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
Warren (N. J.):				
1st Mortgage	568,500	7	1875	----
Warwick Valley, N. Y.:				
1st Mortgage	60,000	7	1880	87½
2d Mortgage	25,000	7	1871	70
Watertown and Rome:				
Mortgage (new bonds)	300,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Dollar Bonds	802,000	6	1875	110½
Albany City Bonds	1,000,000	6	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	------	----
Elmira and Williamsport:				
1st Mortgage	1,000,000	7	1880	93
Wilmington and Manchester:				
1st Mortgage	596,000	7	1866	69½
2d Mortgage	200,000	7	1872	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	6	1863	----
Sterling, issued in 1858	144,500	6	1868	----
Company's, endorsed by State	150,000	6	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total, incl. all other assets and liabilities.	Road operated, incl. road, leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,?36	*	—	877,953	503,500	105,255	1,515,704	54.0	-------	101,102	37,866	—	-----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	-------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	-------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	236,791	76,773	21,006	—	----
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	-------	-------	-------	-------	-------	-------	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	-------	505,156	260,289	6	----
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	-------	-------	—	-------	-------	-------	-------	-------	-------	-------	-------	—	----
								ARKANSAS.													
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	-------	-------	—	-------	-------	-------	-------	-------	-------	-------	-------	—	----
30 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	----	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	-------	1,493,850	22.5	-------	230,251	104,594	----	----
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	-------	-------	23.8	45,543	77,028	34,866	16	----
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,575	4,443,584	122.4	229,088	300,412	97,999	—	----
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	-------	4,062,215	73.0	374,460	747,300	330,209	11¼	142
31 Dec. '61	74.0	—	----	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,530	120.0	189,358	225,292	25,565	—	----
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,513	263,209	94,591	8	----
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,464,040	*	—	738,588	750,000	156,429	1,644,967	62.0	127,390	135,072	-------	—	----
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	-------	1,422,500	55.2	120,671	149,317	149,317	5	----
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,188	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	868	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	-------	5,626,549	117.4	489,860	808 060	301.979	----	----
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	-------	66.4	-------	288,512	108,626	—	74
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '61	16.2	—	----	—	—	—	-----	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	-------	22,308	7,915	6¼	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	-------	-------	—	-------	-------	-------	-------	-------	-------	-------	-------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	195,000	75,894	619,112	32.0	-------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	-----	*Fla., Atlantic and Gulf Central*	-------	-------	—	-------	-------	-------	-------	-------	-------	-------	-------	—	----
-- -- '62	100.0	3.9	10.0	153.5	---	---	-----	*Pensacola and Georgia*	-------	-------	—	-------	-------	-------	-------	29.4	-------	-------	-------	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	-------	1,597,385	86.7	-------	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	—	-------	-------	-------	-------	30.0	-------	-------	-------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	-------	-------	53.0	-------	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,587	-------	-------	-------	31.0	-------	-------	-------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	-------	-------	6,580,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	-------	8,123,343	232.0	-------	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	-------	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	-------	1,026,868	50.0	-------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	-------	-------	-------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	-------	-------	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	-------	138.0	-------	832 343	454,541	—	----
								ILLINOIS.													
31 Dec. '61	220.0	—	----	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	-------	-------	8,500,000	4,500,000	-------	10,000,000	220.0	-------	1,098,465	452,693	4	----
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024 750	-------	12,176,115	168.0	1,067,025	1,551,227	679,772	—	85½
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,045	2,050,065	45.0	14 mo.	243,282	105,284	—	----
1 Apr. '62	242.0	—	----	29.0	36	28	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	-------	849,719	414,828	—	----
31 Mar. '62	181.8	—	----	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	-------	7,545,220	228.4	765,949	1,054,704	416,971	3	82
10 Nov. '58	33.2	—	----	—	---	---	-----	Fox River Valley	580,000	*	—	-------	580,000	-------	-------	84.0	-------	-------	-------	—	----
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,069,729	1,311,917	—	6,028,400	3,414,702	-------	10,502,318	261.8	1,123,454	1,720,396	811,185	5	82½
31 May, '61	175.0	—	----	—	---	---	-----	Great Western	5,022,926	*	—	1,600,000	2,391,000	-------	-------	175.0	-------	485,943	181,529	—	----
31 Dec. '61	454.8	252.5	----	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	768.3	2,458,023	2,965,758	1,150,903	—	80
-- -- --	—	—	—	81.5	—	—	—	Illinois River	-------	-------	—	-------	-------	-------	-------	-------	-------	-------	-------	—	----
-- -- --	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	-------	-------	148.0	-------	-------	-------	—	----
-- -- --	46.6	—	----	—	---	---	-----	Peoria and Bureau Valley	-------	-------	—	-------	600,000	-------	-------	oper	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	-------	-------	—	-------	-------	-------	-------	-------	-------	-------	-------	—	----
-- -- '58	186.0	—	----	—	---	---	-----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	-------	-------	186.0	-------	-------	-------	—	----
31 Dec. '61	100.0	—	----	—	---	---	-----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	-------	2,000,000	100.0	oper. by	Bur. &	Quincy	—	----
-- -- --	1.0	—	----	—	---	---	-----	Rock Island Bridge	-------	-------	—	-------	-------	-------	-------	oper	by Chic.	& R. Is.	-------	—	----
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	-------	823,767	-------	—	----
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	-------	-------	108.0	-------	-------	-------	—	----
-- -- --	29.0	—	----	73.0	---	---	-----	Cincinnati, Peru and Chicago	-------	-------	—	-------	-------	-------	-------	29 0	-------	-------	-------	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	-------	249,867	119,342	—	----
31 Dec. '60	72.4	—	----	—	19	15	374	Indiana Central	1,667,039	274,081	26.641	610,050	1,178,000	49,550	2,108,011	109.0	363,122	400,397	133,009	—	50
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	-------	448,858	230,834	9	58
31 Dec. '61	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11,066	2,082,645	84.0	-------	331,813	165,939	—	----
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,563,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	----
-- -- '59	64.0	—	----	—	---	---	-----	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	-------	2,000,000	84.0	-------	-------	-------	—	----
31 Dec. '60	86.0	49.0	----	—	23	---	-----	Madison and Indianapolis	2,657,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	230,563	99,080	—	----
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	645,827	371,40	—	----
-- -- '58	74.0	—	----	—	---	---	-----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	-------	-------	-------	—	----
30 Nov. '61	73.0	—	----	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,976,801	73 0	325,707	377,692	216,184	10	125
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	782,733	665,000	92,683	1,542,766	50.0	-------	-------	-------	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	-------	86 0	7 mo's.	85,239	46,771	—	----
31 Dec. '61	111.0	—	----	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	-------	287,143	2,870,015	111.0	107,646	200,160	81,779	—	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	-------	-------	—	245,000	755,000	-------	-------	-------	-------	-------	-------	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	-------	-------	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	---	---	-----	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	-------	-------	-------	—	----
-- -- '59	55.0	52.6	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	-------	-------	-------	-------	107.6	-------	-------	-------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	113.0	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,995	111.8	-------	426,408	227,534	—	85
30 Jun. '57	20.0	—	----	113.0	---	---	-----	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0 00.	-------	-------	20.0	-------	-------	-------	—	----
-- -- '58	13.0	—	----	22.0	---	---	-----	Lexington and Danville	765,500	-------	—	694,444	71,000	-------	-------	13.0	oper. by	Cov. &	Lex.	—	----
30 Jun. '61	29.0	—	----	— }	13	10	230	} Lexington and Frankfort	591,121	52,300	—	514,453	130,000	-------	735,312	29.0	-------	108,944	43,267	—	50
30 Jun. '61	65.1	—	----	— }				} Louisville and Frankfort	1,383,526	126,735	6,540	1,104,587	414,519	-------	1,649,051	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	3,255,500	661,269	9,455,250	269 0	613,805	716,478	371,123	—	----
-- -- '59	18.8	—	----	70.2	---	---	-----	Maysville and Lexington	-------	-------	—	-------	-------	-------	-------	18.8	oper. by	Cov. &	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	---	---	-----	Clinton and Port Hudson	750,666	*	—	-------	-------	-------	-------	22 0	-------	-------	-------	—	----
-- -- --	27.0	—	----	—	---	---	-----	Mexican Gulf	662,911	*	—	-------	-------	-------	-------	27.0	-------	-------	-------	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,856,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	-------	2,966,000	1,150,717	-------	206.0	-------	1,282,624	585 484	—	----
31 Aug. '60	59.7	—	----	185.3	---	---	-----	*Vicksburg, Shreveport & Texas*	1,862,691	*	—	1,263,015	948,969	197,434	1,710,819	55.7	-------	-------	-------	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,743,867	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	189,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	---	---	---	Penobscot	328,412			180,497	300,000	75,000	.....	.....	.....	.....	.....	—	—
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	96,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	.....
31 May,'61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	169,475	245,348	115,732	6	111½
31 May,'59	37.0	—	.....	—	---	---	-----	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May,'61	18.5	—	.....	33.5	---	---	-----	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	236.8	.....	3,922,203	2,305,788	6	77½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			1,824,806	39.0	187,427	482,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	35
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000			601,360	ope	rat. by	Housat.	42,000	7	----
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*		1,830,000	440,000	22,882	.....	57.7	.....	449,051	128,733	7	105½
31 May,'62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	465,758	4,076,974		76,150	4,905,723	119.3	599,048	732,427	290,406	6	121
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	132,720		.....	61.8	.....	588,871	272,429	8	128½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000		126,104	.....	83.6	.....	928,932	408,594	8	130
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,689	163,400		.....	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	300,000		.....	52.3	.....	250,836	122,956	6	103½
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,385,000	34,000	4,908,882	120.7	432,100	565,939	246,402	4	94
30 Nov. '61	19.9	1.3	3.8	—	---	---	---	Essex	742,592	4,416		299,107	280,261	197,428	776,796	----	----	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	250,149		3,540,000			.....	71.6	.....	543,158	217,054	6	111
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226		217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	---	---	---	Hampshire and Hampden	596,651			292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	----	----
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	----
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	27.7	.....	204,374	48,542	8	120½
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*		500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	76½
30 Nov. '61	27.0	—	2.4	—	---	---	---	Newburyport	597,386			220,340	234,900	140,902	.....	----	.....	.....	.....	—	----
30 Nov. '61	21.5	—	0.3	11.5	---	---	---	N. York and Boston Air Line	744,130			283,037	459,693	133,585	.....	----	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	119½
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			.....	----	.....	36,538	19,060	6	----
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000		.....	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543		243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	----
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	150 000	2,768	.....	11.5	.....	50,155	11,578	—	6½
30 Nov. '61	21.9	—	1.1	—	---	---	---	Stockbridge and Pittsfield	448,700			448,700			.....	ope	r. by Ho	usaton.	31,409	7	----
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000			250,000			.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	---	---	---	Troy and Greenfield	.....			.....	.....	.....	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*		2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	17
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*		5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	143½
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*		1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	66
								MICHIGAN.													
1 Jun. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Sep. '59	57.0	—	.....	—	---	---	---	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	----
30 Sep. '60	188.0	—	.....	—	---	---	---	*Detroit and Milwaukee*	3,270,623	647,596	.....	2,950,000	4,250,000	.....	9,008,369	188.0	.....	365,038	144,270	—	----
-- -- --	—	—	—	—	---	---	---	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
-- -- --	—	—	—	183.0	---	---	---	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
31 May,'62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,482	———	14,371,173	329.3	1,338,658	2,361,241	1,212,089	3	92
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	18,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	40½
-- -- --	—	—	—	89.8	---	---	---	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
								MINNESOTA.													
-- -- '59	—	—	—	620.0	---	---	---	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	----
-- -- '59	—	—	—	175.0	---	---	---	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	----
-- -- '59	—	—	—	112.5	---	---	---	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	.....	.....	.....	.....	.....	—	----
-- -- '59	—	—	—	200.0	---	---	---	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	----
-- -- '59	—	—	—	60.0	---	---	---	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	———	2,000,961	2,554,732	895,992	6,331,899	236,0	....	584,342	328,092	—	----
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	———	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	.....	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	———	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	---	---	-----	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	----
31 Aug. '60	206.8	—	.....	—	---	---	-----	*Hannibal and St. Joseph*	12,364,134	*	———	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	———	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	----
-- -- --	—	—	—	—	---	---	---	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	———	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	----
28 Feb. '61	77.0	—	.....	206.0	---	---	---	*South-Western Branch*	4,201,216	———	———	68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	----
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	----
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	---	---	-----	Ashuelot	506,000	———	———	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	----
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	20
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	———	2,085,925	738,200	84,327	3,163,731	53.6	.....	327,741	125,159	—	18½
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	———	389,047	420,853	13,070	858,264	28.1	.....	81,698	21,866	—	----
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	———	1,500,000	———	———	1,564,506	51.3	334,532	459,659	128,366	8	60½
20 Sep. '59	46.8	—	.....	—	---	---	---	Concord & Portsmouth, guar.	250,000	*	———	250,000	———	———	250,000	ope	r. by Con	cord.	15,000	—	116
31 Mar. '59	14.6	—	.....	—	---	---	---	Contoocook River	200,000	———	———	200,000	———	———	200,000	14.6	4,182	16,603	1,528	—	----
30 Nov. '59	16.5	—	.....	—	---	---	---	Eastern	525,205	———	———	492,500	———	42,795	525,205	ope	r. by Eas	tern Mass.	———	—	93½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	———	166,748	209,927	42,219	477,476	20.5	29,960	24,027	12,450	—	----
31 Mar. '59	26.8	—	.....	—	---	---	---	Manchester and Lawrence	1,000,000	———	———	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	110
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	———	595,587	383,400	303,517	1,282,504	52.7	.....	59,774	21,156	—	----
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	61½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	347,032	78,832	———	500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	----
								NEW JERSEY.													
31 Dec. '61	64.2	—	.....	—	---	---	---	Belvidere Delaware	3,124,656	*	———	997,862	2,082,000	156,192	3,236,054	76 0	.....	241,503	78,855	—	----
31 Dec. '61	63.9	32.3	.....	8.0	---	---	---	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	152
31 Dec. '61	60.2	—	.....	—	---	---	---	Camden and Atlantic (Pref.)	1,883,935	*	———	899,363	1,037,376	92,211	2,028,950	60.2	.....	99,433	20,076	—	12
31 Dec. '61	64.0	—	48.0	39	21	284	Central of New Jersey	5,254,576	504,500	———	3,630,000	3,000,000	29,057	5,970,496	64.0	662,393	1,201,895	673,443	10	150½
1 Jan. '62	2.9	—	2.9	—	---	---	---	Long Dock	2,563,554	———	———	600,000	973,810	779,744	2,563,554	———	Leased	to Erie	Co.	—	----
31 Dec. '61	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,627,362	*	57,000	1,157,800	340,000	———	1,757,991	53.0	.....	210,934	89,035	7	----
31 Dec. '61	33.8	—	.....	—	---	---	---	New Jersey	3,609,089	400,378	1,249,621	4,397 820	688,000	———	5,628,931	33.8	.....	992,767	579,981	10	139
31 Dec. '61	21.3	—	.....	—	2	6	17	Northern New Jersey	411,929	*	———	156,850	200,000	70,786	427,636	21.2	.....	89,904	9,754	—	----
31 Dec. '61	18.5	—	.....	—	---	---	---	Paterson and Hudson	630,000	*	———	630,000	———	———	630,000	ope	r. by N.	Y. & E.	53,400	8	----
31 Dec. '61	15.0	—	.....	—	---	---	---	Paterson and Ramapo	349,089	*	———	243,000	100,000	1,089	350,000	ope	r. by N.	Y. & E.	26,500	5½	25
31 Dec. '61	24.0	—	.....	—	---	---	---	Warren	1,876,713	*	———	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	98
31 Dec. '61	38.5	—	.....	47.0	—	—	—	West Jersey	780,455	———	———	553,370	.....	23,076	789,946	———	———	84,902	17,157	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—	oper. by Re	ns. & S	arat.	—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,088	—	439,005	1,575,099	60,000	—	—	oper. by W	estern.	—	6	100
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	ope	r by W	estern.	—	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	23,075	31,546	16,871	—	—
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220	23.8	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	5	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176 0	483,412	593 845	187,704	—	—
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	—	3,009,600	82.8	367,365	940,042	417,458	10	160
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,554	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,768	1,989,013	566,461	—	75½
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	22
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	.....	7,309,042	2,601,063	6	105½
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,616	1,979,108	—	62½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,960	391,253	—	22½
30 Sep. '61	99.0	—	.....	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	ope	r. by Ce	ntral.	60,000	6	—
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	90 061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,745	1,888,167	47.5	98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	ope	r. by B.	N. Y. &	E. 4,996	—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	76,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,731	.....	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,080	ope	r. by Ren	a. & Sar.	.....	5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	.....	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,888	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	—	ope	r. b. Huds	a. River.	—	6	—
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	ope	r. by oth	er Co's.	.....	—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.81	33,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	.....	oper. by	Erie R.	W. Co.	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,606	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,433	353,441	164,672	6	82½
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	...	...	....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- -- '58	223.0	—	.....	—	...	...	....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	—
-- -- '59	97.0	—	.....	—	...	...	....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	618,231	.....	—	866,939	—	77,294	.....	—	—	—	—	—	—
31 Dec. '61	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,869,813	1,231,750	51,243	3,300,668	118.2	.....	404,533	168,653	—	—
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	—
31 Mar. '62	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	—	3,818,784	198.3	.....	646,205	329,774	7½	112½
31 Dec. '60	30.0	—	.....	69.1	...	...	....	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	—	—	—	25
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	196,745	19,180	—	—
31 Dec. '61	135.4	5.8	.....	—	22	31	455	Cleveland, Columbus and Cinc.	4,030,736	637,216	563,566	4,746,200	510,000	—	5,917 359	141.2	707,160	1,263,253	704,819	10	138
31 Dec. '61	67.0	—	.....	18.0	12	6	285	Cleveland and Mahoning	2,565,666	277,752	301,487	1,167,474	1,712,000	289,675	3,341,029	67.0	246,620	375 791	233,174	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,006	4,888,060	96.6	578,991	1,244,975	734,991	,0	114
30 Nov. '61	101.0	102.5	.....	—	45	30	896	Cleveland and Pittsburg	8,218,373	*	—	3,846,324	4,231,637	334,952	8,412,914	203.5	800,525	1,114,941	456,994	—	44
31 May '62	109.2	79.4	.....	—	32	45	451	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	69½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,000,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	8	87½
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,168	222,951	—	—
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	—	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	.....	128,170	33,412	—	—
-- -- '59	36.0	—	.....	84.0	...	...	....	Fremont and Indiana	.....	.....	—	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	—
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	.....	69,352	.....	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	442,002	2,981,267	1,400,000	—	4,960,780	138.0	814,908	1,336,991	632,114	8	125
31 Jan. '62	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	.....	434,290	99,554	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '62	153.9	52.0	.....	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	282,179	2,697,090	2,569,258	41,126	5,377,413	205.9	401,452	438,152	107,033	—	—
31 Dec. '61	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,279	*	—	848,770	1,375,350	105,510	2,603,120	125.0	215,280	171,712	37 610	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	.....	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Aug. '61	242.4	—	.....	—	35	18	668	Toledo and Wabash	8,284,596	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	895,502	1,012,236	400,559	—	33½
								PENNSYLVANIA.													
31 Jan. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	—	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	—
31 Aug. '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,861	—	1,816,150	1,500	—	1,817,650	24.5	174,238	345,505	194,589	10	68½
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,072,000	305,000	—	3,350,000	34,000	59.359	3,472,746	146.0	289,157	219,548	22,490	—	4½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,128,574	*	—	956,900	270,500	—	1,308,919	52.5	181,087	249,778	159,531	8	—
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173,466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	.....	2,169,946	1,389,680	—	130
30 Nov. '61	35.8	—	2.8	—	6	3	74	East Pennsylvania	660,319	94,810	—	490,700	598,400	27,612	1,116,712	35.8	.....	131,532	65,016	—	—
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,136,037	*	—	1,000,000	1,000,000	55,295	2,214,373	78.0	252,639	307,496	130,149	—	18½
30 Sep. '61	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	—
31 Aug. '61	36.9	13.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,341	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R. R. Co.	144	60
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,459	*	—	1,809,565	500,000	100,000	2,409,565	32.3	21,477	25,427	4,263	—	—
31 Aug. '61	34.2	14.2	3.0	—	3	1	2	Huntingdon and Broad Top	1,358,179	*	—	508,311	1,142,262	172,039	1,822,612	45.2	122,047	173,541	62,897	—	—
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,586	*	—	710,000	1,566,600	350,000	2,626,600	80.0	176,982	217,310	114,774	—	—
30 Nov. '61	46.0	—	17.3	20.2	20	8	842	Lehigh Valley	3,738,601	*	—	2,253,350	1,465,000	52,258	3,770,608	46.0	339,089	339,084	334,976	8	63½
30 Nov. '61	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,171,965	*	—	2,256,100	909,000	77,457	3,411,690	ope	r. by Ca	tawissa	R. R. Co.	—	23
31 Dec. '61	20.0	—	4.0	—	...	...	....	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	3,413,871	362,408	9,406,699	.....	.....	528,246	326,933	6	64½
31 Dec. '61	130.0	—	60.5	—	...	2	3,026	Mine Hill and Schuylk. Haven	2,973,898	278,357	.....	3,248,600	—	—	3,248,600	130.0	293,492	619,045	335,671	11	48½
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	—	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364,222	292,124	—	10
31 Dec. '61	331.1	23.1	391.7	—	229	119	3,661	Pennsylvania	26,541,156	447 522	1,421,980	13,264,100	16,637,400	1,322,915	34,284,559	423.0	4,413,036	7,300,001	3,646,985	6	58½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	.....	29.0	.....	1,637	.....	—	—
30 Sep. '61	17.0	7.0	42.0	—	15	34	108	Phila., Germant'n & Norrist'n	1,367,634	235,439	—	1,243,500	374,800	—	1,618,300	24.0	249,960	219,965	110,387	7	64½
30 Nov. '61	147.4	4.0	61.0	—	145	66	6,678	Philadelphia and Reading	20,999,768	3,481,461	645,170	11,548,929	12,411,600	—	25,226,483	151.4	1,796,927	2,905,588	1,412,905	—	28½
30 Nov. '61	28.2	—	—	—	—	—	—	Philadelphia and Trenton	683,882	—	—	999,200	250,000	—	1,249,200	28.0	oper. by	Cam. &	Amboy	8	150

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2d Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
1 Oct. '61	98.0	6 0	—	—	82	109	565	Phila., Wilmington and Balt.	7,021,713	744,425	142,840	5,600,000	2,475,500	140,993	8,742,000	200.5	439,780	1,516,985	675,484	8½	59½
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,21.	—	----
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 32	18,999 581	467.5	2,434,641	3,031,787	1,299,721	—	52
30 Sep. '59	31.0	—	----	11.0	...	...	....	Pittsburg and Steubenville	1,947,492	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	----
30 Sep. '61	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	----
30 Nov. '61	92	15.3	4.9	—	...	...	....	Schuylkill Valley	573,616	*	—	576,950	.....	.....	573,616	24.5	oper. by	Ph. & Reading.		5	----
31 Nov. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Potteville	985,088	99,460	363,004	500,000	822,117	5,435	1,327 552	.....	.....	105,588	55,143	.....	----
30 Sep. '61	148.0	—	8.5	288.0	14	0	176	Sunbury (Phila.) and Erie	10,709,006	*	—	4,520,175	4,644,000	1,776,123	10,940,298	148.0	236,825	341,582	149 032	—	16
30 Sep. '61	29.6	—	2.1	—	4	3	70	Tioga	718,918	77,999	—	367,306	396,500	66,728	.....	29.6	68,543	101,499	64,230	6	47½
30 Sep. '61	26.4	—	3.0	—	5	11	22	Westchester and Philadelphia	1,295,617	73,655	—	683,150	1,010,653	11,651	1,705,454	26.4	100,659	126,593	59,624	—	----
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,800	.....	.....	62.0	240,443	331,522	106,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	457,17	8,500	.....	.....	13.6	.....	26,454	6,914	.....	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	20	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,002	13.2	.....	.....	.....	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	----
— — '58	40.3	—	----	—	...	...	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	----
1 Jan. '59	143.2	21.3	----	—	...	...	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	2,819,554	164.5	.....	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	...	...	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	----
31 July '58	32.0	—	----	—	...	...	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	...	...	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	...	...	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	...	...	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	----
1859	.....	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,486	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	873,069	129,364	3,809,949	2,659,000	280,112	7,627,797	291.0	.....	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	----
1859	100.0	—	30.6	55.8	...	...	....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	----
1859	.....	—	----	—	...	...	....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	...	...	....	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	...	...	....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	----
— — '58	56.0	—	----	184.0	...	...	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,563	.....	50.0	31,300	32,670	.....	—	----
1 May '60	76.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,588	—	----
— — '59	25.0	—	----	110.0	...	...	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	----
— — '59	28.0	—	----	750.0	...	...	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	----
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.9	—	28	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	579,119	6,385,045	119.6	349 440	334,368	113,318	—	----
31 Aug. '60	62.0	----	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	----
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,317	775,589	127,727	—	----
31 Aug. '60	47.0	—	2.8	—	...	...	....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	oper	r. by Vt.	Central	.....	—	134
31 Aug. '60	23.7	—	0.7	—	3	4	42	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45 930	8,522	—	----
31 Aug. '60	54.0	10.5	----	—	...	...	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	oper	r.b. Troy	& Bost.	55,858	—	----
								VIRGINIA.													
31 Aug. '59	41.3	—	----	122.1	...	...	....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2 006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,762	54,121	16,382	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	3
30 Sep. '60	98.3	69.4	10 0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '60	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '5	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.2	7.0	27	19	228	Virginia Central	4,952,753	541.197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,330	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '58	58.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	----
31 Dec. '61	199.9	—	24.9	—	...	...	....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	...	...	....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	----
31 Dec. '61	191.9	42.5	28.3	—	45	27	643	*Milwkee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	.....	1,108,354	436,039	—	33
— — '57	50.0	—	----	85.0	...	...	....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	----
10 May, '61	104.0	—	----	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228.627	229,850	68,438	—	----
— — '58	10.0	—	----	55.0	...	...	....	Wisconsin Central	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	----
								CANADA.													
31 July '61	161.0	—	----	—	31	27	40	Buffalo and Lake Huron	7,056,450	*	—	6,819,800	188,000	—	7,150,000	16.10	400,075	1,771,780	363,670	—	----
— — '59	49.0	—	----	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	49.0	166,245	.....	.....	—	11
— — '58	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	----	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '59	229.0	128.0	----	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	----
— — '59	24.0	—	----	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	37,081	.....	.....	—	----
31 Dec. '61	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	254,530	.....	.....	—	----
— — '58	54.0	—	----	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	89,222	.....	.....	—	----
— — '59	25.0	—	----	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	----
								NEW BRUNSWICK.													
31 Oct. '61	108.0	0.2	12 0	—	14	18	235	European & North American	4,548,564	*	—	4,037,852	.....	.....	4,037,852	108 0	.....	130,673	36,432	—	----
1 July, '61	60.0	—	----	----	...	...	....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,232	60 0	.....	132,555	36,670	—	----
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	----	60.1	...	...	....	Nova Scotia	4,268,717	*	—	.....	.....	.....	.....	61.5	.....	120,918	26,803	—	----
								NEW GRANADA.													
1 Dec. '60	48.7	—	----	—	...	...	....	Panama	8,000,000	*	620,804	5 000,000	2,400,000	—	9,608,580	48.7	.....	1,539,859	1,110,652	12	159

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 3.

	Th.27.	F.28.	Sat.29.	M.1.	Tu.2.	W.3.
STATE STOCKS:—						
California 7s	----	112	111¼	112	----	
Georgia 6s	----	----	----	----	----	
Illinois War Loan	----	----	----	----	103	
Indiana War Loan	----	----	----	----	----	
Kentucky 6s	----	----	----	----	----	
Louisiana 6s	----	----	----	----	65	
Maryland 6s	----	----	----	----	----	
Michigan 6s, 1878	----	----	----	----	----	
Minnesota 8s	----	----	----	----	----	
Missouri 6s	52¼	51¼	52	52¼	53	
Do. iss. to H.&St.J.R.	----	----	----	----	----	
New York 6s, 1873	----	----	----	----	----	
North Carolina 6s	----	----	----	----	----	
South Carolina 6s	----	----	----	----	----	
Ohio 6s, 1860	105	104	----	----	----	
Tennessee 6s, 1890	54	----	54	----	55	
Virginia 6s	60	----	----	----	----	
RAILROAD SHARES:—						
Buffalo & State Line	----	----	----	----	----	
Chicago, Burl. & Q.	84¼	83	----	----	85½	
Chicago & Rock Isl.	78	78	80¼	80¼	82	
Clev., Col. and Cin.	----	----	----	----	----	
Clev. and Pittsburg	40¾	40	42	42¼	44	
Clev. and Toledo	66½	66½	68¾	68¾	69¾	
Del., Luck. & West	----	127	128	130	----	
Galena and Chicago	80¾	80½	82¾	82	82½	
Hudson River	73½	72½	74	75½	75¾	
Illinois Centr. (scrip)	78½	77½	79½	79	80	
Michigan Central	88½	----	90½	90¾	92	
M. S. and N. I.	38¾	37¼	39	39	40¼	
M. S. & N. I. guar'd	82½	82½	84¼	84	84½	
Mil. and P. du Chien	----	----	----	33	----	
M. & P. du C. 1st pref.	----	----	----	----	----	
M. & P. du C. 2d pref.	----	----	79	----	----	
New Jersey	----	----	----	----	----	
New Jersey Central	150½	----	----	----	----	
New York Central	102½	101¾	101½	103	103¼	
Erie	60¾	60¼	62½	62	62¼	
Erie pref.	91	91½	93½	93	93½	
" Ass. scrip	----	----	----	----	----	
N. York & Harlem	22	21½	22½	22½	22½	
N. Y. & H. "pref."	52	50½	52½	52½	51¾	
Panama	----	158	----	159	----	
Phila. and Reading	75½	74½	75½	76¼	77	
Pitts. Ft. W. & Chicago	50	48	50¾	51	52	
Toledo & Wabash	33	33½	----	----	33½	
" " Pref.	----	71	----	----	----	
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	98	98	----	95x	----	
Chic. & N. W. 1st M.	----	----	----	----	----	
" " 2d M.	31	31	----	33½	34	
" " S. F.	60½	----	----	----	----	
" " A. B.	----	----	60½	62	61½	
" " I. B.	89	----	89	88	----	
" "Ap. Ext'n.	----	----	----	----	----	
" "G. B. Ext.	----	----	----	----	----	
Clev. & Pitts., 1 M.	----	----	----	----	----	
" 2 M.	----	----	----	----	----	
" 3 M.	----	----	----	----	----	
" 4 M.	71½	----	----	72½	72	
Ol. & Tol. S. F. 7 p. c.	----	----	----	103½	----	
Chi., Bur. & Q. 8 p. c.	----	----	----	----	115	
Chi. & R. I. 1st M. '70	----	----	----	----	----	
D. L. & W. 1 M. 8p. '71-5	----	----	----	114	----	
" 2 M. 8 p. c. '81	----	----	----	----	----	
Gal. & Ch. 1 M. 7p. c. '63	----	----	----	----	----	
" 2 M. 7p. c. '75	----	----	----	----	----	
" 1 M. Ex. '82	----	110	----	110	----	
Hann. & St. J. bonds	----	----	----	56½	----	
Huds. R. 1 M. 7p. c. '69	----	----	----	116	----	
" 2 M. S. F.	----	----	----	----	----	
" 3 M. 7p. c. '75	----	----	----	101½	----	
" conv. bonds	----	----	----	----	----	
Illinois Central bonds	107	107	107	----	107½	
La Grosse & Mil. L. G.	----	----	----	----	----	
Mil. & P. du C. 1st M.	104	----	----	----	----	
Mich. Cen. S F. 8 pc. '82	112	----	----	----	----	
" conv. 8 p. c. '69	----	111½	----	----	----	
M. S. & N. I. 1 M. S. F.	103	----	----	102½	103	
" " 2 M.	93½	93	92½	93½	93½	
N. J. Central 1st M.	----	----	----	----	----	
" " 2d M.	----	----	----	----	----	
N. Y. C. 6 p. c. certif. '83	----	107	----	----	----	
" 1 M. 7 p. c. '64	----	----	----	----	----	
" bonds 1876	----	----	----	115	----	
N. Y. & E. 1 M. 7 p. c. '67	----	----	----	116	116	
" 2 M. 7 p. c. '79	----	----	----	----	----	
" 3 M. 7 p. c. '83	----	107	106¾	----	107½	
" 4 M. 7 p. c. '80	101	----	100¾	----	101	
" 5 M. 7 p. c. '88	----	100½	----	----	----	
N. Y. & H. 1 M. 7 p. c. '73	----	----	----	----	109½	
" 2 M. 7 p. c. '64	----	----	----	----	----	
" 3 M. 7 p. c. '67	----	----	----	----	----	
Pitts., Ft. W. & Ch. 1 M.	----	106	106	----	----	
" " " 2d M.	----	90	92½	92½	92½	
" " " 3d M.	----	69	----	70	----	
Chicago & Alton, 1 M.	----	----	----	----	----	
Alton & Terre H. 1 M.	97	----	----	97	----	
" " 2 M. pref.	----	76	----	----	----	
" " Int. b'ds	----	57	----	----	----	
Toledo & Wab. 1 M.	97	----	----	96	97	
" " 2 M.	80	----	----	80	80	
" " Int. b'ds.	----	----	----	----	----	
MISCELLANEOUS:—						
Del. & Hud. Canal	114	114¼	----	----	----	
Penn'a Coal Co.	111¼	112	----	----	114	
Pacific Mail S.S. Co.	119¼	119¼	119¾	121¼	121¾	

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 3.

	Th.27.	F.28.	Sat.29.	M.1.	Tu.2.	W.3.
FEDERAL STOCKS:—						
U. S. 5s, 1871, coup.	----	----	92½	----	92¾	
U. S. 5s, 1874, coup.	92½	92½	92¾	92¾	92⅝	
U. S. 5s, 1865	----	----	----	----	----	
U. S. 6s, 1881, reg.	----	----	----	101x	100⅝	
U. S. 6s, 1881, cou.	104½	104	104½	104½	----	
U. S. 6s, '81, O.W.L.y.	100	----	----	----	----	
U. S. 6s, 1881, " 1y.	101	----	----	101½	101¼	
U. S. 6s, 1862, reg.	----	----	----	----	----	
U. S. 6s, 1867, reg.	----	----	----	----	101⅞	
U. S. 6s, 1868, "	----	----	----	99x	----	
U. S. 6s, 1868, coup.	----	----	----	102	----	
U. S. 6s, 1 year certif.	97⅛	97⅛	97⅛	97⅛	97⅜	
U. S. 6s, 5-20s, coupon	----	----	100	----	----	
Treasury 7 3-10 Notes	104	103⅛	104½	104½	104½	
U. S. Demand Notes	122	122	125½	125½	126⅜	
American Gold	129½	129½	131½	131⅛	132	

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 3.

	Th.27.	F.28.	Sat.29.	M.1.	Tu.2.	W.3.
Boston and Lowell	----	----	----	105½	----	105½
Boston and Maine	----	----	----	----	121	121
Boston and Providence	----	----	126¼	----	----	----
Boston and Worcest.	----	----	----	----	----	----
Connecticut River	103	----	----	103½	----	----
Eastern, Mass.	93	92½	91	93	94	
Eastern, N. H.	----	----	----	----	----	93½
Fitchburg	----	110¾	111	----	----	
Manchester & Lawr'ce	----	----	----	----	----	
Michigan Central	----	----	----	90	----	
Northern, N. H.	61	60¾	61	61¼	----	
Old Colony and Fall R.	----	----	----	----	----	
Ph., Wil. & Baltimore	59½	59½	----	59½	----	
Portl'd, Saco & Ports.	----	111½	----	----	----	
Vermont & Canada	----	----	----	----	----	
Vermont & Mass.	17	17	17	17	----	
Western	----	143⅜	----	----	----	
Cambridge (Horse)	----	110½	----	----	109½	
Metropolitan "	----	67½	----	----	----	
Middlesex "	----	97½	----	----	----	
Central Copper Co.	28	----	27½	27½	----	
Franklin Copper Co.	----	41½	41	41½	43⅜	
Isle Royale "	16	14¾	14¾	15½	16¼	
Mesnard "	9½	10	10	10¼	10¾	
National "	24½	24	----	----	25	
Minnesota "	60	66¼	65½	65¼	----	
Pewabic "	43	42	40¼	41¾	43⅜	
Pittsburg "	65	65¼	65½	65	----	
Quincy "	63½	62¼	61¼	62	62⅝	
Rockland "	----	16	15½	----	16½	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 2.

	W. 26.	Th.27.	F.28.	Sat.29.	M.1.	Tu.2.
Beaver Meadow	61	----	62	62½	63½	63½
Cattawissa	----	----	----	4¼	----	4½
" preferred	----	----	----	15	15½	15⅝
Camden & Amboy	153	----	----	152	----	152
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	101¼	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	104½	----	----	----
" " 6s, '89-104	----	----	----	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	98	----	----
" " 10s	----	----	----	45	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	55	----	54¾
" " 6s	108	----	108	----	----	----
" " scrip	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	23	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	22	22	----	22
" " 6s	----	----	----	----	----	----
Minehill	48½	----	----	48½	48¾	48½
North Pennsylvania	10	----	10	----	9¾	10
" " 6s	----	----	85½	----	----	85½
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	54¾	----	54¾	54½	54½	55½
" 1st m.	----	----	----	109	109	----
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	95	----	95	94¼	94¾	94
" " 5s, coupon	----	----	97	97	----	96¼
" " 6s, "	----	----	105½	----	----	----
Philadelphia City, 6s	----	----	103¾	103½	----	103¾
" " new	106½	----	106½	106	----	----
Philad., Germ. & Nor.	----	----	55½	----	54¾	----
Phila. & Reading	37¾	----	37¾	37¾	37¾	38
" " 6s, '86	99¾	----	99¾	99½	----	----
" " 6s, '70	----	----	----	----	----	101
Philadelphia & Erie, 6s	----	----	----	----	----	102
Philad. & Sunbury, 7s	----	----	----	----	----	105
Sunbury and Erie, 7s	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	26½	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Girard College, "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	37
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	77	----	----	----
Spruce & Pine, "	----	----	----	15¾	----	16
13th & 15th sts., "	----	----	24½	----	----	24½
West Philad., "	----	----	----	----	----	----
10th & 11th sts. "	----	----	----	33	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 2.

	W. 26.	Th.27.	F.28.	Sat.29.	M.1.	Tu.2.
Baltimore City 6s, 1875-1961	----	----	107	----	----	
" " 1886	----	----	----	----	106	----
" " 1870	----	----	----	----	----	----
" " 1890-106	----	106½	107	----	----	----
Balt. and Ohio	76½	----	78	78	77¼	77⅜
" " b'ds, '62	----	----	----	----	----	----
" " " '67-103	----	----	----	----	----	----
" " " '75-100¼	----	----	----	----	----	99⅜
" " " '80-98⅜	----	----	----	----	----	97⅛
" " " '85	----	----	----	----	----	----
Northern Central	----	----	----	----	35	----
" " b'ds, '85	97	----	96	96½	97	----
" " " '95	----	----	----	----	----	----
Washington Branch	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 20th November

Maryland 6s	70	to	72
United States 5s, 1874	63	"	65
Virginia State 6s	46	"	48
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	71¼	"	72¼
Erie shares, $100 (all paid)	42	"	43
Do., 7s, preference	60	"	61
Do., assessment scrip	1¼	"	1¾
Do., 7s, 1st mort., 1867	82	"	85
Do., 7s, 2d mort., 1859	75	"	85
Do., 7s 3d mort., 1883	73	"	75
Do., 7s, 4th mort. x. c.	68	"	70
Do., 7s, 5th mort.	66	"	68
Illinois Central 6s, 1875	75	"	78
Illinois Central 7s, 1875 x. c.	75	"	77
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	52	"	54
Michigan Central 8s, Convertible, 1869	76	"	80
Do. do. S. F. 1st mort., do., '82. x. c.	78	"	80
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	20	"	25
New York Central 6s, S. F., 1883	73	"	77
Do. do. 7s, 1864	70	"	75
Do. do. 7s, S. F., 1876	75	"	80
Do. do. 7s, Convertible, 1876	75	"	80
Do. do. $100 shares	71	"	73
Panama, 1st mortgage 7s, 1865	101	"	103
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	78	"	80
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	36	"	38
Philadelphia and Reading, $50 shares	24	"	25

American Railroad Journal.

Saturday, December 6, 1862.

Stock and Money Market.

At the time of our going to press we have not received the report of the Secretary of the Treasury. It is believed his views will be found unchanged on the general policy of finance which he has hitherto adopted. If the President's message foreshadows anything in relation to Mr. Chase's movements, we may believe that it will be recommended to Congress to change the whole character of our banking currency, by a substitution of U. S. demand notes in place of their own. We are not prepared to accept this proposition, as it undoubtedly interferes with the principle of free trade in money, and would place the banks of the States and all their stockholders in the possible position of being some day ruined by any maladministration of the Treasury department and the Government. Instead of providing gold to meet their own notes, as they are legally bound to do, they would use Government notes even if they were below par, and thus have no inducement to return to a sound condition. Now, it is their interest to make their currency equal to gold, except when suspended by the force of circumstances or the sanction of law, and this is an anomalous and only temporary difficulty.

The clamor set up in favor of the Government's relying for funds solely on long loans has nearly died away, its impracticability being very apparent. Suppose the policy was adopted, what would the Government get as the proceeds of

these loans? Most certainly whatever currency the banks or capitalists chose to give for them. This would be local in its character, uncertain in real value, subject to discount, of great variety of form and appearance, easily counterfeited and difficult of detection. They would only pass readily where they were well-known.

And how long could even this sort of currency last, with the present limited amount of banking capital? Suppose the war is to cost before its conclusion one thousand millions of dollars, could the present banks supply that amount in paper? We imagine not. Nor could a constant current of circulation be counted on, from the banks to the Government, from the Government to the people, and the people to the banks. Experience teaches that a very large amount of good circulation is hoarded and laid up. Every body does not owe a bank, nor keep an account with a bank. If the public could not lay up gold, they would the best kind of bank notes, and the event is not without the range of possibility, that the best part of the circulation would disappear. In this view of the subject, it is evident enough that the Government instead of leaning on the means and credit of the banks had much better lean upon its own. These are what we understand. Every man can refer to the fiscal condition of the country whenever he pleases. There are no secrets about this. We are officially informed of the expenses of the Government, and of its revenues from commerce and direct taxation, and we have the power by legislation of controlling them. But who really knows the solvency of a bank? The blow up of a banking institution is always sudden and unexpected. But the Government has inherent and available resources which are public and within reach. Its currency has, therefore, infinitely greater strength and stability than any other which can be devised; and as long as we are a nation, the people must confide in its resources, for these are but another term for their own.

The complaint that excessive issues of paper cause a rise in the value of commodities is true, but even this has palliatives. Some of the greatest writers on finance say, that this rise in prices is but an equalization of interests all round. The standard is larger, and that is all. "Nobody is hurt." It is only the tendency to speculation arising from an excess of paper which is dangerous, and even this remedies itself.

Nor is this rise in prices uncommon even when gold is as plenty as paper. We have seen almost every leading article of the country at times nearly doubled in price, by accident or design, and then when money was scarce, the rise pressed hardly on labor. The rise indeed is mitigated in its effects, when three dollars per day are now paid for labor, which three years ago obtained but one dollar, or one dollar fifty cents. Here is a hundred per cent advance in favor of the laborer, who if he wishes to get gold has to pay but 30 per cent for it.

If we would but look coolly and patriotically at the condition of the country, and its exigencies, consider what there is at stake, and the immense consequences which are to flow from the present issue, we should ascend to a higher stand point for our observations, use a little philosophy in our speculations, and a good deal of patriotism.

We repeat what we have said often before, that at this moment, there are but two pressing demands for gold and silver. One to pay any balance of foreign indebtedness that arises from excessive importations, and the other for interest on Government loans. And the consumers of imported articles by a wholesome economy can lessen this balance of trade very materially. If they choose to be extravagant they must pay for their extravagance. But a vast number of sensible and even wealthy people economize in their personal expenses, and give liberally to the war. We apprehend then no serious difficulty from the financial system which our Government is in truth compelled to adopt. It gets all the money it wants almost without interest. If any person holds so much of it as to feel uncomfortable, he can fund it in bonds of which the interest is payable in gold—the best possible security he can have, and the only kind, with a very few exceptions of a peculiar character, where the interest is now payable in gold.

The national currency is the most popular we ever had, the most convenient, and eventually the most secure. Let our readers refer in another column to the report of the Agricultural Bureau from the pen of Isaac Newton, Esq., the United States Commissioner, and he will there see in that most able document what this country really is. There is not another on the face of the globe which has such inexhaustible resources or as much energy.

Finance should retire its theories to its vaults for a while, until this war is over. This is the great subject for consideration at present: How shall this country be saved? not what Messrs. Bills, Brokers & Co., think about the premium on gold. Let us restore the Union, become once more a united people, peaceably if we can, but forcibly if we must. Let us use all the weapons which God and nature have put into our hands, to effect this object; and these are numerous enough, and of diverse forms enough to ensure success, without any violation of humanity or justice. He who contemplates the separation of these States under any pretence, or for any purpose, is a traitor to the interests of heaven and man. The most keen sagacity has not yet fully foreseen the utter ruin of the people of this country, if they break up into small confederacies, or even two of them. What kind of a currency should we have, what of commerce, what guarantees for peace or personal security, or industrial success, when each State should live only for itself, distrustful of and inimical to all others? No. Now's the day and now's the hour. The war must be carried to its rightful issue, and the Government must be armed with all the money and the men it needs, without taking lessons from dealers in bullion, or discounters of notes.

We have referred on a former occasion to a proposition made the Government, to substitute the new and beautiful metal aluminium, for the silver used in the coinage of three cent pieces. This metal is hard, lustrous, untarnishable, ductile and very light. It costs about half the price of silver, and yet can be used for any purpose for which silver is valuable. Twenty-three grains of it, the weight of a three cent piece, would produce, owing to its lightness, five three cent pieces, and thus the mint would be a larger gainer than it is by its nickel cents, which afford a profit to the Government of nearly sixty per cent, and yet no one objects to taking them, but on the contrary the cry is for more. Now these aluminium coins would be a great boon and blessing at this moment, they would be convenient, portable and peculiar. They would pass readily, and be convertible as silver is into all objects of art or luxury. Yet no impression can be made on those persons whose business it is to look into these things. Politicians and officials can be heard, even when the enemy is thundering at the gates of Washington, but who can be heard that thinks only of his country.

The truth is our greatest men are not in their right positions. There are plenty of these in retirement, who are trained and practised statesmen, but their voice is not heard. There are those whose counsel would give a different aspect to our affairs at home and abroad, but they are elbowed out of the way by the shallowest pretenders. This is the fearful penalty we pay for ignoring all other qualifications for office but devotion to party; and no party is free from censure that conforms or has conformed to this rule.

To return to our main subject, we have to say in conclusion, that for every position we have taken with regard to finance, we have the authority of our most eminent statesmen.

In this market, money is said to be easy on call at 6 per cent, though we think a borrower on call can never be easy about it himself. Gold has risen and fallen according to the wants of the speculators, and for no other reason. Exchange marches in advance, and keeps its measured distance with great precision. We read a great deal about the rate of exchange, many letters of advice from foreign bankers, and see much concern on their part about the course of the Bank of England, and the solvency of our own Banks. We fall back on a well known truth, that in most cases the advice of capitalists is the worst a Government can take, for these men never think for any classes, or any objects but their own.

The Duke of Wellington was nearly ruined in his peninsular war, by the conduct of this very class of operators.

In addition to our former tables of Stock and Bonds, we have recently added one embracing the monthly earnings of the principal railways in the Country, as far as they are published, such as are regularly quoted at the New York Stock Exchange. We should be glad to receive at this office the monthly returns, directly from the offices of these companies, that we may carefully revise them and publish them correctly. We beg to call their attention to this subject.

We are preparing, and shall soon have ready for publication, (perhaps next week) an addition to the Bond List—giving the *time when* and the *place where* the coupons are payable.

The following reported sales are in addition to the daily quotations given elsewhere in our columns:

New York.—Rome and Watertown, 82; Cumberland Coal pref., 12¼ and 13¾; Norwich and Worcester, 72 and 73; Stonington, 104; Illinois Central cancelled bond scrip, 60; do., full paid stock, 74½; Jersey City Water Loan, 109; N. Y. City 6s, 1870 and 1878, 110; Illinois coupon bonds, 1862, 101½; Sixth Avenue R. R. 124; Nic. Transit Co., 5½.

Boston.—Concord and Portsmouth, pref., 120; Connecticut and Passumpsic River, 15; New Bed-

ford and Taunton, 76¾; Concord, 60; Ogdensburg 1st mort., 90; Rutland 1st mort., 42¾; Vermont Central 1st mort., 24⅛; do., 2d mort., 1½; Great Falls and South Berwick 6s, 1864, 82½; Great Falls and Conway 6s, 1874, 90¼; South Shore R. R., 6s, 96; Rhode Island 6s, 1882, 111; Bath, Me., 6s, 1870, 103¼; Boston City 5s, 1865, 109; Malden and Melrose, 7; Copper Falls Mining Co., 6¾; Acton, 6⅞; Pontiac, 4⅞; Toltec, 3⅜; Huron, 9½; Superior, 4¼; Hancock, 6¾; Petherick, 2⅝.

Philadelphia.—Philadelphia and Erie shares, 18; City 5s, 1866 and 1867, 95¾; Schuylkill Nav., 4¾; do., pref., 13¼; do., 6s, 1876, 55; do., 6s, 1882, 68½; Ridge Avenue 6s, 90; do., 7s, 97; Green and Coates 7s, 103; 17th and 19th streets, 10⅜; Huntington and Broad Top 1st mort., 93; Chesapeake and Delaware 6s, 93½; West Branch bonds, 101⅞; Schuylkill Canal 6s, 86½; Wyoming Canal bonds, 66.

Baltimore.—Western Maryland bonds, 77¼; do., guaranteed, 103; City bonds, 1860, 104; Central Ohio 1st mort., 97½.

Two new Railroads out of Washington City.

We have read with great interest the recent proposition made by the Aldermen and Common Council of the City of Washington, to construct within four months' time, two short railways between the Capital and Annapolis, and the Point of Rocks. It is a proposition ably supported in the memorial signed by the Mayor, Richard Wallach Esq., and one in which the whole country is deeply interested.

There is but one Railway which actually enters that city, and travellers who come from the West by Harpers Ferry over the Baltimore and Ohio Road, have to pass round four sides of an irregular area to reach it, while a direct road to the Point of Rocks would be but fifty four miles in length.

From Washington to Annapolis, which is about half the distance between the former place and Baltimore, there is no Railway communication except by the Annapolis Branch, thus compelling the traveller to journey around two sides of a railway triangle, when the hypothenuse would be a much shorter way.

The present war shows the importance of both Annapolis and the Point of Rocks, to the prompt execution of the military power of the Government. When Washington was in its first danger, the troops of the North had most of them to go round by Annapolis, to prevent their being cut off at Baltimore, or at least hindered from passing through that city. And had there been a direct road to the Point of Rocks, neither the affairs at Bull run, or Bull's bluff, nor the retreat of Banks would have been so disastrous, or might not have occurred.

It is stated in the memorial alluded to, that by the construction of the proposed railway to the Point of Rocks, the amount of transportation to be saved on the present freight daily going round by Baltimore, would be $3,855,000 per annum. The road can be built for $20,000 per mile or about one million of dollars, thus demonstrating the great advantage and saving to be gained by the project.

So too with regard to the road to Annapolis. The Potomac was for months closed by the enemy's batteries, and Washington was cut off from the sea. Had there been a railway to Annapolis, a vast expense of transportation and great delay could have been avoided. If the fortune of war should ever again bring the confederates to the Potomac, we might again witness a similar disgraceful state of things.

But the National Capital should be the terminus of many railways, for the accomodation of the people at large and for its own security. A vast amount of public business is necessarily transacted there, and it is the resort of great numbers of citizens for that reason from all parts of the Union. It should be accessible to them in time of peace as well as war.

We understand the President and Secretary of War believe they have no power to act in the premises. If not, then an effort should be made to pass a bill through Congress for the construction of these works without delay. Why is it, that there are so many obstacles heaped up to prevent the execution of such important measures? When will our rulers and legislators rise to a sense of theirduties. How long must paltry doubts obscure their vision.

War is now dependant for its successes on railways and Telegraphs. The rebels well know their utility if we do not.

We trust the subject will not be allowed to slumber, but that Mr. Wallach and his associates will give no rest to their eyes, nor slumber to their eyelids until they have succeeded in their truly national and patriotic enterprise.

The Nature of Promissory Notes.

PROMISSORY NOTES—WHEN PAYABLE IN EITHER MONEY OR GOODS, AT THE OPTION OF THE PAYEE THEY ARE VALID. A NOTE MUST BE PAYABLE UNCONDITIONALLY IN MONEY.

An action was brought in the N. Y. Supreme Court, upon four notes; the following being a copy of one of them.

WILLIAMSBURGH, Dec. 20, 1859.

Four months after date I promise to pay to the order of M. W. Wilson, fifty-five dollars, at my store, No. 134 4th street, (or in goods on demand), value received.

(Signed) M. W. WILSON.

The complaint alleged that neither the plaintiff nor any other holder of said notes, or any of them ever elected to take payment in goods.

The defendant demurred to the complaint, on the ground that it appeared on the face thereof that it did not state facts sufficient to constitute a cause of action. After argument, at a Special Term of the Court, the demurrer was overruled, the Court holding the notes to be negotiable promissory notes. The defendant then appealed to the New York General Term of the Court, which Court now sustains the judgment of the Special Term. The following opinion was rendered at the decision of the case.

INGRAHAM, J.—The notes declared on in this action were promises to pay the amounts therein mentioned as dollars, or *in goods on demand.* The complaint merely gives copies of the notes, with an averment that no holder of the notes had ever elected to take payment in goods. The defendant demurred to the complaint, on the ground that there was no cause of action stated therein. The demurrer was overruled. The decision of the questions arising on the demurrer depends upon the question whether the instrument is a promissory note. If it is, then the complaint is sufficient.

The essential requisite of a promissory note is, that it must be payable in money absolutely and without any contingency. Such payment must be precise and certain. So a written promise to pay the bearer a certain sum of money in goods is not a valid promissory note. If there appears upon the face of the note any contingency which would make it payable in anything other than money, then it does not possess the negotiable qualities of promissory notes, and becomes a mere contract. It is an alternative agreement to pay a sum of money or do some other act. In the present case the debtor promises to pay in money. He has no election to do anything else. If the holder chooses, he may surrender the note and receive goods; but that rests entirely with himself, and no choice was left to the debtor.

Upon the argument my impressions were adverse to the sufficiency of the complaint; but a late case in the Court of Appeals has, I think, established a contrary doctrine. In Hodges *vs.* Shuler it was held that a note of a corporation, for a specific sum, with a fixed time for payment, and containing the condition that the holder might within a given time surrender the note, and receive stock in lieu thereof, was a promissory note. This was no other than a note for money, or in case the holder elected within the time specified to be paid in stock. Wright J. says: "The instrument is a promissory note. It is for the unconditional payment of money, at a specified time, to the payee's order. It was not optional with the makers to pay in money or stock, and thus fulfil their promise in either of two specified ways; in such case the promise would have been in the alternative." And again, "although an election was given to the promisees upon a surrender of the instrument to exchange it for stock, this did not alter its character, or make the promise in the alternative, in the sense in which that word is used respecting promises to pay."

Whatever views I might otherwise entertain of this question, I think the decision last cited covers this case and controls us in the disposition of this question. It was said that the averment that no demand had been made for the goods, sustained the grounds taken by the defendant. Upon that point I have no difficulty. The answer to it is, that the averment is unnecessary. The matter was only available as a defense, if the demand had been made and complied with. Even if the demand for goods had been made, the debtor would not have been relieved from his obligation to pay in cash, except by delivering the goods demanded. In case of omitting to do so, the obligation to pay remained. If he had paid, the note would have been surrendered. The judgment of the Special Term should be affirmed.

Interest and Dividends.

The bonds and coupons of St. Louis county, due 1st December, 1862, will be paid, on presentation at the Bank of Commerce.

The interest coupons of the first mortgage bonds of the Buffalo, New York and Erie Railroad Company, due December 1, 1862, will be paid at the Bank of Commerce.

The Delaware and Hudson Canal Company have declared a semi-annual dividend of 3½ per cent, payable on and after the 19th inst. The transfer books will be closed until the 14th inst.

The coupons on the first mortgage 10 per cent. Bonds of the Chicago, Iowa and Nebraska Railroad, which matured Dec. 1, will be paid at the Park Bank New York.

The bonds of the Brooklyn Central and Jamaica Railroad Company payable on the 15th inst., and also those payable one year thereafter, will be paid par and interest, on presentation at the office of A. G. Jerome & Co., No. 20 Exchange-place.

The Chemung Railroad Company have declared a quarterly dividend of two per cent. clear of Government tax, payable on demand, at the Park Fire Insurance Office, No. 237 Broadway.

Coupons due December 1st on the Milwaukee City readjustment bonds will be paid on and after that date on presentation at the office of W. Schall & Co. 58 and 60 Exchange-place.

The interest upon Iowa State Stocks, due January 1st, 1863, in New York, will be paid at the Banking House of Gilman, Son & Co., 47 Exchange-place.

☞ The Boston and White Mountain section of the American telegraph line was opened for business on Monday as far as Plymouth, N. H., including Manchester, Concord, and other intermediate stations.

Valuation of the State of New York.

The comparative value of the real and personal estate in the principal counties in the State of New York, as fixed by the board for the equalization of the taxes for 1862, is as follows:

Albany	$39,354,490
Cayuga	22,292,079
Columbia	21,714,722
Dutchess	33,857,806
Erie	46,538,000
Kings	93,231,884
Munroe	29,607,242
New York	549,624,306
Oneida	24,739,962
Onondaga	26,301,687
Orange	25,856,071
Queens	21,177,286
Rensselaer	31,153,490
Richmond	5,819,040
Saratoga	12,345,237
St. Lawrence	15,060,640
Ulster	14,826,791
Westchester	43,525,997

The principal cities and towns in the State are in these counties.

The poorest county in the State is Hamilton, rated at only $606,573.

The value in the whole sixty counties is about $1,350,000,000.

Department of Agriculture.

Circular concerning the Agricultural, Mineral, and Manufacturing Condition, and Resources of the United States.

DEPARTMENT OF AGRICULTURE,
WASHINGTON, 1862.

SIR: The Congress of the United States, on the 17th of May last, passed an act containing, in part, the following provisions:

"There is hereby established at the seat of government a Department of Agriculture, the general design and duties of which shall be to acquire and diffuse among the people of the United States useful information on subjects of agriculture, in the most general and comprehensive sense of that word, and to procure, and propagate, and distribute among the people, new and valuable seeds and plants.

"That there shall be appointed by the President, by and with the advice and consent of the Senate, a 'Commissioner of Agriculture,' who shall be the chief executive officer of the Department of Agriculture.

"That it shall be the duty of the Commissioner of Agriculture to acquire and preserve in his department, all information concerning agriculture which he can obtain by means of books and correspondence, and by practical and scientific experiments, (accurate records of which experiments shall be kept in his office,) by the collection of statistics and by other appropriate means within his power; to collect, as he may be able, new and valuable seeds and plants, to test by cultivation the value of such of them as may require such tests; to propagate such as may be worthy of propagation, and to distribute them among agriculturists."

In pursuance of this act the Bureau of Agriculture, heretofore conducted under the direction of the Commissioner of Patents, has been abolished, and all matters pertaining thereto transferred to the Department of Agriculture established by said act, and the undersigned duly appointed commissioner of the new department.

With the view of carrying into effect the beneficient and important ends contemplated by its organization, I solicit the co-operation of the farmers and friends of agriculture as well as of agricultural societies in every part of the country. Their experience in farming will render their correspondence with this department exceedingly desirable, and will greatly assist in promoting the ends proposed by Congress in establishing the same.

I am also desirous of securing the comity and friendly co-operation of foreign nations, and their scientific, agricultural and economical societies, on the basis of a reciprocal exchange of seeds, plants and animals, as well as of documents, reports, and transactions relating to agriculture and its kindred pursuits.

Without entering, on the present occasion, into any details in respect to the multifarious known products of the flora and fauna of foreign countries, which it is desirable to introduce and naturalize in this country, information and contributions are respectfully solicited on *grape culture* and the manufacture of wines; *silk culture* generally, and the Chinese varieties of the silk-worm that feed upon the leaves of the ailanthus, palma christi, oak leaf, and ash; new varieties of cereals and grasses; fibrous yielding and textile plants: improved breed of animals, valuable for their fleece, flesh, and other qualities; *fish culture* and valuable varieties of European fish, that do not naturally inhabit our rivers and lakes; *birds* useful for their eggs, feathers and flesh; best mode of *protection against predatory birds and insects* injurious to our crops of cereals, fruit, or timber; new fertilizers, irrigation, draining, &c., &c.

It is believed that no region of earth so extended enjoys a climate and soil so well adapted to so large a variety of valuable products as that part of the United States lying east of the Rocky Mountains. Indian corn, so generally cultivated in every state and territory of the Union, and many tropical fruits and vegetables, ripen in great perfection, and all agricultural and horticultural crops, from the grains, grapes, vegetables, and fruits of the North, to the sugar-cane, cotton, tobacco, rice, figs, oranges, &c., of the South, are produced in such perfection, side by side, as they do not attain elsewhere. The Rocky Mountain ranges, with their intermediate plains and Pacific valleys, present, among much that is barren, many spots that will compare favorably with some of the most fertile soils of the earth.

We consider agriculture the chief basis of our national wealth, power, and aggrandizement. About two-thirds of our population, in times of peace, are employed either directly or indirectly in farming and the pursuits connected therewith. Our farmers constitute the most influential and patriotic class of the country, among whom are to be found many of our eminent statesmen and most distinguished citizens. As a body they are generally men of good education and intelligence, owning the farms they occupy and cultivate. There is a spirit of emulation among them to keep pace with all new improvements and processes in husbandry, and the cultivation of any new and valuable plant, fruit or flower. This spirit is fostered and promoted by the national as well as state and county agricultural societies, farmers' clubs, and annual exhibitions; and by extensive circulation of agricultural journals throughout the rural districts.

We annex, for your information, a comprehensive tabular statement of the population, agricultural and mineral products, fiscal resources, &c., of the United States in 1860, as derived from official sources, from which it appears that the ratio of increase of our principal agricultural and mineral products, &c., has more than kept pace with the increase of population. New plants and improved breeds of animals have been successfully introduced in the last ten years. The sorghum, transplanted from China, yielded over *seven millions two hundred and fifty-five thousand* gallons of molasses in the year 1860, and the estimated yield for 1862 is about *twelve million gallons*.

To exhibit the vast variety and extent of our national resources would require more space than this circular will admit.

In the last census report it is asserted, with confidence, that our new inventions and improvements in labor-saving machinery and mechanical appliances have been more rapid than those of any other agricultural people; mechanical power has wrought a revolution in nearly every department of our rural industry.

Our government has recommended the practicability of preparing flax and hemp as a substitute for cotton. Results of the most important character to the manufacturing interests of the United States are promised by the perfection of this valuable invention for making from unrotted flax a substance resembling cotton.

The unequaled wealth and rapid development of the coal fields of the United States, as a dynamic element in our industrial progress, afford one of the most striking evidences of our recent advance.

With regard to our mineral products, it may be remarked that in most of the states they are inexhaustible, though but partially developed in either.

Pennsylvania may safely be rated as the richest in coal, iron, nickel, and zinc. In pig iron she makes sixty two per cent. of the *quantity* and fifty-eight per cent. of the value of the whole productions of the United States. In bar and rolled iron the production of Pennsylvania in 1860 exceeded *two hundred and fifty-nine thousand tons*. The production of the recently discovered petroleum or coal oil is estimated at *six thousand barrels per diem*, and the wells appear to be inexhaustible.

Virginia abounds in mineral wealth—iron, coal, salt, copper, and gold—in fact, her resources may be set down as inexhaustible, though in a great measure undeveloped. With a soil and climate adapted to every branch of industry, and with her superior water power, she is capable (under the direction of capital and enterprise) of becoming one of the foremost states in the country.

California so distinguished for the great variety and value of its agricultural productions, is the richest country in gold, silver, and quicksilver perhaps known. In addition to its numerous productive mines and placers, which have yielded over *six hundred million dollars* since 1848, rich and inexhaustible mines of silver have recently been discovered and worked, and also productive mines of quicksilver. Rich copper and coal mines have been struck on a late survey, as well as valuable tin mines. The silver mines of the Territory of Nevada have also yielded large returns. Arizona and New Mexico possess inexhaustible stores of undeveloped mineral wealth. Oregon and Kansas are gold producing states. The returns of gold and silver from Utah are annually on the increase. The Territory of Colorado yields such a large and increasing supply of gold that it is contemplated to establish an assay office or mint at Denver City. The mints and assay offices of the United States have annually received, between 1854 and 1861, considerable amounts of gold from the mines in Virginia, North Carolina, South Carolina, Georgia, Alabama, and Tennessee.

Possessing such abounding and inexhaustible resources, our national government, which enjoys the confidence of twenty-two millions of the population of our free states, has been enabled to raise, equip, and maintain an army of a million of free men; create a formidable navy of iron-clad steamers for the suppression of the existing rebellion in the cotton states, and to uphold and perpetuate the integrity and supremacy of the FEDERAL UNION. Our capitalists and citizens in the free states have loaned the United States treasury ample funds to carry on the war, which, there is every reason to believe, will soon be brought to a successful termination without the necessity of resorting to foreign loans. A new tariff for raising revenue, with a well devised system of internal duties and taxes, has been provided by Congress for the punctual payment of the interest and the early redemption of the national debt.

In despite of the rebellion every branch of national industry, enterprise, internal trade and traffic is flourishing in our free states, while our foreign commerce, participating in the general prosperity, is receiving an extraordinary impulse from the superabundant crops of cereals, provisions, &c., now coming forward for shipment to Europe.

An act of Congress of the 20th of May, 1862, entitled "An act to secure homesteads to actual settlers on the public domain," among other things provides that any emigrant or foreigner, the head of a family, who has attained the age of 21 years, on making a declaration of his intention to become a citizen of the United States, is authorized to enter a quarter of a section (160 acres) of land, or less, subject to pre-emption, at $1.25 per acre; or for 80 acres, or less, at $2.25 per acre, from and after 1st January, 1863. Emigrants and foreigners who have not been naturalized are exempt from military duty and not allowed to be enlisted in our military service. *One hundred and thirty-four million two hundred and eighty-thousand three hundred and thirty* acres of public lands have been surveyed and are ready for sale.

The President of the United States and heads of departments are prohibited by law from receiving presents from foreign governments. It is therefore respectfully suggested that in future all tokens of amity from foreign states, intended for any of the high functionaries of our government, consist of some valuable plants, shrub, flower, tree, animal, or other interesting object of agricultural utility, to be addressed to the Department of Agriculture, by which such present will be promptly and thankfully acknowledged. It is not from this source alone, however, that I hope this department will be enriched with tokens of amity from foreign countries. I earnestly solicit from all agricultural societies, and from individuals engaged in farming, the transmission of seeds and plants, and of facts and information generally relating to scientific and practical farming, assuring them that their endeavors to promote the common ends which we have in view will be highly appreciated.

The commissioner is authorized to receive, through the mails, free of charge, all communications and other matters pertaining to the business of the department, not exceeding in weight *thirty-two ounces*. They should be addressed to the "Commissioner of the Department of Agriculture, Washington, D. C.," either direct or in care of any United States minister or consul resident abroad, or officer of the United States navy at any foreign port or station, or through any agent of the Smithsonian Institute in Europe.

Seeds in large quantities should be carefully put up in sacks and placed in boxes or barrels, open to ventilation, to prevent fermentation. Slips or cuttings, and tubers, must be packed in air-tight boxes. In all cases it is recommended to write by mail in advance, stating the manner in which the parcels are sent and to whom they are consigned.

Assured that the proposed international exchange is calculated to increase the intercourse and strengthen the friendly relations now so happily subsisting between our respective governments, and give a new impulse to the great agricultural, productive, and material interests of all nations, invoking your cordial and effective co-operation herein, I have the honor to be, very respectfully, your obedient servant,

ISAAC NEWTON, Commissioner.

A tabular statement of the Population, value of Real and Personal Property. Aggregate Agricultural and Mineral Products, and Fiscal Resources of the United States, chiefly condensed from the Preliminary report of the eighth United States census, latest Treasury and Patent Office reports, and other official sources.

POPULATION, AREA, AND AGRICULTURAL PRODUCTIONS, &c.

Population, white	26,975,575
Population, free colored	487,996
Population, slaves	3,953,760
Total including Indians	31,749,281
Area of the United States, sq. miles.	3,250,000
Aggregate of real and personal property, dollars	16,159,616,068
Value of productions of industry do.	1,900,000,000
Cash value of farms, do	6,650,872,507
Cash value of farming implements and machinery, do	247,027,496
Value of live stock, do	1,107,490,216
Value of lands improved, do	163,261,389
Value of lands unimproved, do	246,508,244
Wheat crop, bushel	171,183,381
Rye crop, do	20,976,286
Indian corn, do	830,451,707
Oat crop, do	172,554,688
Rice, pounds	187,140,173
Tobacco, do	429,390,771
Ginned cotton, bales, 400 lbs	5,198,077
Wool, pounds	60,511,343
Peas and beans, bushels	15,188,013
Irish potatoes, do	110,571,201
Sweet potatoes, do	41,606,302
Barley, do	15,635,119
Buckwheat, do	17,664,914
Value of orchard products, dols.	19,759,361
Wine, gallons	1,800,008
Productions of market gardens, dols.	15,541,027
Butter, pounds	400,509,854
Cheese, do	105,875,135
Hay, tons	19,129,128
Clover seed, bushel	929,010
Grass seed, bushel	900,386
Hemp, dew rotted, tons	83,247
Hemp, water rotted, tons	8,943
Hemp, other prepared, do	17,800
Hops, lbs.	11,010,012
Flax, lbs.	3,783,079
Silk cocoons, lb	6,562
Maple sugar, lbs.	38,863,884
Cane sugar, hhds, 1,000 lbs	302,205
Cane molasses, gallons	16,337,080
Sorghum molasses, do	7,235,025
Maple molasses, do	1,944,594
Beeswax and honey, pounds	26,386,855
Value of homemade manufactures, dollars	24,358,222
Value of cotton goods produced in the year ending June 1 1860, dols.	115,137,926
Value of woolen goods produced, do.	68,865,968
Leather produced, do	63,000,751
Boots and shoes manufactured, in the year ending June 1, 1860, dollars	89,540,900
Value of animals slaughtered, do	212,871,653
Number of horses	7,300,972
Number of asses and mules	1,296,339
Number of sheep	24,823,566
Number of neat cattle	28,987,346
Number of swine	36,022,276
Agricultural implements produced in the United States, dollars	17,802,514
Value of sewing machines do	5,605,345
Number of patents issued for improvements and inventions in agriculture in 1861	521
Newspapers and periodicals, 1860.	4,051
Value of steam engines and machinery, dollars	47,118,550

MINERAL PRODUCTS, &c.

Gold from California in the year 1859, dollars	47,744,462
Silver coined at mint, dollars	610,011
Quicksilver, flasks	45,023
Quicksilver, value of, dollars	2,000,000
Copper, tons	14,432
Copper value of, dollars	3,316,516
Pig iron, tons	884,474
Pig iron, value of, dollars	19,487,790
Zinc, tons	11,800
Zinc, value of, dollars	72,000
Lead, value of, dollars	977,281
Nickel, tons	2,348
Nickel, value of, dollars	28,176
Coal, anthracite, tons	9,289,330
Coal, bituminous, tons	5,775,077
Coal, value of, dollars	19,365,765
Area of coal in United States, sq. miles.	200,000
Coal oil, bbls	1,092,450
Coal oil, value of, dollars	1,092,450
Coal oil daily flow from wells in Pennsylvania, bbls	5,747
Salt, value of manufactured in the U. States, 1860, dollars	2,265,392

FISCAL RESOURCES, NATIONAL DEBT, &c.

Aggregate value of imports in the year 1860, dollars	334,350,453
Aggregate value of exports, dols	248,505,454
Value of imports under the reciprocity treaty, dollars	20,019,427
Tonnage of the United States, tons	5,539,813
Tonnage, value of, dollars	221,592,092
Indirect trade, dols	34,224,444
Fisheries, the products of 1860, dollars	12,924,092
Excess of specie and bullion imports over exports, dollars	16,548,531
Revenue from customs and public lands	40,452,784
Total of the nation debt Dec. 1, 1861, dollars	267,540,035
Estimated quantity of coin in the U. States, $275,000,000 to	300,000,000
Number of banks	1 642
Bank capital dollars	424,890,095
Circulation of banks, dollars	207,102,477
Spirituous liquors distilled, gal	88,002,983
Spirituous liquors, value of, gal	24,253,176
Malt liquors brewed, bbls	3,230,545
Malt liquors, value of, dollars	18,001,135

RAILROADS, &c.

Aggregate length of railroads in 1860, miles	31.196¼
Cost of construction, dollars	1,166,422,729
City passenger railroads, miles	402
Cost of construction, dollars	14,862,840
Length of internal navigation miles.	30,000
Length of lines of telegraph do	40,000
By an act of Congress of July 1, 1862, a charter was granted to the Atlantic and Pacific Railroad Company, with a capital of, dollars	100,000,000
For the construction of a railroad, with branches, from the Mississippi river to the Pacific ocean, about, miles	1,800
In aid of this colossal enterprise Congress has made a very liberal donation, by grants of public lands lying on the route, and a loan of thirty years six per cent. United States bonds, to the amount of about, dollars	60,000,000

EDUCATIONAL.

The number of principal colleges and professional schools in the United States, including theological law, and medical, in 1860, was 238. By an act of Congress of July 2, 1862, about 10,000,000 acres of public lands were appropriated for the support of colleges and schools for the benefit of agriculture and the mechanic arts in the several states and territories of the Union. Five millions of persons received instruction in the educational institutions of the United States in the year ending June, 1860. The system of common school education has been adopted in nearly all the free states.

New York Canals.

The quantity of flour, wheat, corn, and barley left at tide water from the commencement of navigation to the 30th November inclusive, during the years 1861 and 1862, was as follows:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Barley, bush.
1861..	1,414,831	28,749,060	22,157,221	2,036,110
1862..	1,628,727	31,126,496	21,531,470	1,969,610
Inc....	213,893	2,377,436	*625,751	66,466

*Decrease.

By reducing the wheat to flour, the quantity of the latter left at tide water this year, compared with the corresponding period last year, shows an increase of 689,380 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide water from the commencement of navigation to and including the 30th of November in the years indicated:

	1860.	1861.	1862.
Canals opened.	April 25.	May 1.	May 1.
Flour, bbls.....	1,133,898	1,414,834	1,622,727
Wheat, bush. ..	17,002,883	28,748,060	31,126,496
Corn.....	14,079,679	22,157,221	21,531,470
Barley	2,900,958	2,036,115	1,969,649
Oats	6,414,250	5,332,025	5,233,166
Rye.....	320,515	740,028	742,477
Beef, bbls	11,295	19,442	51,230
Pork.	7,487	9,417	163,810
Bacon, lbs.....	458,464	626,200	5,925,196
Butter.....	2,309,529	3,582,658	5,305,021
Lard.....	1,005,985	1,013,593	9,214,093
Cheese	11,921,221	9,496,260	8,220,881
Wool.....	2,035,679	1,720,183	1,796,658

We have no returns from the Waterford office for the fourth week in November. The receipts of barley at that point for the week are estimated at 40,000 bushels.

Railways in Italy.

The Railway system of Italy under the present enlightened Government is assuming grand proportions. Count Bastogi is the contractor to whom an extensive network of lines has been conceded.

"1. A grand line, starting from Ancona, skirting the Adriatic, and serving Pescara, Termoli, Foggia, Barietta, Bari, Brindisi, and Lucca, with a branch from Bari to Taranto on the Ionian Sea, which together will form an extent of 750 kilometres, or 468 English miles. 2. A branch line from Foggia, passing by Ascoli, Cauza, and Eboli, as far as Salerno, where it joins the line already constructed to Naples. Length about 181 kilometres, or 113 miles. 3. A branch line starting from Ceprano (where it meets the line already constructed from Rome to Naples,) by Sora, Celano, Sulmona, and Popoli to Pescara, about 231 kilometres, or 145 miles. 4. A branch of 28 kilometres, or 17½ miles, from Voghera to Pavia; and, 5. Another branch of 167 kilometres, or 104 miles, from Pavia to Brescia, passing by Cremona. As to this branch, however, the Lombard and the Central of Italy Company claim a right of preference by reason of a previous concession. The extent of the lines to be constructed is 1,357 kilometres, or about 848 miles."

Letters from Turin state that the first call of 150f. (6l.) per share on the whole amount of the shares of the Neapolitan Railways has been paid, and that the proceeds (1,200,000l.) have been deposited by Count Bastogi in the Royal Treasury in Turin at call, at the rate of 4½ per cent. per annum. The statutes of the company have been confirmed by the Government, and a general meeting of the shareholders is to be held shortly to name the board of directors. Mr. Grattoni, the engineer, who is carrying out the tunnel of the Mont Cenis, has been appointed engineer in chief of the company. A portion of the line, about 350 kilometres, is already in course of construction, and it is added that the section between Ancona and Peschiera is expected to be opened for traffic in February next.

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The Coupon Bonds are issued in ums of
$50, $100, $500 and $1,000.
The Registered Bonds in sums of
$50, $100, $500, $1,000 and $5,000.

Interest will commence from date of subscription, and is payable in Gold at the Mint or any Sub-Treasury or Depository of the United States on the first days of May and November of each year. At the present premium on Gold, the Bonds yield about eight per cent. per annum. The ample provision made by Custom Duties, Excise Stamps and Internal Revenue for the payment of Interest and liquidation of the Principal, makes an investment in this loan safe, profitable, and available at all times.

This being the permanent Loan into which the Legal Tender Notes are convertible, it will become the principal Loan in the market, and a profitable mode of investment for Trust Funds, the surplus funds of capitalists, as well as the earnings of the industrial classes.

Subscriptions received at par in Legal Tender Notes or notes and checks of Banks at par in New York. Subscribers by mail will receive prompt attention, and every facility and explanation will be afforded on application at this office. 3m45

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Orders by mail or otherwise will receive immediate attention.

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To facilitate investment in these Bonds, and make them more accessible to the public, we have made arrangements to keep on hand a constant supply of all denominations for sale, at the same rate at which they are issued by the Government, viz: PAR; INTEREST TO COMMENCE FROM THE DATE OF PURCHASE.

We are thus enabled to save parties all trouble and delay in funding Legal Tender Notes, or otherwise investing in these Bonds.

Orders or enquiries by mail will receive prompt attention, and the Bonds will be sent to any address by mail or express as desired. Payment may be made in Current Bank Notes, Drafts on City Banks, or U. S. Legal Tender Notes.

These Bonds are the CHEAPEST GOVERNMENT SECURITY NOW IN THE MARKET, and pay the LARGEST INTEREST on their cost.

They are destined to become the BEST KNOWN, MOST POPULAR, and MOST AVAILABLE, of all the Bonds of the Government.

The operation of the National Tax Law, which it is now certain will produce double the income originally anticipated, will make the issues of the United States Government the safest and most desirable investment in the world. They are in reality a First Mortgage upon everything in the country, as no Railroad or Corporation of any kind can pay a dividend, or the interest on its own issues, until it has contributed out of its gross income, through the operation of the Tax Law, to the support of the National Credit.

These are the Bonds upon which the Government now relies, THROUGH THE CONFIDENCE AND PATRIOTISM OF THE PEOPLE, for continued financial support.

We keep them for sale to encourage investment in them, and to aid the Government, by promoting their rapid absorption; and the money invested in them through us, contributes to the direct and immediate support of the National Treasury.

Banks, Bankers and Brokers, receiving orders for the funding of Legal Tender Notes, or the purchase of these Bonds, can obtain them at our counter without trouble or delay.

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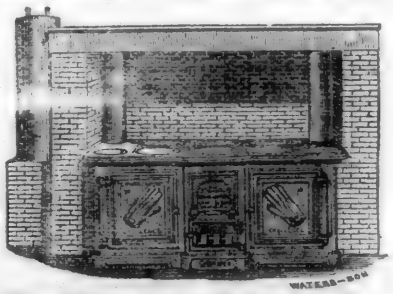
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See Advertisement. } **ALBERT BRIDGES.** **JOEL C. LANE.**

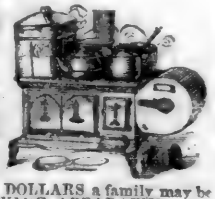


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PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.

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SANFORD'S
MAMMOTH
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The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

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This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1859, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

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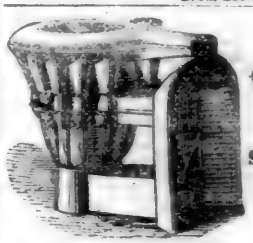


Introduced one year ago, already ranks as the **LEADING STOVE** for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.

Fire may be kept all winter with an astonishingly small supply of coal.

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Greatest Fuel Savers in the World:
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This property contains among other veins, the Mammoth, 47 feet thick, one vein of 7 feet and one vein of 5 feet; all of which have been lately and thoroughly proven.

Further particulars can be obtained from the Officers of the Company as above.

By order of the Board of Directors.

T. HASKINS DU PUY, President.
Philadelphia, Nov. 1, 1862. 4t46

OFFICE OF THE NWE YORK CENTRAL RAILROAD CO.,
ALBANY, November 1, 1862.

THE annual election for Directors of this Company and for three Inspectors of the next Election, will be held at the Office of the Company, in the city of Albany, on the second Wednesday (the tenth,) of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter. By order of the Board of Directors.

ROBERT L. BANKS,
5t45 *Secretary.*

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500 TO 1,000 kegs 9-16 Railroad Spikes on hand, ready for immediate delivery, for sale by

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Nov. 6th, 1862.

TO RAILROAD MEN

A GENTLEMAN to take the superintendence of the sale of an improvement for Railway Cars. It is already introduced on some roads, and is valuable. To one acquainted with Railroad managers, and who has influence, a large annual income may be secured.

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MANUFACTURED BY **BURDON, HUBBARD & CO., 102** Front st., BROOKLYN, N. Y. Also Agents and manufacturers of the BEST PATENT PREMIUM AMALGAMATORS, the best and simplest in use for saving both **fine** and **coarse** gold.

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New York and Erie pattern, Crawshay's make, in yard at Brooklyn, ready for immediate delivery; for sale by

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SAVE over 30 per cent. of the fuel required for flue or plain cylinder boilers, while they have all the advantages of strength, cheapness and simplicity of construction, convenience and safety in use, claimed for either. Send for a circular.

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For NEWEL, GATE AND FENCE POSTS, and IRON RAILINGS in various ways.

Also, a CHEAP and ready means for fastening Iron or other ornaments (large or small) to stone or brick buildings.

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FURNISH
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FOR CARS, TRUCKS, and TENDERS.
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FOR LOCOMOTIVES.
ROLLED AND HAMMERED AXLES
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BUSH & LOBDELL,
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AND
Locomotive Engines,
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EITHER SINGLE OR DOUBLE PLATE,
WITH OR WITHOUT AXLES.
WHEELS FITTED
To HAMMERED or ROLLED AXLES,
IN THE BEST MANNER, AT THE SHORTEST NOTICE,
AND ON THE MOST REASONABLE TERMS.

RAILROAD IRON.

THE UNDERSIGNED are prepared to contract for the sale of
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ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

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THE
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3,400 TONS BEST QUALITY WE SH RAILS—T pattern—53 lbs. per lineal y ard, for sale by

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SUCCESSORS TO
MORRIS & JONES & CO.,
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PHILADELPHIA.
IRON AND STEEL
IN ALL THEIR VARIETIES.
BOILER PLATE; CAR AXLES,
BOILER RIVETS, RAILROAD IRON,
CUT NAILS and SPIKES, PIG IRON, etc.

Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, **orders for any description of IRON** can be executed.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XVIII., No. 50.] SATURDAY, DECEMBER 13, 1862. [WHOLE No. 1,391, VOL. XXXV.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, December 13, 1862.

☞ We have been obliged to leave out a number of interesting articles in order to make room for the lengthy Report of MR. CHASE. We shall make amends for the omission in our next.

British Railways, in Contrast with our own.

Whenever there springs up an idea which reduced to practice, advances the public interests and rewards its promoters, there are sure to be a rapid development and large results. When railways were first projected in England, the opposition was formidable, but their friends persisted and were successful. Even the *Quarterly Review* as late as 1825 declared that "the gross exaggerations of the powers of the locomotive steam engine, or to speak in plain English, the steam carriage, might delude for a time but must end in the mortification of all concerned." Yet the idea, followed by a most brilliant success carried all before it and changed the face of the world.

There are now about nine thousand miles of railways in operation in the United Kingdom, but in the United States more than thirty thousand. So that with a larger territory to traverse, our enterprise has been fully equal to the field open to it. Nothing is too great for American apprehension. We have, however, had many advantages in the competition of progress over our English friends. One of the greatest difficulties in their way is the enormous expense of obtaining acts of Parliament authorizing the construction of railways. The process is tedious. The bills, after they are introduced, are subjected to a long and tedious examination before committees, often running through whole sessions, and legal assistance paid for at enormous rates is necessary every step of the way. Mr. Stephenson, the eminent engineer, said that it cost almost as much to obtain permission to make a road, as it did to construct it. Thus for example it cost the Great Northern, three millions eight hundred and fifteen thousand dollars to obtain the sanction of Parliament to construct a line only two hundred and forty-five miles long. In this country we escape all such expenses, and all such legal formalities and delays producing them. There, often one-fourth of the whole capital is sunk before a sod is turned. We may then claim for our own system of railway legislation simplicity, directness and economy. It is not necessary to expend any large amount for law or legal assistance, before a bill is in a shape to become a law.

The expense of construction in Great Britain has also been enormous in comparison with that in our own country. The average cost of construction in the former up to 1848 was $175,000 per mile, and since that time $40,000, while here it has been but about $30,000. There was, however, one remarkable exception in the case of the Peebles Railway, a single line of twenty-one miles in length, an auxiliary of the North British Railway at Estbank in Scotland, worthy of being noted, and it may serve as a hint to our engineers. The actual works themselves, the road, plant, etc., did not cost more than $18,000 per mile. In this country the right of way costs but little, and the owners of the ground over which a railway passes are in general wise enough to accept any fair remuneration. If not, we have a simple process of ascertaining the value in dispute. English land holders have it in their power to make their own terms, through their ability to obstruct the necessary proceedings in Parliament. One English nobleman Lord Petrie obtained one hundred and twenty thousand pounds from the Eastern Counties Railway before it could pass through his property, though the land taken was actually worth but four thousand pounds, and the residue became greatly enhanced in value by its construction.

So too the legislation in Great Britain is so complex and multitudinous on the subject of railways, that the whole system is embarrassed by the conflict of legal provisions. The London and North Western is said to be regulated by no less than one hundred and eighty-six different acts of Parliament.

As to the management of these companies, there has been as much to complain of abroad as there is with us, and precisely for the same reason. The *Westminster Review* for October says "We are perfectly aware that the management of our railways is a public scandal," and the shareholders who are the principal sufferers "are principally to blame for this." It even says "that a bad director" is generally a popular man! The secret of railway success is in the diminution of expenses, and to ensure this absolutely, it maintains the officials who have the immediate management of a line should have a direct interest in the prosperity of the company, and a proportion of the net profits after the payment of dividend. We have heard this principle approved by one of the best railway managers we have in this country, and it has been tried successfully on the Paris and Orleans Railroad. In 1859, four hundred and eighteen thousand dollars beyond the regular salaries were paid rateably to the officers and servants of that Company, after the stockholders' dividend of 20 per cent. had been received. Whether this plan will ever be adopted in this country, is uncertain, but it is worthy of profound consideration.

In the meantime, nothing but careful management will do for our railway system, the very first talent should be placed in control, and the most liberal salaries paid where such talent produces the required results. We may see how much has been done for the Erie since

its working fell into competent hands, and there are other instances among the Western roads equally as brilliant. We have several times alluded to the Harlem as another example. In the formal details of train management we are perhaps behind the English. Every thing there is like clock work. The servants of the company as they are called, wear an official dress, are always in their places, and are ready at every call. Here we cannot tell a brakeman or conductor or a baggageman from a passenger. It is difficult to find any one to whom an important question may be addressed, perhaps involving the loss of luggage, or separation from comrades, or taking the wrong rail. In our system of checking for luggage and its delivery at destination we are far ahead of the English. One may check his trunk at New York for Chicago, and give himself no thought for it until he reaches that paradise of travelers, the Sherman House. The unhappy man who lands at any London station, after a long ride, has more difficulty in repossessing himself of his luggage than an American traveler can well conceive.

In respect to the structure of our cars we are decidedly in advance. The English little lock-up coaches on four wheels, resemble in their interior, it is true, the luxurious coach of the old highways, but are not as convenient, or safe, or as comfortable as our roomy and well ventilated cars. The English have not as yet adopted the American plan of sleeping cars, though strange to say an adventurous countryman of ours, has succeeded in introducing them upon at least one of the great East Indian Railways. This apparent anomaly, however, may be explained, when we reflect that in the Indies, most of the long journeys of the Europeans are taken at night, and they sleep in the vehicles which carry them forward from one station to another, whether borne by men or drawn by beasts.

Our plan of running cars safely around short curves by means of the moveable truck has not yet been generally adopted abroad, and will not be till the short coaches go out of fashion.

In the street railway system the great cities of Europe are far behind ours. No local improvement can be compared to this, in its effects on the prosperity of large towns. It has been sturdily resisted in London, with a pertinacity quite astonishing, and yet perhaps not so unexpectedly after all, when we remember how the first English railways and the first locomotives were assailed.

A question has now arisen there whether the wheels of cars should not be made to revolve independently of the axis instead of being rigidly fastened to it as at present; and whether springs may not be applied to the seats so as to reduce the amount of vibration and jolting. So too an immense variety of locomotives is under examination, in the expectation of reaching at once the limits of human skill. A double cylinder, or rather a four cylinder engine, working in couples, by an Austrian inventor has attracted great attention, and the traction engines of Mesrs. Boydell & Bray are reported as coming into use, for common earth roads. One of them recently sent to Brazil actually ascended the mountain on which the city of Petropolis stands, three thousand feet above the level of the sea, and by an ordinary carriage road. These engines can freight ordinary goods on ordinary roads in England at 8 cents per ton per mile. The principle of the Boydell engine is that it carries and lays down its own rail; that of Bray's is that it has moveable points or blades which can be made to push into the ground and hold the wheel firmly to it while it is revolving.

These are spoken of very highly and are much used about the Government arsenals. If it be true that it cost Taylor & Son forty dollars to remove each single paving stone 700 feet from the dock to their new brewery in this city, we imagine a traction engine might make money along our wharves, in this heavy kind of work. So also in our large fortifications for the removal of heavy cannon.

Those who desire to read an interesting article on the cost and profits of English railways will do well to get the October number of the *Westminster Review*, published by L. Scott & Co., the well known publishers of the American reprints of the four great British Quarterlies. We are indebted to them for the article which has suggested the foregoing remarks.

The New York Central Railroad Company has declared a semi-annual dividend of 3½ per cent., payable on the 20th of February.

A Novel Case; Destruction of Fruit Trees by a Locomotive.

REAL ESTATE; WHAT THIS TERM INCLUDES. THE VALUE OF FRUIT TREES MAY BE ESTIMATED, BY COMPETENT WITNESSES, SEPARATELY FROM THE GROUND ON WHICH THEY STAND.

A novel case was recently argued before the Monroe General Term of the N. Y. Supreme Court, in which one Whitbeck was plaintiff, and the New York Central Railroad Co., was defendant. The action was brought to recover compensation for injuries sustained by the plaintiff, by reason of the burning of his clover field and apple trees situated thereon, in the town of Pittsford. The fire originated at the track of the defendant's railroad in Pittsford, and was caused by the dropping of coals from the locomotive, upon the dry grass on the track.

The question in the case was as to the measure of damages which should be applied in order to estimate the plaintiff's loss. The term Real Estate is defined in law to mean, not only the ground or soil, but the things which grow thereon as trees, shrubbery, &c., and also buildings, as houses, barns, or any kind of edifice that may be erected upon land. The defendant therefore contended that the true rule for estimating the damages, was, the difference in the value of *the land*, before and after the fire. But the plaintiff maintained that the *frnit trees on the land* had a value separate from the ground on which they stood, and this value could be readily computed by competent witness; and for the purpose of fixing the amount of the injury done, this was the true rule.

Upon the trial at the Circuit, a witness for the plaintiff in answer to the question, what in his opinion, "these trees were worth upon that land?" said, "It depends upon the kind; I should think $20 per tree; the way I estimate property, generally is, what per centage it will pay over and above expenses; and trees of the age described, with six years heads upon them, would pay from year to year the interest of more than twenty dollars a year; the fruit would be worth about 75 cents per barrel." This question was objected to by the defendant's counsel, on the ground that the trees were a part of the real estate, and the true measure of damages, so far as the destruction of the trees were concerned, was the difference in value of the lot, as a whole, in which the trees grew, before and after the fire; and also because the witness had no knowledge in regard to these particular trees. The Court overruled the objection. The judge charged the jury, that in arriving at the value of the damage, they were to use their own judgment upon all the evidence, and assess the value of the property destroyed. That if the plaintiff was entitled to recover for the trees, he was entitled to their value on that land, at the time they were destroyed, together with interest on such value from the time they were destroyed. To this the defendant's counsel excepted.

The jury rendered a verdict in favor of the plaintiff for $650, and the defendant appealed to the General Term, which now held, that the true rule of damages in such cases, is, that if the thing destroyed, although it is a part of the reality, has a value which can be accurately measured and ascertained, without reference to the value of the soil on which it stands, or out of which it grows, the recovery must be for the value of the thing thus destroyed, and not for the difference in the value of the land before, and after such destruction. The following opinion was rendered at the decision of the case.

Johnson, J.—The only question in this case of any importance, is in respect to the damages which the plaintiff was entitled to recover for the fruit trees destroyed by the fire. I am of the opinion that the judge at the Circuit was clearly right in instructing the jury that the plaintiff was entitled to recover the value of the trees, as they stood upon his land, at the time of the fire, if he was entitled to recover at all. The object of an action of this kind is to obtain compensation for an actual loss; and this end is perfectly attained when the value of the thing destroyed is recovered by the owner. The defendant's counsel requested the judge to instruct the jury, that the plaintiff could only recover the diminished value of the orchard lot, by reason of the destruction of the trees. This the judge refused, and I think rightly. It is true that the trees in question were real estate, and in one sense, part and parcel of the land itself. But so are buildings and fences, and grass, and trees of all kinds while growing upon the land. The true rule I conceive to be this; that if the thing destroyed, although it is part of the realty, has a value which can be accurately measured and ascertained, without reference to the value of the soil in which it stands, or out of which it grows, the recovery must be for the

value of the thing thus destroyed, and not for the difference in the value of the land before and after such destruction. And it can make no difference in this respect, whether the action is brought to recover for the destruction of a single tree, or all the trees in an orchard. There is no intrinsic difficulty as I conceive, in estimating the value of a fruit tree growing upon land, although it has strictly no commercial value, as a tree, independent of the land which sustains it. In this respect, however, it does not differ materially from buildings and other fixtures. But it does differ from trees which are usually converted into timber, or fire wood, and which are frequently sold as they stand, for that purpose, or nursery trees which are grown for market. The difference is this: In the one case the value consists chiefly in the thing itself, as a convertible and marketable commodity, while in the other, the value consists chiefly in the quality and quantity of its average annual products, and it is capable of being leased, as much as a field or a dwelling. The calculation by which the value would be determined in the two cases would be somewhat different, but for aught, I can see, it could be determined by the opinion of competent witnesses in the one case as well as in the other.

The objection to proving the value of the trees in question by the opinion of the witness, Cook, was not I think, well taken, if the witness was competent to give an opinion upon the subject. It was objected by the defendant's counsel, that the witness had no knowledge of these particular trees, and was therefore incompetent, even if opinion was competent evidence by which to establish value.

The witness was shown I think, to be qualified to express an opinion on the subject. He lived in the same town, was a nurseryman, and well acquainted with the fruit business, and had heard the plaintiff testify in relation to the kind, quality and product of the trees, but had no particular recollection of the orchard, although he thought he had seen it.

It was not necessary that he should actually have seen, or been familiarly acquainted with the trees in question. It was enough that he was acquainted with the fruit business in that neighborhood, and the value of similar property there. He was, I think, as competent to express an opinion in respect to the value of trees, after learning from other witnesses what kind of trees they were, and the quality and amount of fruit yielded by them, generally, as he would have been to express an opinion as to the value of the fruit per barrel, after ascertaining its condition and quality. The opinion, perhaps, would not be as satisfactory in the one case as the other, but if it was competent as evidence, that is enough.

I am of the opinion that there was no error either in the charge, or in the refusal to charge, as requested, or in the rulings upon the trial, and that the judgment should be affirmed.

Judgment affirmed.

Grain Elevators.

The Harbor Commissioners of Quebec have been instituting careful inquiries on the subject of Grain elevators, and the result of a report made by their consulting Engineer, G. L. Reid Esq., is that they cannot be used successfully anywhere except in basins of still water. Any violence of the waves moving a barge or other vessel at right angles to the elevating trunk, breaks it at the head and renders it perfectly unmanageable.

Report of the Secretary of the Treasury.

This is an able and frank exposition of the condition of the finances, and resources of the country. We give below copious extracts from the document, which embrace every material point, omitting none in fact of importance.

After accounting in his introduction for the difference between his previous estimates and the results, occasioned by unforseen exigencies, he says it is not possible for him to anticipate all the necessities of war or of legislation, and the estimates must again prove inadequate.

The increase of the army, however, did not greatly affect disbursements between the date of the December report and the close of the then current fiscal year. The increase of debt, therefore, did not exceed the December estimate. On the contrary, while the estimate anticipated a public debt on the 30th of June, 1862, of $517,372,802 93, its actual amount on that day was $514,211,371 92. This amount, of course, does not include unascertained claims, but only that debt the evidences of which exist in the Treasury, upon its books, or in the form of requisitions in favor of creditors or of disbursing officers. It is not probable, however, that at the date named these claims much, if at all, exceeded the balance in the Treasury, namely, $13,043,546 81.

But while the public debt on the 1st of July, 1862, did not reach the amount anticipated by the estimates, there is no room for the pleasing hope that the results of the current fiscal year or the next will exhibit a similar proportion. On the contrary, the estimate of the public debt on the 1st of July, 1863, heretofore submitted, must now be advanced, in view of the unexpected increase of expenditures, authorized and incurred or likely to be incurred, to $1,122,297,408 24; and on the supposition that the war may be continued with undiminished disbursements until the 1st of July, 1864, the debt likely to have been then incurred must be estimated at $1,744,685,586 80.

It has been the care of the Secretary to reduce the cost of the debt, in the form of interest, to the lowest possible amount, and it is a source of real satisfaction to him that he has been able, thus far, to confine it within very moderate limits. The first loans, being of a magnitude hitherto undreamed of in our market, were necessarily made at an interest which he regarded as high, though lenders strenuously insisted on higher; but large amounts are now obtained at five and four per cent.. while the circulation of United States notes constitutes practically a loan from the people to their government without interest. The average rate on the whole loan is thus reduced to four and three-fifths per cent. Whether a similar result may attend future loans must be determined partly by the legislation of Congress, partly by the conduct of the war and partly by the condition of the markets for money.

The aggregate receipts for the fiscal year 1862, from all sources, including the balance of $2,267,065 80 in the Treasury from the preceding year, were $583,885,247 06; and the aggregate expenditures $570,841,700 25; leaving a balance in the Treasury on the 1st day of July, 1862, of $13,043,546 81. From the receipts and expenditures should be deducted the amounts both received and disbursed within the year on account of permanent and temporary debt, amounting to $96,096,922 09; leaving the total of receipts not applied in payment of debt $487,788,324 97, and the total of current disbursements $474,744,778 16. As the amount of debt, so also the amount of the expenditures for the last year falls short of the estimates.

The actual receipts for the first quarter of the fiscal year, 1863, commencing July 1, 1862, appear from the books of the Treasury; the receipts for the three remaining quarters can only be estimated on the basis of appropriations made and asked for by the several departments. They have been and are estimated as follows:

For the 1st quarter the actual receipts from customs, internal duties, direct tax, lands, and all other sources, excluding the balance from last year of $13,043,546 81, were	$37,208,529 02
For the 2d, 3d and 4th quarters the estimated receipts from all sources are	143,286,816 58
Making the total of actual and estimated receipts, from ordinary sources and from the direct tax, during the year 1863	180,495,345 60
To this sum must be added sums already realized from loans in all forms, which amounted during the 1st quarter to	$114,458,821 02
And during the months of October and November, estimating for some of the last days of November, to	85,670,895 99
Making an amount already obtained from loans to the 1st of December, and applied in payment of current expenditure and principal and interest of public debt, of	200,129,717 01
And there must be added, also, the amount which will probably be hereafter realized from loans in all forms, under existing laws, namely	131,021,197 85
Making the total of receipts, actual and anticipated, under existing laws	511,646,259 96
On the other hand—	
For the 1st quarter of the fiscal year 1863, the actual expenditures were	111,084,447 40
For the 2d, 3d and 4th quarters the actual and estimated expenditures, under existing appropriations, including interest on public debt, are	672,843,841 78
And additional appropriations are asked for by the several departments, to meet deficiencies, to the amount of	109,418,032 80
Making the whole amount actually expended or estimated	893,346,321 48
To which must be added the estimate for payment of principal of public debt during the year, of	95,212,456 14
Making an aggregate, for all purposes, of	988,558,777 62

It is necessary to observe, however, that in the present state of the law the estimates of the departments always largely exceed expenditures. The law forbids the transfer of any part of an appropiation for one object or class of objects to another. Hence there is always a large balance of unexpended appropriations at the end of every fiscal year, which, after two years from the making of them, are carried to the credit of what is called the surplus fund.

It may be safely estimated, therefore, that, of the appropriations made and asked for, there will remain unexpended on the 30th of June, 1863, and should of course be deducted from the apparent aggregate of expenditure not less

than.....	$200,000,000 00
The deduction of this sum will leave us the true aggregate of the expenditure for the year...	788,558,777 62
But of this sum as already stated, there has been received and may be expected from customs, internal duties, and other ordinary sources...$180,495,345 60	
And from loans in all forms.....	331,150,914 36
Making an aggregate of realized and anticipated resources, to be deducted from the sum of actual and anticipated expenditures for all purposes, of.....	511,646,259 96
And leaving yet to be provided for the current year by the action of Congress.....	276,912,517 66

The estimates for the fiscal year, 1864, commencing on the 1st day of July next, and ending on the 30th day of June, 1864, must, in the present circumstances of the country, be, in great part, conjectural. The estimates of expenditures have been framed by the several departments on the supposition of the continuance of the war—supposition which, though very properly assumed as a basis of estimates intended to cover all contingencies, is not, it may be confidently hoped, destined to be realized. The estimates of receipts are based upon the operations of recently enacted laws, the working of which cannot be accurately foreseen.

The estimates of expenditures are as follows:

For the civil list, including foreign intercourse and miscellaneous expenses, other than on account of the public debt...	$25,081,510 08
For the Interior Department, Indians and pensions	10,346,577 01
For the War Department.....	738,829,146 80
For the Navy Department.....	68,257,255 01
For interest on public debt.....	33,513,890 50
For principal of public debt....	19,384,804 16
	895,413,183 56
To which sum should be added the expenditures for which appropriations made are estimated as remaining undrawn on the 1st of July, 1863	200,000,000 00
Making the aggregate of expenditures to the 1st of July, 1864, for which appropriations are made or asked.	1,095,413,183 56
From which should be deducted the probable amount of appropriations which will remain undrawn on the 1st of July, 1864.	250,000,000 00
Making the true amount of probable expenditures during the fiscal year, 1864.....	$845,413,183 56

The estimates of receipts are as follows:

From customs.....$70,000,000	
From internal duties.150,000,000	
From lands..... 25,000	
From miscellaneous sources 3,000,000	
Making the aggregate of receipts for the fiscal year, 1864, to be deducted from the aggregate of expenditures.....	223,025,000 00
And leaving the amount of expenditures of the fiscal year, 1864, to be provided for.....	622,388,183 56

The whole amount to be provided by Congress, beyond resources available under existing laws, may, therefore, upon the supposition of the continuance of the war, be stated as follows:

For the fiscal year 1863.....	276,912,517 66
For the fiscal year 1864.....	622,388,183 56
Making an aggregate of.....	$899,300,701 22

A tabular statement is submitted with this report, and as part of it, exhibiting clearly the details of the receipts and expenditures of the financial years 1862, 1863 and 1864.

With a view to the necessary provision for the expenditures then anticipated, the Secretary proposed to Congress, at its last session, such measures as seemed to him best adapted to the attainment of that object. These were (1st) an increase of duties on various imports; (2d) an increase of the direct tax; (3d) the levying of internal duties; (4th) a limited emission of United States notes, convertible into coin; (5th) the negotiation of loans, facilitated by the organization of banking associations, whose circulation should consist only of notes uniform in character, furnished by the government, and secured, as to convertibility into coin, by United States bonds deposited in the Treasury.

The banks of New York suspended on the 30th of December, 1861. Their example was followed by most of the banks throughout the country, and the government yielded to the same necessity in respect to the United States notes then in circulation.

These changed circumstances required a change of measures. The expenditures had already reached an average of nearly a million and a quarter of dollars each secular day; while the revenue from all sources hardly exceeded one tenth of that sum. It was necessary, therefore, to raise by loans in some form about thirty millions a month or sixty millions every sixty days.

Careful inquiries satisfied the Secretary that the first $60,000,000 could not be had, in coin, at better rates than a dollar in bonds for eighty cents in money; and that each succeeding loan would involve submission to increasingly disadvantageous terms. To obtain the first $60,000,000 would require, therefore, an issue of bonds to the amount of $75,000,000, and, of course, an increase of the public debt by the same sum; the next $60,000,000 would require, perhaps, $90,000,000 in bonds and debt; and the next $60,000,000, if obtainable at all, would require, perhaps, $120,000,000. It was easy to see that on this road utter discredit and paralysis would soon be reached. The adoption of a plan of finance involving such consequences was not compatible with the Secretary's ideas of public duty.

There remained but one other possible way of raising money by the negotiation of bonds in the usual mode. That way was, to receive in payment of loans the notes or credits of the banks in suspension.

To ascertain what would have been the consequences of a resort to this expedient, it is necessary to remember that the bank circulation of the loyal States amounted, on the 1st day of January, 1861, to $150,000,000; that it had been reduced to $130,000,000 on the 1st day of January, 1862; and that this circulation was diffused throughout the country in all the channels of business. In these circumstances the collection by loans of sufficient amounts to meet the demands upon the Treasury in season for prompt payments would be extremely difficult. The negotiations of such loans, to the extent required by the public exigencies, would create a demand for the notes which would involve the necessity, at first, of sacrifices not greatly inferior to those attendant on coin loans. If subsequent negotiations should become practicable at seemingly better rates, it would be because the government demand had stimulated the making and issuing of bank notes to an extent far beyond the ordinary needs of business. The increase of circulation thus stimulated would be unlimited, except by the possibility of obtaining interest on loans of it; or, in other words, by the possibility of obtaining credit for it with the community and the government. This limit, certain to be finally reached by all banks improvidently managed, would not, however, be reached immediately, or at the same time by all institutions, or by the same rate of progress in all parts of the country. But an excessive circulation would surely be thrust upon the community, forming a currency, everywhere, but irregularly depreciated, destined in part to become worthless, and certain to tax and derange, beyond measure, the business of the people, and to embarrass, if not arrest, the operations of the government. Loans negotiated in this circulation would be simply exchanges of the debts of the nation, bearing interest and certain to be paid, for the debts of a multitude of corporations, bearing no interest and certain, in part, never to be paid.

This is but a partial representation of the consequences apprehended from the receipt of bank notes for loans to the government. Their character made it impossible for the Secretary to recommend such negotiations, and wholly improbable that Congress would authorize them if recommended.

No other mode of providing, with any tolerable degree of promptitude, for the wants of the army ann navy, and the necessities of other branches of the public service, seemed likely to affect the object with so little public inconvenience and so considerable public advantage as the issue of Unted States notes adapted to circulation as money, and available, therefore, immediately in government payments.

An emission of $50,000,000 had been authorized by Congress at the July session, 1861, not with the design of furnishing a general currency, but for the purpose of making good many differences between the amounts obtained by loans and the sums required by the public service. Of these notes $33,460,000 were in circulation at the time of the suspension. Up to that date every note presented for payment had been promptly redeemed in coin. After the suspension an additional emission of $10,000,000 was authorized, on the 12th of last February. Both these issues, amounting together to $60,000,000, were made receivable for all public dues, including customs.

It now became the duty of Congress, not merely to provide the means of meeting the vast demands on the Treasury, but to create a currency with which, until the close of the war at least, loans and taxes might be paid to the government, debts to individuals discharged, and the business of the country transacted. Nothing less would satisfy the need of the time.

This duty Congress partially performed by authorizing an emission of $90,000,000 in United States notes, in addition to the $60,000,000 previously authorized, making $150,000,000 in all. The $90,000,000 last issued were made receivable for all national loans and dues, except customs, payment of which was required in specie or notes of the two first issues.

At a later period of the session, in view of the withdrawal of the sixty millions receivable for duties from circulation, and of the expediency of providing a permanent resource for meeting all demands upon temporary deposits in the Treasury, Congress authorized a further issue of $150,000,000, of which, however, $50,000,000 were to be reserved from issue until actually required for payment of deposits.

At a still later date Congress, upon the recommendation of the Secretary, authorized the use of postage and revenue stamps as a fractional currency, preferring this expedient to metallic tokens or coins reduced in value below existing standards.

These various acts, taken together, authorized the emission of two hundred and fifty millions of dollars in United States notes, and a further emission of fifty millions, if needed, for the payment of deposits. Of these emissions, the sixty millions receivable for customs were not available as circulation, but might be replaced, as paid in, by notes of the new issues which were thus available, so that, in the end, a total circulation of two hundred and fifty millions might be reached, and, in an improbable contingency, increased by fifty millions more. An emission of fractional currency, as just stated, was also authorized.

In aid of these provisions for public payments,

the Secretary recommended, and Congress, by different enactments, authorized, the receipt on temporary deposits, at an interest not exceeding five per cent., of such sums as might be offered, not exceeding, in the whole, one hundred millions of dollars, and the payment, to such creditors as might choose to receive them, of certificates of indebtedness, payable in one year and bearing six per cent. interest. Congress authorized the issue of national bonds to the amount of five hundred millions of dollars, into which the United States notes issued might be converted at the will of the holder. It was provided that these bonds should carry an interest of six per cent. in specie, and be redeemable after five and payable in twenty years. They have received the name of five-twenties or five twenty-sixes.

These measures have worked well. Their results have more than fulfilled the anticipations of the Secretary.

A short statement will exhibit the practical workings of the laws actually enacted.

To the 1st day of July, 1862, $57,926,116 57 had been received and were remaining on deposit. United States notes to the amount of $158,591,230 had been issued and were in circulation; $49,681,979 73 had been paid in certificates in indebtedness; and $208,345,291 86 had been paid in cash. Not a single requisition from any department upon the Treasury remained unanswered. Every audited and settled claim on the government, and every quartermaster's check for supplies furnished, which had reached the Treasury, had been met. And there remained in the Treasury a balance of $13,043,546 81.

The reverses of June, July and August, affected, of course injuriously this financial condition. The vast expenditures required by the large increase of the army, authorized by Congress and directed by the President, made exhausting demands on all available resources. The measures of Congress, however, enabled the Secretary to provide, if not fully, yet almost fully, for the constantly increasing disbusements. The actual payments other than for principal of public debt, during the quarter ending on the 30th of September, were, $111,084,446 75; during the month of October they were $19,243,846 04; and during the month of November, $59,847,077 34; while the accumulation of requisition beyond resources amounted to less than the fourth of the aggregate of these sums, namely, to $18,354,701 22.

It remains to consider what further resources for satisfying the debt now existing in the form of requisitions, and meeting other present and prospective demands upon the Treasury may be provided under existing legislation; additional measures may be beneficially adopted, for the improvement of the revenue and for the sure establishment of the public credit, by the discharge, with the greatest possible promptitude and punctuality, of all public obligations.

The whole power to borrow money under the act of July, 1861, to authorize a national loan, is now exhausted. The only important laws under which means for meeting demands on the Treasury can be had are those enacted or modified by Congress at its last session.

These are of two general classes, namely, those which provide revenue from duties and taxes, and those which authorize the obtaining of money by loans in various forms.

The laws of the first class are, (1st,) the several acts imposing duties on imports, and (2d.) the act to provide internal revenue.

The laws of the second class are, (1st,) the act authorizing the issue of United States notes, and of six per cent bonds of the United States, redeemable after five and payable in twenty years, to the amount of five hundred millions of dollars; (2d,) the two acts authorising the issue of certificates of indebtedness and the purchase of coin; (3d,) the act authorizing an additional issue of United States notes; and (4th,) the act authorizing payments in stamps.

The actual and estimated receipts under these laws for the current fiscal year, as already stated, will amount under the tariff act to $68,041,736 59, and under the internal revenue law to $85,456,803 73. The receipts for all other sources, exclusive of loans, as estimated, will reach $13,953,758 47, making a general aggregate, including $13,043,546 81, balance from last year, of $180,495,345 60, and leaving to be provided from loans, in some form, $608,063,432 02.

The laws of the second class limit the issue of United States notes, exclusive of the contingent reserve for deposits, to $250,000,000, and limit the amount receivable on temporary deposit to $100,000,000, and limit the issue of five-twenty sixes to $500,000,000. The issue of certificates of indebtedness and of fractional currency is unlimited by legislation.

The amount of United States notes, including notes receivable for customs, already issued and in circulation, or in the Treasury to the credit of disbursing officers or of the Treasurer, was, on the 1st instant, $222,932,111. There yet remains, therefore, under the law an authority to issue the further sum of $27,067,889. The amount received on deposit, including coin and estimating for the last day of November, is $79,798,650. The further sum of $20,201,350 may therefore yet be received. The issue of fractional currency has reached the sum of $3,881,800. The best lights lead to the estimate that before specie payments can be resumed not less than $40,000,000 will be required by the wants of the community. The sum of $36,115,200, not yet issued, may therefore be counted on as an additional resource. It is not easy to determine what further payments can be made in certificates of indebtedness, but it seems probable that payments in that form may be safely carried to the amount of $100,000.000. These payments have already reached $87,863,241 65, and the additional sum of $12,636,758 35 may therefore be paid in that way. What can be justly expected from conversions under the act authorizing the issue of five-twenty sixes, that is to say, from exchanges by holders of United States notes for these bonds, at par, cannot be stated with much certainty. The amount received from this source from the date of the act to the 1st, instant, estimating for part of the last week in November, is $23,750,000. It may reasonably be expected that thirty-five millions will be received, if the act remains unmodified, during the remainder of the fiscal year. The aggregate of all these sums, namely, $131,021,197 35, constitutes the total of resources available for the current year under existing laws, except through sales, regarded as impracticable under the act authorizing their issue, of the five-twenties at their market value.

These credit resources with the actual receipts from like sources, added to revenue in all forms may supply the Treasury with $511,646,259 96. There remains a balance of disbursements of $276,912,517 66 to be provided for.

How?

The easiest mode doubtless would be an issue of the required amount in United States notes; but such an issue, especially in the absence of proper restrictions on corporate circulation, would, in the judgement of the Secretary, be as injurious as it would be easy. The addition of so vast a volume to the existing circulation would convert a currency, of which the benefits have thus far greatly outweighed the inconveniences, into a positive calamity. Its consequences would be vast diminuti n of exports, inflation of prices, increase of expenditures, augmentation of debt, and, ultimately disastrous defeat of the very purposes sought to be attained by it.

To a certain extent, however, and under certain circumstances, a limited additional issue of United States notes may perhaps be safely and advantageously made.

The Secretary does not concur in the opinion entertained by some, whose ability and experience command deserved respect, that the aggregate currency of the country, composed of United States notes and notes of corporations, is at this moment greatly in excess of legitimate demands for its employment. Much less does he concur in another opinion, not unfrequently expressed but expressed in his judgement without due consideration, that any excess is due to the issues of United States notes already in circulation.

It is true that gold commands a premium in notes; in other words, that to purchase a given amount of gold a greater amount in notes is required. But it is also true that, on the suspension of specie payments and the substitution o. coin of United States notes convertible into six per cent. specie bonds as the legal standard of value, gold became an article of merchandise, subject to the ordinary fluctuations of mere speculation.

That this remarkable rise is not due wholly, or even in greatest part to the increase of the currency, is established beyond reasonable doubt by considerations now to be stated.

First—The whole quantity of circulation did not, at the time, greatly, if at all, exceed the legitimate demands of payments. On the 1st day of November, 1861, the circulation of United States notes, including credits to disbursing officers and to the Treasurer of the United States, was $15,140,000. On the 1st day of November, 1862, it was, with like inclusions, $210,104,000. Of corporate notes, on the 1st of November, 1861, the circulation in the loyal states was according to the best estimates $130,000,000; on the 1st of November, 1862, it was $167,000.000. The coin in circulation, including the coin in banks, was probably not less, on the 1st of November, 1861, than $210,000,000. On the 1st of November, 1862, the coin had been practically demonetized and withdrawn from use as currency or as a basis for currency, and is therefore not estimated. The aggregate circulation of the loyal states, therefore, was, at the first date, $355,140,000; and at the second only $377,104,000.

Secondly: The whole or nearly the whole, increase in the volume of the currency which has taken place was, it is believed, legitimately demanded by the changed condition of the country in the year between the two dates. The activity in business which, at the close of that year, had taken the place of the general stagnation which marked its beginning, and the military and naval preparations and movements which had vastly augmented the number and amounts of payments to be made in money, have, it is believed, legitimately demanded nearly or quite the whole of it.

That such is the case may be reasonably inferred from the fact that the prices of many of the most important articles of consumption have declined or not materially advanced during the year. Wheat, quoted at $1 38 to $1 45 per bu hel on the 1st of November, 1861, was quoted at $1 45 to $1 50 on the 1st of November, 1862. Prime mess pork, on the 1st of November, 1861, was quoted at $15 to $15, 50 per barrel, and on the 1st of November, 1862, at $12 50 to $13. Corn sold on the 1st of November, 1861, at 62 to 63 cents per bushel, and on the 1st of November, 1862, at 71 to 73 cents. A comparison between the prices of hay, beef and some other staples of domestic products at the two dates, exhibits similar conditions of actual depression in price or moderate rise.

Thirdly: It is, perhaps, still more conclusive against the theory of great redundancy that, on the 15th day of October, when the aggregate actual circulation, national and corporate, was about $360,000,000, the premium on gold was 37⅝; whereas, on the 29th day of November, when the circulation had increased by more than twenty millions, the premium on gold was 29 to 30 per cent.

But if the fact of considerable redundancy in circulation be conceded, it by no means follows that it is the circulation of United States notes which is redundant.

It must be remembered that the law confines national payments and receipts to coin and notes of the United States. Officers of the Treasury, officers of the army and navy, all officers of all departments, must observe and enforce this law. For all payments to be made in behalf of the United States, in case of inability to obtain coin, United States notes *must* be issued. It is, indeed, the duty of the legislature to see that the purchasing power of these notes is kept as nearly as

(Continued on p. 980.)

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Albany and West Stookbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland	'61-'64	70
$1,100,000 Loan	534,100	6	" "	or	1890	79
Stock, convert. (Coupon)	710,000	6		Waterv.	'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	983,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5			1839	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	98½
" " " 1850	700,000	6	Jan. & July.	"	1880	97½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	99½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	103
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	107
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	55
2d Mortgage	162,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	380,000	7	May & Nov.	" "		
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ½ in '59, ½ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
*Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	101½
Mort. (chgd from Ster'g)	885,000	5	"	London.	1889	
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	105¾
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,030,000	6	"	"	1864	
New Loan (ins'd $337,000)	2,500,000	6	"	New York.	1870	
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1868	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	110
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	81
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	" "	1864	80
2d Mortgage	800,000	7	June & Dec.	New York.	1865	75
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	15
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	813,200	6	Jan. & July.	Boston.	var.	100
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	115
" " " inconvertible	2,690,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1863	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,100,000	7				
1st Mortgage pref. S. F.	600,000	7				
Income Bonds	1,050,000	7				
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	183,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	110

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		102
1st Mortgage (general)	3,600,000	7	" "	" "		78
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "		88
2d Mortgage	2,000,000	6	" "	" "		34
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		90
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	950,000	7	May & Nov.	" "	1880	96
*Cincinn., Wilm. and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7				
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	350,000	7				105
2d Mortgage	499,200	7				
3d Mortgage	362,800	8				
Clev., Painesville and Ashtabula:						
1st Mortgage	25,000	7	Feb. & Aug.	New York.	1861	99
2d Mortgage	228,000	7	" "	" "	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	101
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	154,000	7	" "	" "		72
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	65
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	June & Dec.	" "	1863	75
Junction Income	27,500	7	March & Sept.	" "	1862	
C. and T. Income Mortgage	104,400	7	Jan. & July.	" "	1863	75
C. and T. Income (convertible)	174,000	7			1864	
C. and T. Income (convertible)	256,000	7			1864	
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	75
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	103½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '65)	115,900		June & Dec.	New York.	var.	93½
Connecticut River:						
Mortgage	300,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	95
Guaranteed	100,000	6	" "	" "	1875	
State Loan	170,000	6	" "	" "	1876	
Delaware, Lackawanna and W'n						
1st Mortgage	900,000		April & Oct.	New York.	1871	112
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	106
2d Mortgage	2,516,500		March & Sept.	" "	1881	102½
Income (due 1862, '65 and '67	14,101				var.	88
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	760,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	100¾
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	110
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	360,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F." Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,971,000	7	Feb. & Aug.	New York.	'62-'63	109
1st Mortgage (Extended)	22,000	7	" "	" "	1882	110
2d Mortgage (S. F.) Coupon	1,411,000	7	May & Nov.	" "	1875	109
*Great Western, Ill. :						
1st Mortgage Eastern Division	1,000,000	10				
" Western "	1,350,000	7				
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6				71
Land Security	5,000,000	7	April & Oct.	New York.	1881	55
Mortgage (convertible)	1,360,000	7	" "	" "	1883	
Mortgage (not convertible)	1,200,000	7	" "	" "	1889	
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	103
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Baidgeport.	1877	
Houston and Texas Central :						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	116
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	112
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	103
Convertible	1,002,000	7	" "	" "	1867	96
Illinois Central :						
Optional Right bonds	38,000	7	Jan. & July.	New York.	1868	
Construction	10,798,500	7	April & Oct.	London.	1875	109½
Construction	4,115,000	6	" "	New York.	1875	109½
Eight per cent. bonds	326,000	8	March & Sept.	" "	1865	
Indiana Central :						
1st Mortgage (convertible)	600,000	7	May & Nov.	New York.	1866	
2d Mortgage	578,000	10				
Income	281,500					75
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	85
2d Mortgage	400,000	7	" "	" "		85
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsbburg and Cleveland :						
1st Mortgage	649 000	7	Jan. & July.	New York.	1870	
2d Mortgage	314,000	7	" "	" "		
Jeffersonville :						
1st Mortage	272,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	108
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	†				89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†				
2d Land Grant (Western Div.)	353,600	†				30
3d Mortgage (whole road)	1,700,000	†				30
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6				
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	91
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	
Extension Bonds	175,000	7	" "	" "	1890	100
Long Dock Co. :						
Mortgage Bonds	500,000	7			1882	
Mortgages on Land	473,809	7				
Louisville and Frankfort :						
Louisville Loan	174,000					
1st Mortgage	248,000					
Louisville and Nashville :						
State (Tenn.), 1st Lien	560,500	6				
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	
Lebanon Branch 1st Mortgage	400,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester :						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Indianapolis and Madison :						
Mortgage	685,000	7	May & Nov.	New York.	1881	88
Marietta and Cincinnati :						
Mortgage Bonds	235,789	7			1891	90
Memphis and Charleston :						
State Tenn.) Loan	1,100,000	6				
1st Mortgage	1,600,000	7			1880	
Memphis, Clarkesv. and Louisv. :						
State (Tenn.) Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State (Tenn.) Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	337,489	6	Jan. & July.	London.	1872	96½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	112½
1st Mortgage (S. F.), convertible	4,434,000	8	Jan. & July.	" "	1882	114½
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	850,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	904,000	7	Feb. & Aug.	" "	1861	103
Erie and Kalamazoo	300,000	7	March & Sept.	" "	1862	
Michigan Southern, conv.	44,000	7	" "	" "	1863	85½
Northern Indiana, conv.	100,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	128,000	7	" "	" "	1863	88
Goshen Air Line	1,116,000	7	May & Nov.	" "	1868	100
Detroit and Toledo	684,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	3,030,000	7	May & Nov.	" "	1885	103
2d General Mortgage	2,572,000	7	" "	" "	1877	92½
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
Milwaukee and Chicago :						
1st Mortgage	400,000	8				
2d Mortgage	200,000	7				
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,526,000	7			1891	104
1st Preferred stock	1,060,000					103
2d Preferred stock	1,020,000					79
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7				
2d Mortgage (S. F.)	400,000	8				
Oakaloosa Division	1,425,000	7				
Land Grant	7,000,000	7				
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8			'61-'67	
Sterling	676,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris Canal and Banking Co. :						
Mortgage Bonds	655,250	6			1876	99
Preferred Stock	1,175,000	10				125½
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton :						
1st Mortgage	500,000		Jan. & July.	New York.	1869	
New Jersey :						
Company's (various)	688,000		Semi-annually	New York.	var.	102½
New London Northern :						
1st Mortgage	85,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63 '4'5	
1st Mortgage Coupon	2,645,000	8			1886	
N. Orl'ns, Opelous, and Gt. West. :						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central :						
Premium (S. F.) Bonds	7,552,000	6	May & Nov.	New York.	1883	110
Funding (S. F.) Bonds	1,553,000	7	Feb. & Aug.	" "	1876	114½
Stock Exchange (S. F.) Bonds	680,000	6	May & Nov.	" "	1883	108½
Real Estate (S. F.) Bonds	166,000	6	" "	" "	1883	100
Real Estate Bonds	301,952	6	" "	" "	1883	
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	103
Convertible Bonds	970,000	7	Feb. & Aug.	" "	1876	115
R. and N. F. R. R. (S. F.) Bonds	82,500	6	May & Nov.	" "	1883	107
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	116
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	113
3d Mortgage	6,000,000	7	" "	" "	1883	107½
4th Mortgage	4,900,000	7	April & Oct.	" "	1880	101
5th Mortgage	1,792,500	7	June & Dec.	" "	1888	100½
New York and Harlem :						
1st Mortgage	2,950,000	7	May & Nov.	New York.	1873	109½
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	102
3d Mortgage	862,300	7	Jan. & July.	" "	1867	95
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	94
Mortgage Bonds, Coupon	976,000	6	April & Oct.	" "	1875	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000	---				
2d Mortgage	224,500	---				
Real Estate	35,910	---				
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	93
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	89
2d Mortgage	3,077,000	7†	" "	" "	1861	5
North Missouri:						
State Loan (30 years)	4,350,000	6				
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85½
Chattel Mortgage	360,000	10	" "	"	1887	104½
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64–'74	...
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7			'64–'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63–'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†		" "		----
Construction	4,242,000	†		" "	1858	17
Income	3,320,000	†		" "	1858	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,013,000	6				46
State Loan (S. W. Branch)	3,860,000	6				
Construction	4,500,000	6				
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	109
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1894	94
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74–'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersburg:						
Mortgage (due 1863 to 1872)	103,000	7			var.	----
Peterseb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				----
1st Mortgage (1859–'70–'75)	365,000	6			var.	----
3d Mortgage (1862–'70–'72)	378,000	6			var.	----
Special Mortgage (1865–'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	----
Loan of 1852	100,000	6	June & Dec.	"	1863	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	101
" 1861, "	436,000	6	Jan. & July	"	1871	----
" 1843, "	1,548,300	6	" "	"	1880	108½
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	99
" 1849, "	83,000	6	" "	"	1880	102
" 1857, "	3,586,500	6	" "	"	1886	99½
" 1856, "	1,475,000	7	" "	"	1856	100½
Bonds and Mortg's—real estate	592,200	---				----
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July	Philadelphia.	1884	107
Improvement	119,000	6	May & Nov.	Boston.	1868	----
Pittsburg and Connellsville:						
City of Pittsburg Bonds	500,000	---				----
Alleghany Co. "	750,000	---				----
Connellsville "	100,000	---				----
McKeesport "	100,000	---				----
Baltimore City "	94,000	---			1886	----
Baltimore City Stock	906,000	---			1889	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug	New York.	1889	----
Real Estate Bonds	100,000	---			'68–'83	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage	5,250,000	7	Jan. & July.	New York.	1911	106
2d Mortgage	5,160,000	7	" "	" "	1911	91½
3d Mortgage	2,000,000	7	" "	" "	1911	71
Bridge Bonds, O. & P R. R. Co.	188,000	7			1876	----
Chicago Depot Bonds	337,173	6			1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†			1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64–'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---			1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	------	----
1st Mortgage (West'rn Division)	757,000	8		" "	------	----
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	159,000	---			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	45
2d Mortgage	937,500	7	" "	"	1863	2
3d Mortgage	435,050	7	" "	"	1863	----
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1856	----
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1869	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	122,083	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1863	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---			------	----
South-Western (Ga.):						
1st Mortgage	631,000	---			1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---			------	----
2d Mortgage	450,000	---			------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
Chicago and Alton:						
1st Mortgage	2,000,000	7		New York.	------	99½
2d Mortgage	1,535,000	7		" "	------	----
3d Mortgage (Income)	1,000,000	10		St. Louis.	------	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	---			------	----
St. Louis City Subscription	500,000	---			------	----
St. Louis County Subscription	1,000,000	---			------	----
Sunbury and Erie						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	104½
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75–'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
Alton & Terre Haute:						
1st Mortgage (convertible)	1,000,000	7	Feb. & Aug.	New York.	'62–'72	97
2d Mortgage (preferred)	2,000,000	7	" "	" "	'68–'70	80½
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---			------	----
Terre Haute and Richmond:						
1st Mortgage (convertible)	230,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	98½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	98½
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1869	81½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1899	81½
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	24½
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	1½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond	1880	85
Mortgage (coupons)	198,000	6	" "	and	1872	82½
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6		New York.	1887	----
1st Mortgage	500,000	6		" "	1872	85
2d or Enlarged Mortgage	1,000,000	6			1884	81
Salt Works Br. Mort. due '63–'81	203,000	6			var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7			1880	87½
2d Mortgage	25,000	7			1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66–'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.		dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	93
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6			1868	----
Company's, endorsed by State	150,000	6			1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,?86	*	—	877,?53	503 500	105,255	1,515,704	54 0	.....	101,102	37,886	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	1?	*Alabama and Mississippi*	461.505	30,991	—	335,010	109,500	21,63?	518,965	30 3	.....	55.791	21,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,606	—	1,067,006	777,777	240,485	2,476,0?3	109 6	.....	207.626	111,239	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	.....	.....	.....	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	253	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,679	2,582,606	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	....
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	....	....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	.....	.....	23.8	45,543	77,028	34,966	16	....
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902 356	302,511	—	1,936,740	2 037,500	211,575	4,443,584	122.4	229,058	300.412	97,999	—	....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	264,000	102,888	2,350,000	927,000	—	4,063,216	73 0	374,460	747,300	330,?99	11½	142
31 Dec. '61	74.0	—	....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,667,530	120.0	189,358	225,292	25,585	—	....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,?81,800	*	—	1,031,800	289,750	21,40?	1,342,958	57.0	137,813	263,209	94,591	8	....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	.....	—	....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,188	61,300	24,901	688,582	66.0	145,762	116,897	102,722	2	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	868	New York and New Haven	4,643,?49	710,403	—	3,000,000	1,890 000	—	5,626,549	117 4	489,8.0	508 060	301.979	....	....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	74
								DELAWARE.													
31 Oct. '60	84.3	—	13.7	—	—	—	—	Delaware	1,552,257	—	—	406,182	870,000	271,877	1,607,684	84.3	186,631	138.970	41,466	—	....
31 Oct. '61	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6?	....
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	71.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,690,173	229.0	879,468	1,715,025	764.574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123.343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	689,950	249,000	—	1,026,888	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	896,500	19,913	3,822,913	228.8	.....	.....	888,853	18	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '61	220.0	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	—	.....	.....	.....	10.000,000	220.0	.....	1,098,465	452 692	4	....
30 Apr. '62	138.0	—	26.0	—	62	31	1,160	Chic., Burlington and Quincy	6,168,77?	1,405,998	4,338,740	4,791,540	6,024 750	—	12,176,115	168.0	1,067,025	1,551,227	679,772	—	....
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799.894	67,869	120,000	988,000	762,866	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	87½
1 Apr. '62	242.0	—	29.0	36	23	647		Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,676	11,817,527	213.0	.....	849,719	414,828	—	....
31 Mar. '62	181.8	—	....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,664,704	415,971	3	82
10 Nov. '58	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	—	.....	84.0	.....	.....	.....	—	....
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	261.3	1,123,454	1,720,296	811,185	5	82½
31 May, '61	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	2,391,000	—	.....	175.0	.....	486,943	181,529	—	....
31 Dec. '61	454.8	252.5	....	—	112	94	2,347	*Illinois Central*	27,492,988	*	—	15,829,095	15,277,500	172,929	33,504,024	766.8	2,458,023	2,966,756	1,150,903	—	....
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	80
— — —	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
— — —	—	—	....	129.0	...	...	.....	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '61	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy	—	....
— — —	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '60	72.4	—	—	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,030	1,178,000	40,550	2,108,011	109.0	364,122	400,397	133,009	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,362,284	140,689	3,458,106	110.0	.....	448,858	230,834	9	50
31 Dec. '61	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,888,478	*	10,000	835,971	1,022,400	11,066	2,082,545	84.0	.....	331,813	165,939	—	68
31 Dec. 61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	....
— — '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Dec. '60	86.0	49.0	....	—	23	...	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,060	—	....
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	....
— — '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '61	73.0	—	....	—	18	17	296	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,975,801	73.0	326,707	377,692	216,184	10	125
								IOWA.													
1 Jan. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,034	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '61	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	.....	287,143	2,870,015	111.0	107,646	200,160	81,779	—	....
— — —	—	—	....	438.0	...	...	.....	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,376	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,856	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745.703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
— — '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,992	171.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694.024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	85
— — '58	13.0	—	....	22.0	—	—	—	Lexington and Danville	766,500	—	—	694,444	71,000	.....	.....	13 0	oper.by	Cov. &	Lex.	—	....
30 Jun. '61	29.0	—	....	}	13	10	230	} Lexington and Frankfort	691,121	52,300	—	514,433	130,000	.....	735,312	29.0	.....	.....	.....	—	....
30 Jun. '61	65.1	—	....	}				} Louisville and Frankfort	1,383.526	126,735	6,540	1,104,587	414,619	—	1,649,?51	65.1	244,773	345,911	98,679	4	50
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,491	3,255,500	661,269	9,455,250	269 0	612,903	716,478	371,12?	—	66
— — '59	18.8	—	....	70.2	—	—	—	Mayaville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.5	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	....
— — —	27.0	—	....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	46	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,160,717	.....	206.0	.....	1,282,624	555 434	—	....
31 Aug. '60	53.7	—	....	136.3	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	106,434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,743,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,988,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,284	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	—	—	—	—	—	—
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,618,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May,'61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	169,475	245,348	115,732	6	111½
31 May,'59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May,'61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,541,011	286.8	.....	3,922,203	2,305,788	6	77½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	35
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	20.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	.....	67.7	.....	449,051	128,733	7	106
31 May,'62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,369	412,569	466,758	4,076,974	—	75,150	4,905,723	119.3	599,048	732,427	290,406	6	121½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	132,720	.....	.....	61.8	.....	588,871	272,429	8	126½
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	—	126,104	.....	83.6	.....	928,932	408,594	8	131½
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864	—	681,689	163,400	.....	.....	47.2	.....	95,871	34,072	—	26
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558	—	1,591,100	300,000	.....	.....	52.3	.....	250,836	122,956	6	109½
30 Nov. '61	44.2	36.4	25.3	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885,000	34,000	4,903,362	120.7	432,100	565,939	246,402	4	94
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	—	—	56,060	10,188	—	67
30 Nov. '61	50.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	.....	71.6	.....	543,158	217,054	6	109
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	298,658	40,226	—	217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	.....	.....
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	120½
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	77
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	—	.....
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,015,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	122½
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	.....	.....	.....	36,538	19,060	6	.....
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308,228	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	3	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	.....	.....
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	89,426	—	259,685	150,000	2,768	.....	11.5	.....	50,155	11,578	—	6½
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....	—	—	.....	.....	.....	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	17
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,568	812,997	8	144
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,188	5.3	66
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	—	—	—	—	—	.....
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	840,898	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	.....
-- -- --	—	—	—	188.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	.....
31 May,'62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,087,710	7,999,489	—	14,371,173	329.3	1,338,658	2,861,241	1,212,089	8	91
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	40½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	.....
								MINNESOTA.													
-- -- '62	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	—	—	.....	600,000	—	—	—	—	—	—	—	—
-- -- '62	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	—	—	—	—	—	—	—
-- -- '62	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	—	—	.....	600,000	191,130	—	—	—	—	—	—	—
-- -- '62	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	—	—	—	—	—	—	—	—
-- -- '62	—	—	—	60.0	—	—	—	*Root River Valley*	.....	—	—	.....	—	—	—	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	—	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '60	206.8	—	.....	—	—	—	—	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,380,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- -- --	—	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	.....
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,359	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	.....
30 Sep '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	226,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	20
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,287	—	2,085,925	738,200	84,327	3,163,731	53.6	.....	327,741	125,159	—	18
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	12,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	334,532	459,659	128,366	8	60
30 Sep. '59	46.8	—	—	—	—	—	—	Concord & Portsmouth, guar.	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	116
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mass.	.....	—	93½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	110
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282 504	52.7	.....	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,130	4	61½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	232,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '61	64.2	—	.....	—	—	—	—	Belvidere Delaware	3,124,656	*	—	997,862	2,082,000	156,192	3,236,054	76 0	.....	241,503	73,855	—	.....
31 Dec. '61	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,300	124 2	.....	2,058,989	913,329	12	152
31 Dec. '61	60.2	—	.....	—	—	—	—	Camden and Atlantic (Pref.)	1,883,935	*	—	899,363	1,037,376	92,211	2,028,950	60.2	.....	99,433	20,076	—	12
31 Dec. '61	64.0	—	48.0	39	21	284		Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970 496	64.0	662,393	1,201,895	673,443	10	150½
1 Jan. '62	2.9	—	2.9	—	—	—	—	Long Dock	2,563,554	—	—	600,000	973,810	779,744	2,353,554	—	Leased	to Erie	Co.	—	—
31 Dec. '61	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,627,362	*	57,000	1,157,800	840,000	—	1,757,991	53.0	.....	210,984	89,035	7	.....
31 Dec. '61	33.8	—	.....	—	—	—	—	New Jersey	3,609,089	400,378	1,249,621	4,397 820	688,000	—	5,629,931	33.8	.....	992,767	579,981	10	139
31 Dec. '61	21.3	—	.....	2	6	17		Northern New Jersey	411,929	*	—	156,850	200.000	70,786	427,636	21.2	.....	89,504	9,754	—	.....
31 Dec. '61	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	83,400	8	.....
31 Dec. '61	15.0	—	.....	—	—	—	—	Paterson and Ramapo	349,089	*	—	248,000	100,000	1,089	350,000	ope	r. by N.	Y. & E.	28,500	8½	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876.713	24.0	.....	220,827	105,997	6½	98
31 Dec. '61	38.5	—	.....	47.0	—	—	—	West Jersey	780,455	—	—	556,370	.....	23,076	789,946	—	—	34,802	17,157	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	P c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—				—	—
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,088	—	439,005	1,575,099	50,000	—	oper. by Rens. & Sarat.				—	—
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	—	2,388,359	oper. by Western.				6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	—	470,000	14.8	25,075	31,646	16,871	—	—
30 Sep. '61	14.5	—	0.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220	23.8	677,687	122,103	37,512	8	—
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	—
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,683,579	175.0	488,412	593 845	187,704	—	—
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,876	—	1,960,600	1,049,000	—	3,009,600	32.8	367,365	940,042	417,458	10	160
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	—	—	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	—
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	—	—	380,000	19.4	oper. by	Erie.	24,000	—	—
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	49.7	oper. by	Erie.	30,000	—	—
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	—	—	175,000	20.3	oper. by	West'rn	—	—	—
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,758	1,980,013	566,461	—	75¼
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,686	2,633,395	100.5	243,195	297,646	137,347	—	22
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	554.9	———	7,509,042	2,601,063	6	104½
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,616	1,979,108	—	62½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,517	14,594	—	—
30 Sep. '61	130.7	4.2	29.0	—	34	76	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	22½
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	oper. by Central.			60,000	6	—
30 Sep. '61	113.0	8.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	—	4,571,900	—	4,571,900	139.5	358,460	425,637	90.061	—	—
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	—
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,255	91,789	32,437	—	—
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	—	859,750	27.2	142,758	267,682	125,385	6	—
30 Sep. '61	18.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	oper. by B., N. Y. & E.		4,996		—	—
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	—	57,262	88,151	19.0	23,667	4,731	———	—	—
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	—	373,060	oper. by Ren a. & Sar.				5	—
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	—
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	———	16,543	8,894	—	—
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6	295,157	231,270	137,347	—	—
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,898	271,158	134,958	—	—
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	—	—	———	oper. b. Hud a. River.				6	—
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	710,000	oper. by other Co's.				—	—
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	—	—	811,560	37.51	23,318	65,344	26,786	—	—
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	———	oper. by	Erie R.	W. Co.	—	—
30 Sep. '61	96.7	—	11.0	—	16	18	232	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,433	353,441	164,672	6	84
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	———	———	———	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	———	103,953	35,572	—	———
-- -- '58	223.0	—	———	—	———	———	———	North Carolina	4,235,000	*	—	4,000,000	———	———	———	223.0	———	———	———	—	———
-- -- '59	97.0	—	———	—	———	———	———	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	———	———	97.0	———	206,917	108,541	—	———
30 Sep. '60	161.5	15.0	———	—	23	15	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	———	489,458	219,688	—	———
30 Sep. '59	161.9	—	———	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	———
15 Mar. '60	81.0	3.0	———	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	———	———	———	———	———	Atlantic and Great Western	613,231	———	———	866,939	———	77,294	———	———	———	———	———	—	———
31 Dec. '61	118.2	—	———	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,231,750	51,243	3,300,668	118.2	———	404,533	168,653	—	———
1 Aug. '61	137.0	—	———	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	———	699,716	230,551	—	———
31 Mar. '62	60.3	—	———	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000	———	3,818,784	198.3	———	646,205	329,714	7½	112½
31 Dec. '60	30.0	—	———	69.1	———	———	———	Cinc. and Indianapolis Junc.	———	———	———	———	———	———	———	32.0	———	———	———	—	28
1 May, '59	131.8	—	———	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	———	131.8	304,168	190,745	19,180	—	———
31 Dec. '61	135.4	5.8	———	—	22	31	455	Cleveland, Columbus and Cinc.	4,030,736	637,216	563,566	4,746,200	510,000	———	5,917 359	141.2	707,160	1,263,253	704,819	10	140½
31 Dec. '61	67.0	—	———	18.0	12	6	285	Cleveland and Mahoning	2,565,666	277,752	301,487	1,167,474	1,712,000	289,675	3,341,020	67.0	246,620	375 791	233,174	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,368	607,724	3,000,000	1,653,000	30,000	4,888,060	96.6	578,991	1,244,975	734,991	10	114
30 Nov. '61	101.0	102.5	———	—	45	30	896	Cleveland and Pittsburg	8,218,373	*	—	3,846,324	4,231,637	334,952	8,412,914	203.5	800,525	1,114,941	466,994	—	44
31 May '62	109.2	79.4	———	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,628,820	188.6	610,292	1,003,637	543,488	3	69½
31 Dec. '58	61.4	—	———	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	———	61.5	75,120	68,128	19,768	—	———
31 Dec. '58	72.0	—	———	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	———	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,300	2,186,717	oper. w. Lit. Miami.		177,373	8	87½	
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,168	222,951	—	———
31 Aug. '60	36.6	—	———	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	———	30.6	———	62,025	3,565	—	———
31 Aug. '58	16.0	—	———	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	———	1,104,086	16.0	40,064	64,000	33,000	—	———
31 Dec. '61	45.0	—	———	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	———	45.0	———	128,170	33,412	—	———
-- -- '59	36.0	—	———	84.0	———	———	———	Fremont and Indiana	———	———	———	———	———	———	1,358,867	———	———	———	———	—	———
31 Oct. '61	32.0	—	———	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	———	47.0	———	69,352	———	—	———
30 Nov. '58	13.0	—	———	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	———	13.0	24,000	31,126	10,460	—	———
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,286	500 521	442,002	2,981,267	1,400,000	———	4,960,780	138.0	814,908	1,236,991	632,114	8	130
31 Jan. '62	182.0	21.6	———	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781,699	235,789	106,895	9,792,293	226.6	———	434,290	99,554	—	———
30 Apr. '62	192.3	—	———	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,345,042	20,549,420	192.3	———	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	———	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	———	125.0	———	———	———	—	———
30 Jun. '62	153.9	52.0	———	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,569,258	41,126	5,377,413	205.9	401,452	488,153	107,033	—	———
31 Dec. '61	116.0	9.0	———	—	10	10	237	Sandusky, Mansfield & New'k	2,309,279	*	—	848,770	1,375,350	105,510	2,603,120	125.0	215,260	171,712	87 610	—	———
30 Nov. '58	55.6	—	———	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	———	55.6	70,000	110,200	53,100	—	———
31 Aug. '58	19.5	—	———	23.5	———	———	———	Springfield and Columbus	346,500	———	———	193,000	150,000	3,500	346,500	oper. by C., C. & C.				—	———
30 Nov. '58	49.8	—	———	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	———	———	—	———
31 Aug. '61	242.4	—	———	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	865,502	1,012,236	400,559	—	83½
								PENNSYLVANIA.													
31 Jan. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	———	———	———	———	378,455	58,811	———	45.0	———	106,924	55,029	—	———
31 Aug. '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,861	—	1,816,150	1,500	———	1,817,650	24.5	174,238	345,505	194,589	10	66
31 Dec. '61	63.5	—	3.5	—	22	14	300	Catawissa	3,072,000	305,000	—	2,350,000	34,000	52,359	3,472,746	146.0	289,137	219,548	22,490	—	4½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	———	1,308,919	52.5	181,067	249,778	159,531	8	———
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173 466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	———	2,169,946	1,339,680	—	130
30 Nov. '61	35.8	—	2.3	—	6	3	74	East Pennsylvania	660,319	94,810	—	490,700	598,400	27,612	1,116,712	35.8	———	131,532	65.016	—	———
31 Mar. '62	78.0	—	6.0	—	16	8	126	Elmira and Williamsport	2,136,037	*	—	1,000,000	1,000,000	55,295	2,214,873	78.0	252 639	307,496	130,149	—	19
30 Sep. '61	18.6	—	4.0	—	———	———	———	Erie and Northeast	700,000	*	—	600,000	400,000	———	1,000,000	oper. b. Buf. & S. L.				10	———
31 Aug. '61	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,341	—	1,182,550	700,000	———	1,882,550	55.5	oper. by	Penn.	R.R.Co.	14½	60
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,459	*	—	1,809,565	500,000	100,000	2,409,565	32.3	21,477	25,427	4,262	—	———
31 Aug. '61	34.2	14.2	3.0	—	8	1	2	Huntingdon and Broad Top	1,358,179	*	—	508,311	1,142,262	172,039	1,822,612	45.2	122,047	173,941	62,897	—	———
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,586	*	—	710,000	1,566,600	350,000	2,626,600	80.0	176,982	217,310	114,774	—	———
30 Nov. '61	46.0	—	17.3	20.2	20	8	842	Lehigh Valley	3,738,601	*	—	2,253,350	1,465,000	52,258	3,770,608	46.0	339,089	339,084	334,976	8	63½
30 Nov. '61	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,171,965	*	—	2,256,100	909,000	77,457	3,411,690	oper. by Catawissa			R.R.Co.	—	25
31 Dec. '61	20.0	—	4.0	—	———	———	———	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	3,413,871	352,608	9,406,699	———	———	528,246	326,933	6	54½
31 Dec. '61	130.0	—	60.5	—	———	———	3,026	Mine Hill and Schuylk. Haven	2,973,898	278,367	———	3,248,600	———	———	3,248.600	130.0	293.692	619,043	335,671	11	51
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	———	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364.225	262,124	—	10
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541,156	447,522	1,421,990	13,264,100	16,637,400	1,322,915	34,224,569	423.0	4,413,036	7,300,001	3,646,938	6	56
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	———	———	250,000	50,000	———	20.0	———	1,637	———	—	———
30 Sep. '61	17.0	7.0	42.0	—	15	34	108	Phila., Germant'n & Norrist'n	1,367,634	236,439	———	1,243,500	374,800	———	1,618,300	24.0	249,960	219,965	110,387	7	54½
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,675	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	———	25,228,483	151.4	1,795,927	2,906,838	1,412,905	—	88½
30 Nov. '61	28.2	—	———	—	———	———	———	Philadelphia and Trenton	608,882	———	———	999,200	250,000	———	1,249,200	28.0	oper. by	Cam. & Amboy		8	150

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)														
1 Oct. '61	98.0	6 0	—	—	32	109	565	Phila., Wilmington and Balt.	7,021,713	744,425	142,840	5,600,000	2,475,500	140,998	8,742,000		200.5	439,780	1,516,985	675,484	6½	69½
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803	—	1,756,436	1,500,000	85,312	3,426,836		22.0	11,408	70,228	21 21	—	....
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 825	18,999 681		467.5	2,434,641	3,031,787	1,299,721	—	52
30 Sep. '59	31.0	—	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....		.....	.....	.....	.....	—	....
30 Sep. '61	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700		54.0	.....	.....	.....	—	....
30 Nov. '61	9.2	15.3	4.9	—	....	....	....	Schuylkill Valley	573,616	*	—	576,050	.....	.....	573,616		24.5	oper. by	Ph. & R	eading.	5	....
31 Nov. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	965,088	99,460	363,004	500,000	822,117	5,435	1,327 552		....	.....	105,568	55,143	....	....
30 Sep. '61	148.0	—	8.5	288.0	14	9	176	Sunbury (Phila.) and Erie	10,709,006	*	—	4,520,175	4,644,000	1,776,123	10,940,298		148.0	236,825	341,582	149,082	—	20
30 Sep. '61	29.6	—	2.1	—	4	3	70	Tioga	718,918	77,999	—	367,300	398,500	65,726	.....		29.6	68,543	101,499	64,270	6	47½
30 Sep. '61	26.4	—	3.0	—	5	11	22	Westchester and Philadelphia	1,295,617	73,655	—	683,150	1,010,653	11,651	1,705,454		26.4	100,659	126,593	59,624	—	....
								RHODE ISLAND.														
31 Jan. '60	80.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,900	.....	.....		62.0	240,449	331,522	105,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	8	5	Providence, Warren & Bristol	448,666	*	—	4 7,.17	8,500	.....	.....		13.6	.....	26,454	6,914	....	....
								SOUTH CAROLINA.														
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092		13.2	.....	.....	.....	—	....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536		51.9	.....	.....	.....	—	....
31 Dec. '58	109.6	—	....	—	18	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....		109.6	.....	283,263	151,536	6	....
— — '58	40.3	—	....	—	....	....	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....		49.3	.....	.....	.....	—	....
1 Jan. '59	143.2	21.3	....	—	....	....	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,540	2,919,554		164.5	.....	341,190	125,871	....	....
31 Aug. '58	22.5	—	....	—	....	....	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000		22.5	.....	.....	.....	5	....
31 July '58	32.0	—	....	—	....	....	....	Laurens	543,403	*	—	400,000	106,218	.....	575,729		32.0	.....	27,568	8,527	—	....
28 Feb. '59	102.0	—	....	—	....	....	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325		102.0	.....	220,014	96,145	—	....
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,333	.....	.....		.....	.....	1,499,636	701,943	7	....
31 July '58	25.1	—	....	41.9	....	....	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....		25.1	.....	.....	.....	—	....
								TENNESSEE.														
30 Sep. '60	47.6	—	....	—	....	....	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707		47.6	.....	29,967	19,187	—	—
1859.....	.....	—	....	17.0	—	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....		30.0	29,845	9,359	7,486	—	—
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....		140.0	.....	318,718	187,466	—	—
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....		130.3	150,142	297,806	149,167	—	—
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	6,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797		291.0	.....	1,635,096	873,597	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....		.....	.....	.....	.....	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....		.....	.....	.....	.....	—	—
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....		59.4	69,870	177,256	60,029	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....		47.4	54,175	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....		34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....		159.0	.....	734,116	337,384	6	—
1859.....	.....	—	....	—	....	....	....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....		.....	.....	.....	.....	—	—
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....		45.8	57,950	127,953	87,243	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....		30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).														
— — '58	32 0	—	....	158.0	.....	.....	....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....		32.0	.....	.....	.....	—	—
— — '58	56 0	—	....	184.0	.....	.....	....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....		56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275 000	240,000	171,560	.....		50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....		70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	....	110.0	.....	.....	....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....		25.0	.....	.....	.....	—	—
— — '59	28.0	—	....	756.0	.....	.....	....	Southern Pacific	.....	.....	—	.....	.....	.....	.....		28.0	.....	.....	.....	—	—
								VERMONT.														
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....		90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,743	—	2,233,376	3,172,550	979,119	6,385,045		119.6	349 440	334,368	113,318	—	....
31 Aug. '60	62.0	—	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....		62.0	142,839	150,318	30,288	—	....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central	3,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299		166.0	706,817	775,569	127,727	—	....
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,250,695	.....	—	1,250,000	.....	.....	1,380,695		ope	r. by Vt.	Central	.....	—	134
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....		23.7	47,950	45 930	8,522	—	....
31 Aug. '60	54.0	10.5	....	—	....	....	....	Western Vermont	1,033,500	*	—	332,000	700,000	.....	1,083,500		ope	r.b.Troy	& Bost.	55,858	....	....
								VIRGINIA.														
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194		—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....		113.7	703,034	136,302	43,062	—	....
30 Sep. '56	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months		79.2	47,702	54,121	16,332	—	....
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....		103.5	345,427	248,004	loss	—	5
30 Sep. '60	83.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....		167.7	270,346	450,427	222,214	—	....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256		133.4	.....	410,166	201,344	—	....
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527		80.5	.....	326,554	213,852	7½	....
30 Sep. '60	140.5	2.7	12.0	—	28	30	416	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655		143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....		78.6	159,981	279,945	145,386	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	635,750	204,808	26,853	.....		43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	557,812	85,000	.....	.....		23.7	12,542	.....	.....	—	....
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648		80.0	.....	240,446	121,053	7	....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,430,592	52,929	4,832,929		195.0	280 968	634,081	359.130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	874	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,968	10,233,271		214.9	480,193	740,489	347,957	—	....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....		32.0	30,000	49,971	14,489	—	....
								WISCONSIN.														
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	500,000	700,000	25,000	.....		55.0	.....	.....	.....	—	....
31 Dec. '61	199.9	—	24.9	—	.....	.....	....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....		199.9	.....	756.476	329,580	—	....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555		40.0	74,243	159,456	82,182	—	....
— — '57	42.0	—	....	27.8	.....	.....	....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....		42.0	10 mos.	60,066	.....	—	....
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,300	2,467,000	58,549	8,036,604		234.4	.....	1,108,354	436,039	—	35
— — '57	50.0	—	....	85.0	.....	.....	....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....		50.0	.....	121,401	.....	—	....
10 May, '61	104.0	—	....	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,828	5,692,471		104.0	228,627	220,850	68,438	—	....
— — '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	.....	.....	.....	.....	.....	operated		by	Fox Riv	er Vall.	.....	—	....
								CANADA.														
31 July '62	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,933,000	*	—	11,750,000	188,000	.....	11,938,000		16.10	.....	235,420	55,495	—	....
— — '62	49.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....		49.0	.....	.....	.....	—	11
— — '62	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....		48.0	.....	.....	.....	—	12
30 Sep. '58	624.0	137.0	....	76.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	.....	46,954,261		761.0	2,049,997	1,089,219	4,000	6	38
— — '62	229.0	128.0	....	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	39,120,440	.....	28,104,725		357.0	.....	1,221,145	585,885	1½	....
— — '62	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....		24.0	.....	.....	.....	—	....
31 Dec. '61	96.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....		96.6	.....	.....	.....	—	....
— — '61	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....		54.0	.....	.....	.....	—	....
— — '61	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....		25.0	.....	.....	.....	—	....
								NEW BRUNSWICK.														
31 Oct. '61	108.0	0.9	12.0	—	14	18	235	European & North American	4,548,564	*	—	4,637,852	.....	.....	4,687,852		108 0	.....	130,678	36,452	—	....
1 July,'61	60.0	—	....	....	....	....	....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,232		60.0	.....	132,555	36,670	—	....
								NOVA SCOTIA.														
31 Dec. '61	61.5	—	....	60.1	.....	.....	....	Nova Scotia	4,268,717	*	—	.....	.....	.....	.....		61.5	.....	120,918	26,803	—	....
								NEW GRANADA.														
Dec. '61	48.7	—	....	—	11	22	120	Panama	13,000,000	*	620,804	5,000,000	2,400,000	.....	9,608,530		48.7	.....	1,839,859	1,110,652	15	150

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 10.

	Th 4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10.
STATE STOCKS:—						
California 7s	113½	----	----	----	113	114½
Georgia 6s	----	----	----	----	----	----
Illinois War Loan	----	97	----	----	----	104
Indiana War Loan	103	103	----	----	----	96
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	62	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s, 1878	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	53½	52½	51½	52½	53½	53
Do. iss. to H.&St.J.R. 7s	74	----	72½	74½	74½	----
New York 6s, 1873	119	----	----	----	----	----
North Carolina 6s	----	69	69½	70	----	----
South Carolina 6s	----	----	----	----	----	----
Ohio 6s, 1860	----	----	----	----	----	----
Tennessee 6s, 1890	55½	55	54	----	55½	----
Virginia 6s	----	----	61	62½	62	----
RAILROAD SHARES:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. & Q.	87½	88	87	----	89	87½
Chicago & Rock Isl.	82½	81	80	79½	80½	81½
Clev., Col. and Cin.	----	----	----	141	140½	----
Clev. and Pittsburg	44½	42½	42½	42½	43	43½
Clev. and Toledo	70	69½	67½	67½	68½	69½
Del., Lack. & West.	----	----	----	130	130	130
Galena and Chicago	83	81½	80½	80½	80½	81½
Hudson River	77	74½	74	74½	76½	77½
Illinois Centr. (scrip)	81	79	78½	78	79	79½
Michigan Central	92	90½	90	90½	91	91½
M. S. and N. I.	41½	40	38½	38½	39½	39½
M. S. & N. I. guar'd.	86	82½	82½	83	83½	84
Mil. and P. du Chien	34	33½	----	----	33	----
M. & P. du C. 1st pref.	----	----	----	----	----	----
M. & P. du C. 2d pref.	80	50	----	----	----	----
New Jersey	----	----	----	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	104	103	102	102½	103½	104½
Erie	----	63½	62½	61½	61½	62½	62½
Erie pref.	----	93½	92½	93½	92½	94½	94½
" Ass. scrip	----	----	----	----	----	----	----
N. York & Harlem	22½	22	21½	21½	22½	21½
N. Y. & H. "pref."	53	51½	50½	50½	51½	51½
Panama	159	----	----	160	159½	----
Phila. and Reading	77½	75½	74½	75½	76½	----
Pitts. Ft. W. & Chicago	53½	51½	51	50	51	----
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	76	----	76	----	78	79
RAILROAD BONDS:—						
Buff., N.Y. & Erie 1 M.	95	94½	----	93	----
Ohio. & N. W. 1st M.	----	----	----	----	----	----
" " 2d M.	34	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	61½	----	61	----	60	----
" " I. B.	----	----	----	----	88	88
" "Ap. Ext'n.	----	----	----	----	----	----
" "G. B. Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	----	90	----
" 4 M.	70½	----	----	----	72	----
Cl. & Tol. S. F. 7 p. c.	----	----	103½	----	103½	----
Chi., Bur. & Q. 8 p. c.	----	----	----	----	----	----
Chi. & R. I. 1st M. '70	110	110	----	----	----	----
D. L. & W. 1 M. 8 p. '71-5	----	112	----	----	----	----
" 2 M. 8 p. c. '81	----	----	----	----	----	----
Gal. & Ch. 1 M. 7 p. c. '63	----	----	----	----	----	----
" 2 M. 7 p. c. '75	109	----	----	----	----	----
" 1 M. Ex. '82	----	----	110	----	----	----
Hann. & St. J. bonds	----	----	55	----	----	----
Huds. R. 1 M. 7 p. c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p. c. '75	101½	----	101½	101½	----	103
" conv. bonds	----	----	----	98	----	96
Illinois Central bonds	107½	109	109	----	----	109½
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. & P. du C. 1st M.	103½	----	----	----	104	----
Mich. Cen. S. F. 8 p c. '82	114½	----	----	----	114½	114½
" conv. 8 p. c. '69	112	112½	----	----	----	----
M. S. & N. I. 1 M. S. F.	----	----	----	103	103	----
" " 2 M.	----	93½	92½	92½	92½	92½
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p. c. certif. '83	----	----	108	----	108½	108½
" 1 M. 7 p. c. '64	----	----	----	----	----	----
" bonds 1876	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p. c. '67	----	----	----	----	----	----
" 2 M. 7 p. c. '79	----	----	----	----	----	----
" 3 M. 7 p. c. '88	108	107½	----	----	107	----
" 4 M. 7 p. c. '80	----	101	101	----	101	----
" 5 M. 7 p. c. '88	----	----	----	----	----	----
N. Y. & H. 1 M. 7 p. c. '73	----	----	----	----	----	----
" 2 M. 7 p. c. '64	----	----	----	----	----	----
" 3 M. 7 p. c. '67	----	----	----	----	95	----
Pitts., Ft. W. & Ch. 1 M.	106	----	----	----	105	----
" " " 2d M.	93	93	91½	91½	92	91½
" " " 3d M.	73	----	----	70	71	----
Chicago & Alton, 1 M.	----	----	----	----	----	----
Alton & Terre H. 1 M.	----	----	97	----	----	----
" " 2 M. pref.	79½	79½	----	79	80	80½
" " Int. b'ds.	60	60	58	----	60½	----
Toledo & Wab. 1 M.	----	97½	97	97½	97½	98½
" " 2 M.	81	81½	80	80½	81	81½
" " Int. b'ds.	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. & Hud. Canal	----	----	----	112	----	114
Penn'a Coal Co.	117	115	115	115½	117	----
Pacific Mail S.S. Co.	124	122½	121	122	123	123

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 10.

	Th.4.	F.5.	Sat. 6.	M.8.	Tu.9.	W.10.
FEDERAL STOCKS:—						
U. S. 5s, 1871, coup.	----	----	92½	92½	92	----
U. S. 5s, 1874, coup.	92½	----	----	----	----	----
U. S. 5s, 1865	----	----	99½x	99½	99½	99½
U. S. 6s, 1881, reg.	----	----	104	104	104½	104½
U. S. 6s, 1881, con.	104½	----	----	----	----	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	101½	----	----	----	----	----
U. S. 6s, 1862, reg.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	100
U. S. 6s, 1868, "	99x	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	97½	97½	97½	97	96½	97½
U. S. 6s, 5-20s, coupon	100½	----	----	----	----	----
Treasury 7 3-10 Notes	104½	104½	103½	104½	103½	104
U. S. Demand Notes	127	127	127	127½	127½	127
American Gold	133½	132½	131½	132	133½	132½

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10.
Boston and Lowell	----	----	----	----	106	----
Boston and Maine	121½	----	----	121½	121½	----
Boston and Providence	127	----	----	126	126	----
Boston and Worcest.	----	131	----	----	131½	----
Connecticut River	104	----	----	----	104	104
Eastern, Mass.	94½	94½	94	----	93½	94
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	----	----	----	109
Manchester & Lawr'ce	----	----	----	----	----	110
Michigan Central	----	----	----	----	----	91
Northern, N. H.	61½	61½	61½	----	----	61½
Old Colony and Fall R.	121½	----	----	122	122½	----
Ph., Wil. & Baltimore	59½	59½	59	59½	----	----
Portl'd, Saco & Ports.	----	----	----	----	----	110
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	18	17½	18½	18	18½	----
Western	144	----	144	144	----	----
Cambridge (Horse)	109½	----	----	109	----	108
Metropolitan "	67½	68	----	----	68	68
Middlesex "	----	----	98½	100	100	100½
Central Copper Co.	----	28	28½	----	----	----
Franklin Copper Co.	46½	46½	44	44½	44	45
Isle Royale "	16½	16½	15½	15½	16½	16½
Mesnard "	11	10½	9½	----	9½	9½
National "	25½	25½	----	25½	----	----
Minnesota "	69½	70	69	----	----	----
Pewabic "	46½	----	----	44½	----	44½
Pittsburg "	----	----	----	----	----	----
Quincy "	53½	63	----	----	----	----
Rockland "	17	17	----	----	17	16½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.
Beaver Meadow	64½	65	----	----	65½	66
Cattawissa	----	----	----	----	----	----
" preferred	----	15½	15½	15½	----	15½
Camden & Amboy	----	152½	152	152	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	101½	----	102	103	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	101	----	----	----	----	----
Elmira & W'msport	18½	19	----	19	19	----
" " pref.	----	----	----	----	----	----
" " 7s	98½	----	----	----	----	99½
" " 10s	----	45	----	----	45	46
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	54½	54½	----	54½	54½
" " 6s	108	108	----	----	----	----
" " scrip	----	30½	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	60½	----
" " 6s	----	106½	----	----	----	107
Little Schuylkill R. R.	24	24½	25	25	25	----
" " 7s	----	----	----	----	----	98
Long Island	----	----	----	----	----	----
" " 6s	----	----	99½	----	100	----
Minehill	----	----	50½	50½	50½	51
North Pennsylvania	10½	----	10	10	----	----
" " 6s	----	----	85½	----	----	86
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	55½	55½	55½	55½	56	----
" 1st m.	----	111	----	111	----	----
" 2d m.	----	105	105	----	105	----
Penn. State, 5s	----	93½	93½	94	94	93½	94
" " 5s, coupon	96½	----	96	----	96½	----
" " 6s, "	----	----	107	----	----	108
Philadelphia City, 6s	101	----	100½	100½	----	----
" new	----	103	103	----	----	102½
Philad., Germ. & Nor.	----	54	54	54	54	----
Phila. & Reading	38½	38½	38	37½	37½	38½
" " 6s, '86	99½	----	----	99½	----	100
" " 6s, '70	----	----	102	----	----	101½
Philadelphia & Erie, 6s	102	102½	102	----	----	----
Philad. & Sunbury, 7s	----	105½	----	----	----	----
Sunbury and Erie, 7s	105	105½	105½	----	----	----
Arch street, (Horse)	26	26	----	----	----	----
Chestnut & Wal. "	----	----	----	----	25½	25½
Girard College, "	----	----	----	----	----	----
Green & Coates, "	----	37	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	77	----	----	----
Spruce & Pine, "	16	----	----	16	----	16
13th & 15th sts., "	24	----	24½	----	----	----
West Philad., "	58	----	----	----	----	----
10th & 11th sts. "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.
Baltimore City 6s, 1875	----	----	----	107½	108	----
" " 1886	----	----	----	107½	106	----
" " 1870	----	----	----	----	----	----
" " 1890	107	107	107½	108	108	108½
Balt. and Ohio	----	----	78½	78½	----	77½	----
" " b'ds, '62	----	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----	102½
" " " '75	----	----	----	----	100½	----	----
" " " '80	----	100	----	----	----	----	----
" " " '85	96½	96½	96½	----	97	----	96½
Northern Central	----	----	----	----	----	----	----
" " b'ds, '85	----	----	96	----	----	----	----
" " " '95	----	----	----	----	----	----	----
Washington Branch	----	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 26th November:

Maryland 6s	70	to	72
United States 5s, 1874	62	"	64
Virginia State 6s	46	"	47
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	70	"	72
Erie shares, $100 (all paid)	40½	"	41½
Do., 7s, preference	59	"	60
Do., assessment scrip	1½	"	1¾
Do., 7s, 1st mort., 1867	82	"	85
Do., 7s, 2d mort., 1859	75	"	85
Do., 7s, 3d mort., 1883	72	"	74
Do., 7s, 4th mort. x. c.	--	"	--
Do., 7s, 5th mort.	--	"	--
Illinois Central 6s, 1875	75	"	76
Illinois Central 7s, 1875 x. c.	75	"	77
Do. do. $100 shares, $90 paid, dis.	45	"	44
Do. do. $100 shares, all paid	50	"	51
Michigan Central 8s, Convertible, 1869	76	"	80
Do. do. S. F. 1st mort., do., '82. x. c.	75	"	80
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	--	"	--
Do. do. 7s, 1864	--	"	--
Do. do. 7s, S. F., 1876	70	"	80
Do. do. 7s, Convertible, 1876	75	"	80
Do. do. $100 shares	--	"	--
Panama, 1st mortgage 7s, 1865	101	"	103
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	75	"	80
Do. 2d mort., 6s, do.	85	"	87
Do. $50 shares	--	"	--
Philadelphia and Reading, $50 shares	24	"	26

American Railroad Journal.

Saturday, December 13, 1862.

Stock and Money Market.

Since our last, we have received the report of the Secretary of the Treasury, and in this number the readers of the JOURNAL will find copious extracts embracing its most important features. It is an able document, and has the merit of looking the financial difficulties of the country boldly in the face. They are fully discussed, the involved questions are treated with impartiality and frankness, and it is now left to Congress to determine what measures are to be adopted. The first movement from that quarter is the following proposition from Mr. Stevens of Pennsylvania, in the shape of an introduced bill from the Committee of Ways and Means. It is asserted in some of the daily newspapers, that this bill is only the individual act of the Chairman. It reads as follows:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury shall, as far as possible, redeem and call in the five-twenty bonds and all seven-thirty bonds which have been issued since the 4th of March, 1862, and cancel the same.

SEC. 2.—*And be it further enacted*, That the Secretary of the Treasury shall redeem all United States tender notes which shall be held as a loan bearing interest, and the law authorizing such loan or deposit is hereby repealed.

SEC. 3. *And be it further enacted*, That the law authorizing and requiring the payment of interest on United States bonds in gold, and which authorized the issuing of the five-twenty bonds, is hereby repealed.

SEC. 4. *And be it further enacted*, That, in

order to enable the Secretary of the Treasury to carry into effect the foregoing provisions, he is hereby authorized to issue $1,000,000,000, if so much be needed, of bonds of the United States similar in amount and form to those authorized by the act entitled "An act to authorize the issue of United States notes and for the redeeming or funding thereof, and for funding the floating debt of the United States," approved February 25, 1862, with interest payable semi-annually in the lawful money of the United States, and the principal payable in twenty years in gold or silver coin of the United States; also to issue legal tender notes of the United States, the amount not to exceed, with those already authorized, five hundred millions.

SEC. 5. *And be it further enacted*, That, instead of the bonds hereby authorized to be redeemed, the Secretary of the Treasury be authorized to exchange the bonds authorized by this act upon such terms as he may deem advantageous to the government, or pay them in legal tender notes.

SEC. 6. *And be it further enacted*, That, all banks, savings institutions or persons who have authority to issue notes as a currency shall pay a tax, to be assessed as other taxes, of fifty per centum on all their circulation which shall exceed one half of their capital paid in; provided that this section shall not go into operation until ninety days after the passage of this act.

SEC. 7. *And be it further enacted*, That whenever the government requires more money than is hereby provided, the Secretary of the Treasury may sell any portion of the billion of bonds hereby authorized at such price as he may be able to obtain for the same.

We do not propose at this time to enter into any discussion of the details of the Secretary's report, or of Mr. Stevens' bill. They require consideration, examination and reflection. What might be considered objectionable *per se*, may be found unavoidable as a part of an entire system. Nothing is complete in this world. Human wisdom has never yet devised any scheme that was complete. Perfection was never yet discovered on the continents of the East, and when we as a people had made the nearest approaches to it, a sad and unprovoked rebellion has dissipated our happy dreams, and we find ourselves actually struggling for national existence.

Therefore all other financial questions hinge on this one point. Shall the war be carried on, and will the people contribute directly and indirectly to furnish the means. If so in what way shall the funds be obtained. First by taxation. We all agree to this, and cheerfully. Next by borrowing what is deficient in the amount needed. Shall the Government borrow from the Banks? We have shown over and over again that they have not the means either in coin or circulation for this. They were put to the greatest difficulties only a short time since when called on by their creditors to pay them thirteen millions of dollars. And if they could by enabling acts be permitted to issue three times the amount of their present circulation, they would still be unable to supply bills enough for the expenses of the war. But even if this were allowed, what kind of a currency should we have. Bills of all sorts and descriptions, issued everywhere, payable everywhere, or rather nowhere, used with reluctance, passed at a discount, and furnishing to a particular class of money dealers the greatest possible opportunity for inordinate speculation.

Is it not then absolutely true, that we need a currency every where receivable at par on its face, and that is to be redeemed finally from the resources of this great nation, which possesses an aggregate wealth according to the late census of fixed real and personal property, with the annual value of agricultural products of more than thirty thousand millions of dollars. To this must be added, not being included in the foregoing statement, the value of our mineral products, gold, silver, nickel, lead, coal and of salt, one hundred and ten millions, and our railways twelve hundred millions more. We may go still further and add to these enormous sums, the value of our public lands, whatever conceivable amount we may estimate them at.

Now then shall we have money which is based on this capital or on that of the Banks, which have in this state, a fractional part of this wealth only, behind their circulation, or of banks in other states which have none at all, beyond the personal responsibility of the share holders? In this view of the subject can any sane man doubt as to the answer which should be given. Let the Government carry on the war with the national resources, and let it use the credit of the nation for a national purpose; in short for the preservation of the property, laws, rights and stability of the nation. Lose these and we lose every thing. Save these and we save every thing.

There is still another view of this subject. While the Government calls on the people for large supplies, and large credits, it gives back to them in its war expenditures every dollar it receives. This money does not go out of the country, it remains here and affords the means of meeting the demands made on our loyalty and patriotism. It is but a system of circulation on a large scale, from the Government to the people and the people to the Government, except that the latter uses large sums at once, and the people pay it back in small sums, and through a period of years. In this operation the people have a decided advantage. They get two millions a day, and are taxed to pay the principal at remote periods, and about 5 per cent per annum to pay the interest. In their hands therefore this vast amount of Government money remains, as so much capital in the interim, and this is the same advantage which British financiers have represented as the basis of British prosperity. The true danger to be apprehended here, as it has been felt there, is a tendency to speculation, which is produced by a plethora of currency. But as our foreign trade, with the heavy price of exchange against it, will not draw many ventures in that direction, we are not likely to get much in debt to any foreign nation. If our money is lost in speculation, it will be lost at home and leave its mark in new railways, steam navigation, new towns, villages and cities. We have that consolation before us at least. Here then we find the doctrine of equivalents, existing in the commercial as well as the moral world, and we should make the best of it.

Now if the Government trusts to loans such as it may with difficulty negotiate, it will have to sink at least from 25 to 40 per cent of the capital borrowed, and receive the proceeds in local currency in bank promises to pay, which never can be as diffusible, as trustworthy or as popular as Treasury notes, and cannot be used as capital, or a basis for extensive mercantile, manufacturing, agricultural operations. On the contrary it will produce general distrust and embarrassment.

In October, 1815, says a well informed cotemporary, Mr. Jefferson wrote to Mr. Gallatin his belief that this country could be carried through the longest war, against her most powerful enemy, without ever knowing the want of a dollar, without dependence on the traitorous class of her citizens, without bearing hard on the resources of the people, or loading the public with an *indefinite* burden of debt. This he said could be done "by the total prohibition of all private paper," "by reasonable taxes in war," and "by the necessary emissions of public paper, of circulating size, bottomed on special taxes."

In 1843 he wrote to Mr. Eppes a series of financial letters, from which we quote the following language:

"Bank paper must be suppressed, and the circulating medium must be restored to the nation to whom it belongs. It is the only fund on which they can rely for loans; it is the only resource which can never fail them, and it is an abundant one for every necessary purpose. Let banks continue if they please, but let them discount for cash alone, or for Treasury notes."

But we have his views still further on the quantitative character of the national currency in 1814. In a letter to the President in that year, he fixed the amount in his own mind at three hundred millions of dollars. If that large sum was required in 1814, what should be the amount now? It is easily answered by saying, that the issue contemplated by Mr. Stevens' bill is really far within the amount, which by the simple rule of three could be demonstrated as required, and necessary at the present time.

To conclude. We are for letting the banks alone, instead of making them issue Government notes instead of their own. It would take away all the inducements they now have to maintain a specie reserve, which is distributed in their numerous vaults ready to be used on the first return to specie payments. This is a great advantage, and should not be overlooked. It was by the establishment of a national bank and its ability to pay specie, that brought about a general restoration of the currency to that basis. The local banks will yet have that office to perform.

Let us therefore persevere in borrowing of the people, by asking them to receive the national currency and use it in their own behalf. Whatever inconvenience there arises from the enhancement of prices, not all chargeable to paper money, for some articles of necessity are cheaper than ever, is compensated in the advance of the wages of labor, and the demand for industrial products.

We reserve our opinions on the details of Mr. Chase's report, and Mr. Stevens' bill for another day. We desire to allay the senseless alarm of those persons, who believe, that because exchange to purchase foreign goods is high, that the country is going to ruin. Not so. It is emerging from temporary gloom and shadow, into a stable and undying splendor.

We quote sales of railroad and other securities as follows:

New York.—Sixth Avenue R. R. 125; Little Miami ex. div., 130; Norwich and Worcester, 71½ to 74; Rome and Watertown, 80 to 84; Canandaigua and Niagara Falls, 2; New York State 6s, 1871, 120; do., 1873 and 1874, 119; Illinois coupon bonds, 1862, 102¼; do., 1877, 105; do., 1879, 110; Illinois Central full stock, 78; Wabash and Erie Canal, 60; Illinois Canal reg. bonds, 100; Cumberland Coal pref., 14¾; Nic. Transit, 5½; Brooklyn City Water Loan, 118.

Boston.—Connecticut and Passumpsic Rivers, R. R. 6s, 101; Vermont Central 1st mort., 24¾; Rutland and Burlington 2d mort., 2; Chicago City 6s, 102½; Bath, Me., 6s, 106; Vermont 6s, 110; New Bedford and Taunton shares, 77; Cheshire, 18; Concord, 60; Copper Falls Mining Co., 7; Huron, 9½; North Cliff, 1½; Pontiac, 5¾; Acton, 5⅞; Bohemian, 6; Toltec, 3⅝; Hancock, 6¾; Petherick, 3; South Side, 1½; Columbian 2¼.

Philadelphia.—Allegheny Co., 6s, 48; Philadelphia and Erie shares, 20; Morris Canal, 52¾; do., pref., 129; do., 1st mort., 103½; Schuylkill Nav., pref., 13½; do., 6s, 1872, 90; do., 1876, 75; do., 1882, 68¾; North Penn. scrip, 78; do., Chattle scrip, 71; West Chester 8 per cent scrip, 50; Chester Valley 7s, 31; Camden and Amboy bonds of 1864, 101¼; Philadelphia and Reading 6s, 1843-'80, 108¾; Philadelphia and Trenton bonds, 104; 5th and 6th streets (horse), 52; 17th and 19th streets, 10.

Baltimore.—Baltimore City 6s, 1860, 105; do., coupon, 105½; Central Ohio 2d mort., 75; do., income bonds, 17.

American silver is at a discount in Canada of 3 per cent.

Railroad Earnings--Weekly.

The traffic of the Great Western Railway of Canada for the week ending Nov. 28, 1862, was as follows:

Passengers	$19,498 25
Freight and live stock	46,095 87
Mails and sundries	1,329 61
	$67,723 73
Corresponding week of last year	48,466 34
Increase	$19,257 39

The receipts of the Grand Trunk Railway of Canada for the week ending November 22, 1862, were:

Passengers	$20,633 10
Mails and sundries	5,012 50
Freight and live stock	67,649 37
Total	$93,294 97
Corresponding week of last year	91,945 72
Increase	$1,349 25

The Galena and Chicago Railroad earned the 4th week in November, 1862 $32,716 28
Do., 1861 40,000 30
Decrease $7,284 07

The earnings of the St. Louis, Alton and Terre Haute Railroad for the 3d week of Nov., 1862 were $29,638 64
Do., 1861 17,970 56
Increase $11,668 08

The earnings of the Chicago and Alton Railroad for the 4th week in November, 1862, were $24,581 47
Do., 1861 16,692 61
Increase $7,888 86

The Chicago and Northwestern Railroad earned in the 4th week of November, 1862 $27,917 85
Corresponding period, 1861 20,484 38
Increase $7,433 47

For the first three weeks in November the earnings were $79,816 91, against $60,675 15, in 1861—an increase of $19,141 76.

Illinois Central Railroad.

The November statement of the Illinois Central Railroad is as follows:

Land Department.

Acres Construction Lands sold	5,798.53	for	$52,651 32
Acres Interest Fund L'ds sold	720.00	"	6,260 73
Acres Free Lands sold	1,963.49	"	20,823 99
Total sales during the month	8,482.02	for	$79,736 04
To which add Town Lot sales			800 00
Total of all			$80,536 04
Acres land sold since Jan'y 1, 1862	73,879.46	for	$884,093 04
Acres sold prev'sly (net sales)	1,260,273.46	for	16,147,983 91
Total	1,334,152.92	for	16,982,076 95
Construction bonds canceled previous to October 30			$2,233,500 00
Cash collected in November			52,994 58
Net collections to Oct. 31, 1862			4,530,277 21

Traffic Department.

Receipts from passengers	$150,413 95
" freight	204,395 90
" mails	6,358 33
" rent of road	3,550 00
" other sources	5,000 00
Total receipts for November, 1862	$369,718 18
Do. do. 1861	243,248 68
Increase	$126,469 50

Railroad Earnings--Monthly.

The earnings of the Rome, Watertown and Ogdensburg R. R. in Nov., 1862, were $56,169 42
Do., 1861 47,873 99
Increase $8,295 43

The following are the earnings of the Terre Haute and Alton Railroad for October and November as compared with last year:

	1861.	1862.
October	$74,139 62	$118,887 26
November	80,392 46	126,222 36
Total	$154,532 08	$245,109 62

The Suez Canal.

"It is no longer possible," says the *Moniteur*, "to dispute the practicability of this canal now that the part between Port-Said and Timseh has been executed. That part is the only one that has never before been constructed; it is the only one, therefore, about which there could have been a doubt, and regarding which difficulties and unfavorable anticipations might have been suggested. As we have often remarked before, the canal from Timseh to Suez has been digged and in actual use in former times, at four different periods. We may therefore, without any hesitation, assert that the problem has been substantially and satisfactorily solved, as maritime communication is now open as far as Timseh. Beyond that point there is nothing to be done which the ancients have not already achieved, with resources greatly inferior to those of modern science. Thus the operations of 1861-62 will end with the important fact of a commencement being made at El-Guisr; and those of 1862-63, which as we hope, will unite the two seas, have begun even before the 1st of November, the period marked out for them. Our letters inform us that in the latter part of October twelve thousand workmen were to have been engaged on different parts of the canal in the direction of Suez, from where it branches off at Nefeche to the Serapeum. We trust that with so large a number of workmen we shall soon be in a position to inform our readers of the completion of what—simultaneously with the maritime portion—will be carried on as far as the quarries of Gebel-Geneffe, which are so necessary for the construction of Port Said, and afterwards to Suez."

Incrustation of Steam Boilers.

We take the following from the *Philadelphia Inquirer*, where the material has been tried. We give it place in our columns, as we think it deeply interests all using steam:

A Valuable Invention.—Since the days of Watt and Fulton, nothing has proved of more annoyance and expense to the owners of steam boilers than the deposit of lime and other salts, known as incrustation; and one of the greatest and most important questions of the day has been to find a safe and reliable means of preventing it. To one of our neighboring citizens, Mr. H. N. Winans, of New York, belongs the credit of having discovered, after years of careful research and experiment, a chemical combination which accomplishes the object, without detriment to the boiler, and at trifling cost. Not only do our own experiments warrant us in bringing it to the notice of those using steam, but its use, for a long time, by such parties as W. B. Thomas & Co., Reading Railroad, North Pennsylvania Railroad, Bement & Dougherty, Morris, Tasker & Co., and others in our city, (and throughout the country for six years past), stamps it as a reliable and needed remedy, and we bespeak for Mr. Winans the success due to his energy and perseverance in discovering such a useful article.

The loss of fuel in heating, through this non-conducting stone lining (10 to 50 per cent.), the loss of time in cleaning, the injury to the iron by the extra heat necessary to penetrate the scale, are all too well-known to need comment here; we merely mention the fact of a remedy to prevent incrustation in boilers, and those interested will do well to address the inventor on the subject.

The Storage of American Petroleum.

From the following, taken from a late Liverpool Journal, it may be seen that the question of the character of petroleum is undergoing the same discussion abroad that it is here, and very much in the same way.

The very large quantities of petroleum poured into the British and other European markets from the oil-wells of the United States and of Canada continue to excite much attention, and the question whether that material can be profitably used as a substitute for coal in the manufacture of gas is again brought under consideration. In the circular of a Liverpool oil-broker now before us, it is estimated that the exports of rock-oils from America during the first eight months of the present year amounted to 6,000,000 gallons, and among the uses to which it has been successfully applied in this country is mentioned the making of gas for lighting some nobleman's mansion. No particulars are given respecting the mode of manufacture nor the cost; but, from the result of this experimental trial, it is sanguinely anticipated that the demand for petroleum will be increased ten or twentyfold as a material for gas-making. To facilitate the transit of the oil from the wells of Pennsylvania, the Atlantic and Great Western Railway Company have constructed a branch line, at a cost of £150,000, to the district of the oil-wells, which line was expected to be opened at the beginning of this month, and, in the words of the Liverpool oil-broker, "the returns for the future will show extraordinary vitality." The prices quoted in the Liverpool market for the crude oil of the States are worth £16 to £16 10s. per ton, and for Canadian oil, £11 10s. to £12, which prices are equivalent to about 1s. 3d. per gallon for the former, and 11d. per gallon for the latter. We noticed the probable feasibility of employing petroleum for manufacturing gas in the "Circular" of the 6th of May last, on which occasion we remarked—"The question has been raised whether it is not more convenient and cheaper to use the rock oil from Canada, than the coal from Newcastle or Scotland, in the manufacture of gas. It appears

that a larger quantity of gas can be produced by the destructive distillation of 50 gallons of the petroleum oil, weighing 8 lb. 6 oz. per gallon than is yielded by one ton of Newcastle coal, and the illuminating power of the gas is stated to be three times greater than that of ordinary coal-gas in Canada. Assuming the statements in the journal we have quoted (*Journal of the Board of Arts and Manufactures for Upper Canada*) to be correct, nearly 50,000 cubic feet of gas, equal in illuminating power to 150,000 feet of ordinary coal-gas, might be produced from one ton of petroleum oil. It seems, therefore, that 50 gallons of the oil, weighing about 428 lb., which, it is said, might be sold in England at 1s. per gallon, would produce as much gas of at least an equal illuminating power as one ton of boghead that costs in London 60s."

In the foregoing observations the price at which the best quality of rock-oil can be purchased in this country is underrated; for it appears that it realises in Liverpool 1s. 3d. in first hands, and would probably be charged 1s. 6d. to consumers. Before it can enter into competition with Newcastle coal, at 16s. per ton, rock-oil must be sold at 6d. per gallon. It is not probable that even the oil from Canada can be supplied in England at so low a price; especially as the obstruction thrown on the trade by the Act for the Safe-keeping of Petroleum must increase the charges for warehousing. In some remote localities in this country, and in many parts of the continent, it may be cheaper to use rock oil, at its present price, for making gas than coal; but in nearly all the towns of this kingdom it will be found the more costly material. It is, however, in the country that yields the oil that it could be most advantageously employed for the production of gas as a substitute for the coal now obtained from Newcastle. It would be a curious anomaly in commercial transactions were England and America to interchange, for the manufacture of the same article, the native products of their respective lands, which each one could so much more profitably employ at home. Should the rock-oil be extensively used, either on the continent or in America, for making gas, such a new demand for the article would necessarily enhance the price, even should the oil-wells continue to flow as freely as they have hitherto done.

The Metropolitan Board of Works have been occupied in further considering the applications for licenses for the storing of petroleum; and the decision they have come to on the case of Messrs. Timothy & Co., of Mellish's Wharf, Millwall, will probably have the effect of preventing large quantities of petroleum from being stored on any premises in the metropolis within the prescribed distance of 50 yards allowed by the act of Parliament. The streets committee, to whom the matter had been referred, after having personally viewed the premises, and heard the explanations of the means adopted for security from the applicants, and the remonstrances of the neighbors against the danger to which they are exposed from the contiguity of such a quantity of inflammable material, from which danger they have no protection, as the fire-offices refuse to insure their premises, the committee were of opinion that the arrangements made to guard against the spread of fire were not sufficient to justify the board in granting the license. In this opinion the board, with one exception, were unanimous, and the license was accordingly refused. The ground on which the refusal was founded was not specifically stated, but it appears, from the observations made during the discussion of the subject, that nothing less than the separation of the place in which the petroleum is stored from the neighboring buildings, by a space of 50 yards, was considered adequate protection. We fully agree with the board, that regard for public safety rendered it necessary that they should refuse the license for the storage of the large quantity of such highly inflammable material as was deposited at Mellish's Wharf; for, were the suggestion of their superintending architect to be adopted, and all the petroleum were stored in a tank from which it could not escape, even in that case the raging flames from so large a quantity of the volatile and highly inflammable fluid might seriously endanger premises within a distance of 50 yards. It is very questionable, indeed, whether the diminution of the distance from 100 yards, originally named in the bill, was made with due consideration for public safety, when such enormous quantities as 3000 barrels of petroleum are piled upon one another in one wharf.

The next application considered was from the Asphaltum Company, to store and "work" petroleum on their premises in West Ferry-road, Millwall, in which case also the license was refused; not, however, on the ground that the crude petroleum was not safely stored, but on account of the increased danger in consequence of the article undergoing distillation within a short distance from the store.

A license applied for by Sir Charles Price & Co., for working Rangoon earth oil on their premises at Millwall, was granted after some discussion, on the condition that the Rangoon earth oil be the only petroleum stored and worked on the premises, and that the south boundary wall be raised. It is difficult to understand, from the report of the proceedings, why Sir Charles Price & Co. should have applied for the authority of the board to store and work Rangoon earth oil, which there was the evidence of several chemists to show does not come within the designation of petroleum as defined by the act, for it does not emit inflammable vapor at a temperature considerably above 100° Fahrenheit; and that substance is considered so little dangerous by the fire offices, that they insure not only the neighboring premises, but those on which the oil is stored and manufactured, at the lowest rates. Though Sir Charles Price & Co. have been so careful not to infringe the Act for the Safe-keeping of Petroleum as to apply for a license to store an article that does not appear to come within its provisions, the idea is entertained in other quarters that by changing the name of petroleum or its products to "Rangoon oil," "earth oil," "mineral turpentine," and the like, the operations of the act may be evaded. The products included within its provisions are sufficiently defined by the act to prevent such an evasion. The words are, "Petroleum, for the purposes of this act, shall include any product thereof that gives off an inflammable vapor at a temperature of less than 100° Fahrenheit." Petroleum comprises all mineral oils which exude from the earth, whatever may be their names; and the only products of that kind which are exempted from the operation of the act are those which do not give off inflammable vapor at the temperature specified. Oil produced by distillation is exempted—such as Young's paraffin oil, distilled from boghead coal—even if it give off an inflammable vapor at 100°, which that does not.

In addition to the danger of crude petroleum, the low-priced article imported from Canada emits an offensive vapor, of which fact the members of the Liverpool town council had recently personal experience, when discussing the question whether it was a nuisance or not, by the breaking of a large jar containing the oil in front of the town hall. It is this offensive odor of the Canadian rock oil that has given rise to the complaints of the neighbors of Messrs. Humfreys, Yool & Co., of Suffolk Grove, Southwark; and it was principally in consequence of those complaints that the license applied for by that firm was refused until the nuisance is removed.

The Court of Aldermen have also been engaged in considering the conditions they shall require to be complied with before granting licenses to store petroleum in the city of London. The recorder and common sergeant have recommended the court not to grant licenses for a longer term than six months, and only on condition that no candle or other artificial light be admitted into any part of the premises in which petroleum is kept. We conceive that not even on those nor on any other conditions short of a separation of 50 yards from other premises will the Court of Aldermen grant a license for the storage of any large quantity of such an inflammable article within the city.—*The Journal of Gas Lighting.*

Report of the Secretary of the Treasury.

(Continued from p. 969.)

possible equal to the purchasing power which gold would have had if specie payments had been maintained; but the issue and use of the notes is unavoidable, and the government can resort to borrowing only when the issue has become sufficiently large to warrant a just expectation that loans of the notes can be had from those who hold or can obtain them at rates not less advantageous than those of coin loans before suspension. The difficulty which the takers of the recent loan of $13,613,450 found in obtaining United States notes with which to meet their engagements to the Treasury is very instructive on this head. It points, indeed, directly to the conclusion that loans of the United States notes, in sufficient amounts to meet the disbursements of the government, could not now be obtained at rates which a due regard to the interests of the tax payers would permit the Secretary to accept. Whatever may be said of the aggregate circulation, it cannot, then, be successfully maintained that the circulation of United States notes is excessive. When extended to the limits authorized by existing laws, it will be no larger than the wants of the people and the government imperatively demand.

If there be a considerable redundancy then; if there be a considerable real depreciation of the circulation—which is by no means admitted—what has caused the redundancy and the depreciation?

The cause of all that exists is easily found in the statements of the banking corporations. The circulation of corporate notes increased during the year ending on the 1st of November, 1862, from $130,000,000 to $167,000,000. During the same time the volume of deposits, which answer very many of the purposes of circulation, had swelled from $264,000,000 to $344,000,000. The greater portion of this increase took place within the last seven months.

The augmentation of deposits always accompanies increase of circulation. Together they stimulate loans, and are, in turn, stimulated by the desire of the interest derived from loans. As might have been anticipated, loans increased, though not equally, with the circulation and deposits. From $607,000,000 on the 1st day of November, 1861, they had grown to $677,000,000 on the 1st day of November, 1862.

Here is an obvious and sufficient explanation of whatever undue expansion may have taken place. The Secretary has already expressed the opinion that circulation is not greatly redundant, and that no considerable depreciation of currency has actually occurred. He thinks it sufficiently proved however, that whatever there may be of either is fairly attributable not to the increase of United States notes, but to the increase of circulation and deposits.

Under these circumstances, *the path of wisdom and duty seems very clear. It leads to the support of a United States note circulation, and to the reduction of the bank note circulation.* A comparatively small reduction of the latter will allow ample room for the whole increase of the former authorized by existing laws; and as the reduction proceeds the increase may be extended, never, however, passing the point which admits the negotiation of loans at reasonable rates. The Secretary has heretofore advised *the imposing of a moderate tax on corporate circulation, and now renews the recommendation as the best means of reduction and gradual substitution.* Such a tax involves no hardships. Notes circulating as money cost nothing beyond the expense of production and supervision, and yet form a highly accumulative species of property. The necessities of the war have caused the taxation of almost all forms of value. Can there be a sound reason for exempting that which costs the proprietor least and brings him most?

It may be properly added that this desirable substitute of a circulation, uniform in description and value, for a circulation varying widely in both, may, perhaps be more easily and beneficially effected now than at any other time. The circula-

tion of United States notes may greatly facilitate the payments to the banks through which their own notes must be withdrawn; and thus, not only protect the community from the inconveniences, but the banks from the losses which might otherwise attend reduction.

A circulation composed exclusively of notes issued directly by the government, or of such notes and coin, is recommended mainly by two considerations—the first, derived from the facility with which it may be provided in emergencies, and the second, from its cheapness.

The principal objections to such a circulation as a permanent system, are, 1st, the facility of excessive expansion when expenditure exceeds revenue; 2d, the danger of lavish and corrupt expenditure, stimulated by facility of expansion; 3d, the danger of fraud in management and supervision; 4th, the impossibility of providing it in sufficient amounts for the wants of the people whenever expenditures are reduced to equality with revenue or below it.

Those objections are all serious. The last requires some elucidation. It will be easily understood, however, if it be considered that a government issuing a credit circulation cannot supply, in any given period, an amount of currency greater than the excess of its disbursements over its receipts. To that amount, it may create a debt in small notes, and these notes may be used as currency. This is precisely the way in which the existing currency of United States notes is supplied. That portion of expenditure not met by revenue or loans has been met by the issue of these notes. Debt in this form has been substituted for various debts in other forms. Whenever, therefore, the country shall be restored to a healthy normal condition, and receipts exceed expenditures, the supply of United States notes will be arrested, and must progressively diminish. Whatever demand may be made for their redemption in coin must hasten this diminution; and there can be no reissue; for reissue, under the conditions, necessarily implies disbursement, and the revenue, upon the supposition, supplies more than is needed for that purpose. There is, then, no mode in which a currency in United States notes can be permanently maintained, except by loans of them, when not required for disbursements, on deposits of coin, or pledge of securities, or in some or other way. This would convert the Treasury into a government bank, with all its hazards and mischiefs.

If these reasonings be sound, little room can remain for doubt that the evils certain to arise from such a scheme of currency, if adopted as a permanent system, greatly overbalanced the temporary though not inconsiderable advantages offered by it.

It remains to be considered what results may be reasonably expected from an act authorizing the organization of banking associations, such as the Secretary proposed in his last report.

The central idea of the proposed measure is the establishment of one sound, uniform circulation of equal value throughout the country, upon the foundation of national credit combined with private capital.

Such a currency, it is believed, can be secured through banking associations organized under national legislation.

It is proposed that these associations be entirely voluntary. Any persons desirous of employing real capital in sufficient amounts, can, if the plan be adopted, unite together under proper articles, and, having contributed the requisite capital, can invest such part of it, not less than a fixed minimum, in United States bonds, and, having deposited these bonds with the proper officer of the United States, can receive United States notes in such denominations as may be desired, and employ them as money in discounts and exchanges. The stockholders of any existing banks can, in like manner, organize under the act, and transfer, by such degrees as may be found convenient, the capital of the old to the use of the new associations. The notes thus put into circulation will be payable, until resumption, in United States notes, and, after resumption, in specie, by the association which issues them on demand; and if not so paid will be redeemable at the Treasury of the United States from the proceeds of the bonds pledged in security. In the practical working of the plan, if sanctioned by Congress, redemption at one or more of the great commercial centres will probably be provided for by all the associations which circulate the notes, and, in case any association shall fail in such redemption, the treasurer of the United States will probably, under discretionary authority, pay the notes, and cancel the public debt held as security.

The organization proposed, if sanctioned by Congress would require within a very few years for deposit as security for circulation bonds of the United States to an amount not less than $250,000,000. It may well be expected, indeed, since the circulation, by uniformity in credit and value, and capacity of quiet and cheap transportation, better than any hitherto issued, that the demand for bonds will largely overpass this limit. Should Congress see fit to restrict the privilege to deposit to the bonds known as five-twenties, authorized by the act of last session, the demand would promptly absorb all of that description already issued, and make large room for more. A steady market for the bonds would thus be established and the negotiation of them greatly facilitated.

The Secretary does not propose to interfere with the independent Treasury. It may be advantageously retained, with the assistant treasurers already established in the most important cities, where the customs may be collected as now, in coin or Treasury notes issued directly by the government, but not furnished to banking associations.

But whatever the advantages of such arrangements in the commercial cities in relation to customs, it seems clear that the secured national circulation furnished to the banking associations should be received everywhere for all other dues than customs, and that these associations will constitute the best and safest depositaries of the revenue derived from such receipts.

Another and very important advantage of the proposed plan has already been adverted to. It will reconcile, as far as practicable, the interests of existing institutions with those of the whole people.

All changes however imprortant should be introduced with caution, and proceeded in with careful regard to every affected interest.

The proposed plan is recommended, finally, by the firm anchorage it will supply to the Union of the states. Every banking association whose bonds are deposited in the Treasury of the Union; every individual who holds a dollar of the circulation secured by such deposit; every merchant, every manufacturer, every farmer, every mechanic, interested in transactions dependent for success on the credit of that circulation, will feel as an injury every attempt to rend the national unity, with the permanence and stability of which all their interests are so closely and vitally connected. Had the system been possible and had it actually existed two years ago, can it be doubted that the national interests and sentiments enlisted by it for the Union would have so strengthened the motives of adhesion derived from other sources that the wild treason of secession would have been impossible?

The Secretary does not yield to the phantasy that taxation is a blessing and debt a benefit; but it is the duty of public men to extract good from evil whenever it is possible. The burdens of taxation may be lightened and even made productive of incidental benefits by wise, and aggravated and made intolerable by unwise legislation. In like manner debt, by no means desirable in itself, may, when circumstances compel nations to incur its obligations, be made by discreet use less burdensome, and even instrumental in the promotion of public and private security and welfare.

The rebellion has brought a great debt upon us. It is proposed to use a part of it in such a way that the sense of its burden may be lost in the experience of incidental advantages. The issue of United States notes is such a use; but if exclusive, is hazardous and temporary. The security by national bonds of similar notes furnished to banking associations is such a use, and is comparatively safe and permanent; and with this use may be connected, for the present, and occasionally, as circumstances may require hereafter, the use of the ordinary United States notes in limited amounts.

No very early day will probably witness the reduction of the public debt to the amount required as a basis for secured circulation. Should no future wars arrest reduction and again demand expenditures beyond revenue, that day will, however, at length come. When it shall arrive, the debt may be retained on low interest at that amount, or some other security for circulation may be devised, or, possibly, the vast supplies of our rich mines may render all circulation unadvisable except gold and the absolute representative and equivalents, dollar for dollar, of gold in the Treasury or on safe deposit elsewhere. But these considerations may be for another generation.

The recommendations now submitted, of the limited issue of United States notes as a wise expedient for the present time, and as an occasional expedient in future times, and of the organization of banking associations to supply circulation secured by national bonds and convertible always into United States notes, and after resumption of specie payments, into coin, are prompted by no favor to excessive issues of any description of credit money.

On the contrary, it is the Secretary's firm belief that by no other path can the resumption of specie payments be so surely reached and so certainly maintained.

United States notes receivable for bonds bearing a secure specie interest are next best to notes convertible into coin. The circulation of banking associations organized under a general act of Congress, secured by such bonds, can be most surely and safely maintained at the point of certain convertibility into coin. If, temporarily, these associations redeem their issues with United States notes, resumption of specie payments will not thereby be delayed or endangered, but hastened and secured; for, just as soon as victory shall restore peace, the ample revenue already secured by wise legislation will enable the government, through advantageous purchases of specie, to replace at once large amounts, and, at no distant day, the whole of this circulation by coin, without detriment to any interest, but, on the contrary, with great and manifest benefit to all interests.

The Secretary recommends, therefore, no mere paper money scheme, but, on the contrary, *a series of measures looking to a safe and gradual return to gold and silver as the only permanent basis standard, and measure of values recognized by the constitution—between which and an irremediable paper currency, as he believes, the choice is now to be made.*

No country possesses the true elements of a higher credit—no country in ordinary times can maintain a higher standard of currency and payment than the United States.

The government is less costly than that of most other great powers. The expenditures of the current fiscal year, excluding those of the War and Navy Departments, can hardly equal those of the last year, which amounted to $24,511,476 66. Estimating those of these departments at double the expenditures of the last year before the rebellion, they would for the current year, had the war ended before last midsummer as was anticipated at the date of the last report, amount to the sum of $55,845,834 48. The interest on the public debt is for the current year estimated at $25,041,532 07, and will not probably go over that sum. The whole expenditures of the government for the current year, on the supposition of peace, would, therefore, not exceed $105,371,843 21. This aggregate must be increased hereafter by the addition of interest on the loans of the current and future years and by pensions, the precise amount of which cannot be foreseen. Estimate

the former at fifty, and the latter at ten millions a year, and the total annual expenditures in peace will reach, omitting fractions to $165,000,000. The expenditures of Great Britain during the year ending March 31, 1862, were $364,486,682; those of France for 1862, according to French official estimates, will reach $421,823,900, and the annual expenses of Russia, according to the best accessible information, do not fall far short of $280,000,000.

To meet our annual expenditures, and to assure beyond contingency the punctual discharge of the interest of the public debt, and the creation of a sinking fund for its reduction, Congress has provided a revenue from customs even now reaching nearly seventy millions a year, and a revenue from internal duties which will not probably fall short of one hundred and fifty millions a year.

Without reckoning any other resources than those already provided, the revenue, therefore, will annually exceed the expenditures by fifty-five millions, which sum may be used for the reduction of the public debt. If, then, the war shall be continued, contrary to hope and expectation, to midsummer of 1864, and the public debt shall reach the utmost limit now anticipated of seventeen hundred and fifty millions of dollars, the excess of revenue will reduce that debt, during the first year of peace, more than three per cent.

But the American republic possesses immense, resources which have not yet been called into contribution. The gold-bearing region of the United States stretches through near eighteen degrees of latitude, from British Columbia on the North to Mexico on the south, and through more than twenty degrees of longitude, from the eastern declivities of the Rocky Mountains to the Pacific Ocean.. It includes two States, California and Oregon; four entire territories, Utah, Nevada, New Mexico and Washington, and parts of three other territories, Colorado, Nebraska and Dacota. It forms an area of more than a million of square miles, the whole of which, with comparatively insignificant exceptions, is the property of the nation. It is rich, not only in gold, but in silver, copper, iron, lead and many other valuable minerals. Its product of gold and silver during the current year will not much, if at all, probably fall very short of $100,000,000; and it must long continue gradually, yet rapidly, to increase. If this product be subjected to a reasonable seignorage, as suggested by some, or if, as suggested by others, the mineral lands be subdivided and sold in convenient parcels, with proper reservations in favor of the miners now in occupation of particular localities, a very considerable revenue may, doubtless, be obtained from this region without hardship to the actual settlers and occupiers.

And there are other mines than those of gold or silver, or copper or iron, in the wide territory which includes the public lands of the United States. Every acre of the fertile soil is a mine which only waits for the contact of labor to yield its treasures; and every acre is opened to that fruitful contact by the Homestead Act. When the opportunities thus offered to industry shall be understood by the working millions of Europe, it cannot be doubted that great numbers will seek American homes, in order to avail themselves of the great advantages tendered to their acceptance by American law. Every working man who comes betters the condition of the nation as well as his own.

With such resources at the disposal of the republic, no one need be alarmed lest the United States may become unable to pay the interest on its debt, or to reduce the principal to whatever point the public interest may indicate. The republic is passing through the pangs of a new birth to a nobler and higher life. Twice already she has paid off a national debt contracted for the defence of her rights; the obligations of that which she now incurs for the preservation of her existence will be not sacredly fulfilled.

It has been already stated that the amount to be provided, beyond resources available under existing laws, is, for the current year $276,912,517 66, and for the ensuing year, $627,888,188 56.

To provide those amounts loans in some form must be negotiated.

The Secretary has already expressed the opinion with great deference to the superior wisdom of Congress, that it will be unwise, unless conditions greatly change, to authorize the increase of United States notes beyond the limit now fixed by law. Should any vacuum be created by the withdrawal of bank note circulation, that vacuum should, doubtless, be filled by United States notes. Should Congress adopt the measures proposed by the Secretary, it is not improbable that an additional issue of fifty millions may be required for that purpose within the year, and an equal additional issue during the following year. And it may well be hoped that military successes, re-establishing the authority of the United States in large districts of the insurgent region, will call for further issues to supply the place of the worthless currency which the rebellion has forced upon the people. Should it be deemed expedient to invest the Secretary with any discretionary power, in view of these contingencies, it should be so limited as to allow no increase of aggregate circulation beyond the clear demands of real business.

A considerable additional sum may probably be obtained by removing the limit on temporary deposits. The amount of these deposits has steadily increased, notwithstanding large repayments to depositors. The treasury of the government has been made the savings bank of the people. Should the restriction be removed, there is reason to believe that twenty-five millions may be received beyond the maximum now fixed, during the year.

But the chief reliance, and the safest, must be upon loans. Without any issues of United States notes beyond the amount now authorized, it seems certain that loans for the whole amount required for the current year can be readily obtained at fair rates, and it may be confidently hoped that before its close the resources of the country will be so well understood, and the restoration of its territorial integrity so well assured, that capitalists will not hesitate to supply whatever may be needed for the subsequent year.

But in order to the advantageous negotiation of loans, the action of Congress is necessary.

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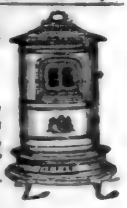
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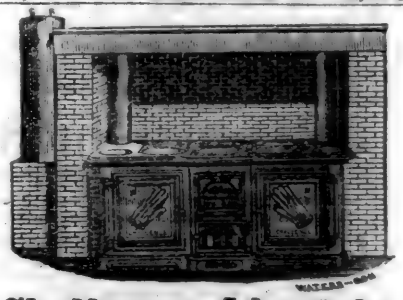


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ORDERS TO ANY EXTENT FOR THEIR
CELEBRATED WHEELS,
EITHER SINGLE OR DOUBLE PLATE,
WITH OR WITHOUT AXLES.
WHEELS FITTED
To HAMMERED or ROLLED AXLES,
IN THE BEST MANNER, AT THE SHORTEST NOTICE,
AND ON THE MOST REASONABLE TERMS.

RAILROAD IRON.

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on advantageous terms, delivered at ports of England, Wales, or the United States.

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ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

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OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.

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44 Exchange Place.

New York, 1st June, 1859.

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E. LIVINGSTON,
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MORRIS, WHEELER & CO.,
SUCCESSORS TO
MORRIS & JONES & CO.,

IRON MERCHANTS,

MARKET AND SIXTEENTH STREETS,
PHILADELPHIA.

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IN ALL THEIR VARIETIES.

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BOILER RIVETS, RAILROAD IRON,
CUT NAILS and SPIKES, PIG IRON, etc.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, December 20, 1862.

Illinois Central Railroad.

We are again obliged to Mr. S. J. Hayes, Superintendent of Machinery on the Illinois Central Railway, for an interesting report of its locomotive department for the month ending Oct. 31st ult. It is a table on a broad sheet showing among other things the divisions of the routes, the engines and their numbers, their drivers, the number of miles run by each engine, the consumption of fuel, wages, repairs, &c., with the average per mile of the various expenditures incurred in working the lines. From these facts, there might be large opportunity for calculating how, when and where, the expenses of management are susceptible of control, what is chargeable to badly constructed, or uneconomical machines, what to fuel, what to freight, and what to passenger trains. Just as soon as expenses can be reduced to a safe minimum, Railway stockholders will be able to know what their dividends should continue to be. This is the great secret. In this instance, if there is anything wrong in the management of the Illinois, the public are not kept in the dark. The statement before us is a fine illustration of scientific and practical supervision. This is essentially necessary, for the number of miles traversed by the locomotives on this road for the month was 264,527!!

New York Central Railroad.

The annual statement of the operations of this company for the fiscal year ending September 30, 1862, was submitted at the meeting of the stockholders held on the 10th inst. The following is an abstract:

EARNINGS AND RECEIPTS.

From through passengers		$633,074 74
" way "		1,699,084 38
" through freight		4,873,642 40
" way "		1,728,488 56
" mail transportation		95,777 50
" express		62,765 00
" rents, storage, etc.		263,995 19
Total		$9,356,827 77

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, viz:		
For passenger business	$1,485,616 63	
For freight "	4,122,133 70	
		$5,607,750 33
For interest, including interest on debt certificates held for the sinking fund	$1,021,193 12	
For sinking funds	113,967 75	
For rent of Niagara Bridge and Canandaigua Railroad	60,000 00	
		1,195,160 87
For dividends, viz:		
No. 17, Feb., 1862, 3 per cent.	$720,000 00	
No. 18, Aug., 1862, 3 per cent.	720,000 00	
		1,440,000 00

The transportation expenses for the year ending September 30, 1862, were 59.93 per cent. of the gross earnings for the same period.

The net earnings for the year ending September 30, 1862, were $2,553,916 57, equal to 10.64 per cent. on the amount of the capital stock of the company.

SUMMARY *of all transportation expenses for the year ending September* 30, 1862, *as shown by the following tables:*

	Amount.	Allotted to Passenger Transp.	Allotted to Freight Transp.
Maintaining roadway and real estate	$1,709,712	$448,489	$1,221,223
Repairs of machinery	1,595,165	334,654	1,261,511
Operating the road	2,302,873	663,473	1,639,400
Total	$5,607,750	$1,485,616	$4,122,134

COST OF OPERATING THE ROAD.

	Amount.	Allotted to Pass. Transp.	Allotted to Fr't Transp.
Office expen., stationery, etc.	$24,291 11	$11,856 80	$12,434 31
Agents and clerks	275,007 92	100,325 69	174,682 22
Labor, loading and unloading freight	306,026 29	.....	306,026 29
Porters, watchmen, etc.	185,061 86	52,874 82	132,187 04
Wood and water station attendance	50,430 05	14,408 58	36,021 47
Conductors, baggagemen and brakemen	166,570 09	73,501 12	93,068 97
Engineers and firemen	219,000 17	70,098 41	148,901 76
Fuel, and preparing for use	722,734 72	206,496 62	516,239 10
Oil and waste	114,387 56	32,682 16	81,705 40
Loss and damage of goods	28,940 01	2,739 18	26,200 83
Damages for injuries of persons	21,379 50	16,034 68	5,344 82
Damages to property, including damages by fire and cattle killed on road	8,632 21	2,466 34	6,165 87
General superintendence	55,307 06	15,819 16	39,547 90
Contingencies	125,046 08	64,170 98	60,874 10
Totals	$2,302,873 63	$663,473 52	$1,639,400 11

MAINTENANCE OF ROAD AND MACHINERY.

	Amount.	Allotted to Pass. Transp.	Allotted to Fr't Transp.
Repairs of road-bed and railway, excepting cost of iron	$708,676 19	$219,621 67	$549,054 52
Cost of iron (including the cost of chairs & spikes) used in repairs	549,746 70	157,070 48	392,676 22
Repairs of buildings	214,217 75	61,205 07	153,012 68
Repairs of fences & gates	18,310 99	5,231 71	13,079 28
Taxes on real estate	156,169 81	44,619 94	111,549 87
Rep'rs Mohawk turnpike	2,590 21	740 06	1,850 15
Totals	$1,709,711 65	$488,488 98	$1,221,222 72
Cost of Repairs of Machinery:			
Rep. of engines & tend'rs.	$489,116 99	$139,747 70	$349,369 29
Do. pass. and bagg. cars	173,566 23	173,566 23	.....
Do. freight cars	861,291 00	.....	861,291 00
Do. machy, etc., in shops	41,294 90	11,708 55	29,496 85
Incidental expenses	29,895 93	8,511 70	21,384 23
Totals	$1,595,165 05	$333,654 18	$1,261,510 87

Comparative statement of the funded debt & capital stock on the 30th September, 1861 and 1862:

	1861.	1862.
Debt certificates, less am't of sinking fund	$7,552,000	$7,350 000
Bonds for convertible loan,	3,000,000	3,000,000
Debts of the former companies outstanding	263,554	257,118
Bonds for fund'g the debts of the former companies	1,553 000	1,498.000
Bonds for railroad stocks	680,000	663,000
Bonds for real estate	166,000	165,000
Bonds to Buffalo & N. Falls R. R. Co.	82,500	79,500
Bonds of B. & N.F R.R.Co.	24,000	24 000
Bonds and mortgages	301,951	252,975
Convertible bonds, payable in 1876	990.000	990.000
Total am't of funded debt,	$14,613,005	$14 279 593
Capital stock	24,000,000	24 000.000
Total amount of funded debt and capital stock.	$38,613,005	$38,279,593

COST OF ROAD AND EQUIPMENT.

	By last report.	To present time.
For graduation & masonry.	$6,777,107	$6,777,107
For bridges	808,068	808,068
For superstructure, including iron	10,378,799	10,378,799
For passenger and freight stations, buildings and fixtures	1,216,521	1,216,521
For engine and car houses, machine shops, machinery and fixtures	996,122	1,200,153
For land, land damages and fences	4,278,082	4,337,222
For locomotives & fixtures, and snow plows	2,351,463	2,351,466
For passenger & baggage cars	851,128	851,128
For freight and other cars,	2,054,483	2,054,483
For engineering and agencies	603,529	603,529
Construction acc't of the R. & L. O. R. R. Co.	150,000	150,000
Construction acc't of the B. & N. F. R. R. Co.	658 921	653,922
Construction acc't of the Lewiston R. R. Co.	400,000	400,000
Totals, cost of road and equipment	$31,524,226	$31,787,398

INCOME ACCOUNT—*For the year ending Sept. 30, 1862.*

To expense of maintaining and operating road		$5,607,750 83
To coupons and interest		1,021,193 12
To dividend No. 17, Feb., 1862, 3 per cent.	$720,000	
To dividend No. 18, Aug., 1862, 3 per cent.	720,000	
		1,440,000 00
To future income: Amount of one year's contribution to sink'g funds, transferred to Current Income Account:		
Debt certificates	$111,204 00	
Bonds to Buffalo and Niagara Falls R.R.Co.	2,763 75	
		113,967 75
To rent of the Niagara Bridge and Canandaigua Railroad		60.000 00
To balance, Sept. 30, 1862		2,690,295 02
		$10,933,206 22
By balance, Sept. 30, 1861		$1,576,378 45
By pass'ger receipts.	$2,389,724 12	
By freight "	6,607,330 96	
By mail "	95,777 50	
By miscellaneous "	263,995 19	
		9,356,827 77
		$10,933,206 22

STATEMENT *of earnings from passenger, freight and all other sources, for the years ending Sept. 30, from 1853 to 1862, both inclusive:*

	Passengers.	Freight.	Other Sources.	Total.
1853.	$2,829,669	$1,835,672	$122,279	$4,787,520
1854.	3,151,514	2,479,821	287,000	5 918,334
1855.	3,242,229	3,189,603	131,749	6,563,581
1856.	3,207,378	4,328,041	171,928	7,707.348
1857.	3 147,637	4,559,276	320,339	8,027.251
1858.	2,582,646	3,700 270	295 496	6,528,413
1859.	2,566 370	3,337,148	297,331	6,200,849
1860.	2,569,265	4,095,934	292,042	6,957,241
1861.	2,315,933	4,664,449	328,660	7,309,042
1862.	2,389,724	6,607,331	359,773	9,856,828
9 y's.	25,122,696	36,961,873	2,484,318	54,568,887

BALANCE SHEET

From General Ledger, September 30, 1862.

Railroad and equipment		$31,787,397 80
Cash in banks	$621,499 11	
Passenger and freight ag'ts; balances, since remitted	694,967 51	
		1,316,466 62
Buffalo and State Line R. R. Co. stock	$557,800 00	
Troy Union R. R. Co. stock	48,550 00	
Hudson River Bridge Co. stock	80,240 00	
Lake Propelier stock	145,990 46	
		782,580 46
Future Income: Proportion of debt certificates, etc., chargeable to the income of the company, pursuant to the consolidation agreement, from Sept. 30, 1862, to May 1, 1883		7,429,500 00
Fuel and supplies; surplus beyond $1,000,000		841,409 74
Bills receivable	$71,326 85	
General Post Office Department	23,947 50	
U. S.: Troops account.	52,914 84	
Real estate (Buffalo & Niagara F. R. R. Co.)	82,500 00	
Real estate (Oliver Lee & Co.'s Bank)	28,792 48	
		209.480 67
		$41,866,835 29
Capital stock		$24,000,000 00
Funded debt Albany and Schenectady R. R. Co.	$125,000 00	
Do. Schenectady and Troy R. R. Co.	100,000 00	
Do. Buffalo & Rochester R. R. Co.	32,118 22	
		257,118 22
Do. Buffalo & Niagara F. R. R. Co.		24,000 00
Debt certificates	$7,350,000 00	
Bonds for convertible loan	3,000,000 00	
Bonds for R.R.stocks	663,000 00	
Bonds for real estate	165,000 00	
Bonds for funding debts of old Co's.	1,498,000 00	
Bonds to Buffalo & N. F. R. R. Co.	79,500 00	
Bonds, convertible, due 1876	990,000 00	
Bonds and mortgages	252,975 15	
		13,998,475 15
Bills payable		88,890 23
Unclaimed dividends	$6,118 88	
Expenses of operating the road; paid in October	520,129 53	
Coupons and interest— accrued to Sept. 30.	336,808 26	
		863,056 67
Income account; balance Sept. 30, 1862.		2,690,295 02
		$41,866,835 29

The following is a detailed statement of the funded debt:

Debt Certificates, or Premium Bonds, issued to stockholders in 1853, under the Consolidation Agreement, payable May 1st, 1883, with interest at 6 per cent per annum, payable semi annually, on 1st May and November,		$8,892,600 00
Deduct the amount of these certificates purchased for the Sinking Fund provided for their payment under the Consolidation Agreement, and cancelled		1,542,600 00
		$7,350,000 00
Amount outstanding of the debts of the former Companies, assumed under the Consolidation Agreement		257,118 22
Bonds of the Buffalo and Niagara Falls Railroad Company, assumed under the lease of that road, payable October 1st, 1864, interest at 7 per cent per annum, payable semi annually, on 1st January and July		24,000 00
Bonds for funding the principal of the debts assumed for the former Companies, at consolidation, payable August 1st, 1876, interest at 7 per cent per annum, payable semi-annually, on 1st February and August.	$1,680,000	
Less amount cancelled and held by Sinking Fund	182,000	
		1,498,000 00
Bonds to the Stockholders of the Buffalo and Niagara Falls Railroad Company, under the lease before referred to, payable May 1st, 1883, interest at 6 per cent per annum, payable semi annually, on 1st May and November.	$110,800	
Less amount cancelled and held by Sinking Fund..	31,300	
		$79,500 00
Bonds for railroad stock payable May 1st, 1883, interest at 6 per cent per annum, payable semi-annually, on 1st May and November	$817,000	
Less amount cancelled and held by Sinking Fund...	154,000	
		663,000 00
Bonds for Real Estate purchased, payable May 1st, 1883, interest at 6 per cent per annum, payable semi-annually, on 1st May and November.	$235,000	
Less amount cancelled and held by Sinking Fund...	70,000	
		165,000 00
Bonds and mortgages, for Real Estate purchased, with interest at 7 per cent per annum, excepting $25,502 50, the interest upon which is at 6 per cent per annum.		252,974 15
Bonds of June, 1854, payable June, 1864, interest at 7 per cent per annum, payable semi-annually, on 15th June and December.		3,000,000 00
Bonds of August, 1859, payable August, 1876, interest at 7 per cent per annum, payable semi-annually, on 1st February and Aug. with convertible privilege, at par, for ten years.		990,000 00
Total amount of Funded Debt, September 30th, 1862,		$14,279,593 37

The Company has no Floating Debt.

During the year the Company has occasionally given acceptances, as heretofore; the amount of which, outstanding at the close of the fiscal year, was $38 890 23.

The average rate per annum of interest on Funded Debt, 6 35-100 per cent.

All the interest due by the Company, except on mortgages, is payable in the city of New York.

REMARKS AS TO THE BUSINESS OF THE YEAR.

During the year there has been purchased for the Sinking Funds, and cancelled :

In Debt Certificates	$202,000 00
" 7 per cent Bonds due in 1876	55,000 00
" Bonds for Railroad Stock	17,000 00
" " " Real Estate	1,000 00
" " to Buffalo and Niagara Falls Railroad Company	3,000 00
Increase in Sinking Fund in hands of State Comptroller, for redemption of the State Stock issued to the Tonawanda Railroad Company, which forms a part of the Debts of the former Companies still outstanding.	6,435 63
	$284,435 63

The amount of income used for the Construction and Investment Accounts, as shown by the Report of last year, independently of the item of Fuel and Supplies referred to below, was $1,466 852 15.

The amount so used, was, at the close of the fiscal year just ended, as shown by the following statement $1,719,884 89.

Construction Account		$31,787,397 80
Investment "		782,580 46
		$32,569,978 26
Capital Stock	$21,000,000 00	
Funded Debt, less Debt Certificates and Bonds to Buffalo and Niagara Falls Railroad Co., for premiums allowed at Consolidation	6,850,093 37	
		30,850,093 37
		$1,716,884 89

To the amount shown at the close of each fiscal year, as above, should be added, for the purpose of showing the full result, the value of Fuel and Supplies not included in the assets of the Company, as will appear from the Inventory and Balance Sheet contained in the Report, $1,000,000.

It will be seen from the Report, that the business of the year has been considerably larger than in any previous year; owing, mainly, to well known causes which have also favorably affected the business of most of the main lines of road in the northern States, but which, to a considerable extent, must be looked upon as temporary in their nature.

During the past year, the cost of the following items has been charged to Construction Account.

Land for additional Freight accomodations, principally at Albany and Buffalo	$59,140 31
Amounts paid on account of erections and improvements at West Albany, as referred to in the Annual Report for 1861, including payments made within the present year for work partly completed when that Report was made	204,031 31
	$263,171 65

All the other expenditures made during the year, except such as appear in the increased value of Fuel and Supplies on hand, have been charged to Transportation Expenses, and include besides the ordinary items of general repairs, the following :

The addition to the Equipment of 14 Locomotive Engines and 483 Freight Cars.

The addition of new sidings and turnouts, at various points along the line, amounting in the aggregate to 6.31 miles.

The addition of three miles to the second track, between Bergen and Churchville, on the Buffalo and Rochester division.

The erection of buildings at various points on the line, for Freight and Passenger accomodations.

The substitution of Iron for Wooden Bridges, referred to in the last Report, has been continued. During the year this substitution, reduced to single track, has amounted to 697 feet, making with the amount heretofore reported, an aggregate of 4,670 1-6 feet now upon the line.

The renewal of Iron Rails during the year, amounted to 8,297 tons, equal to 84½ miles of single track.

The number of Ties renewed during the same period, was 259,265.

The equipment of the road consists of 229 locomotives; 196 first class 8 wheel passenger cars; 35 second class and emigrant cars; 63 baggage, mail, and express cars; 3,212 freight cars; and 350 cars for gravel and other service. All the engines are in good condition; 14 locomotives, and 483 freight cars have been added during the year, and charged to repairs of machinery in expense account.

Miles run by passenger trains, 1,753,215; by freight trains, 3,233,565; by other trains, 381,892. Aggregate miles run by passenger cars in passenger trains, 5,389,141; do., by baggage, mail and express cars, do., 2,452,301—aggregate miles run by all cars in passenger trains, 7,811,442.

Number of passengers carried in the cars, 2,276,977. Miles traveled by passengers 119,028,024. Tons of freight carried, 1,387,433. Total movement of freight, or number of tons carried one mile, 296,963,492.

The rate of speed adopted for ordinary passenger trains is 28 miles per hour; by express trains, 35 miles; by freight trains, 15 miles.

Length of main line from Albany to Buffalo 297.75 miles; length of side, or parallel branch lines, 258.13—total length of first track, 555.88; length of second track on main line and branches, 246.53; length of sidings, turnouts and switches, 132.56—total length of equivalent single track, 924.97 miles.

Length of Niagara Bridge and Canandaigua Railroad, (leased) 98.46 miles; Branch line to elevator at Tonawanda, 1.63; sidings, turnouts and switches, 3.42—total length of equivalent single track, 103.51 miles.

Jamestown and Franklin Railroad.

The Crawford *Democrat* states that the "Lake Shore Railroad Company intend to build a railroad from Jamestown to Franklin, intersecting the Pittsburg and Erie Railroad at Jamestown. This has been brought about by the move on the part of the Atlantic and Great Western Railroad, who are extending a branch from Orangeville to Sharon. The contract for this road was let last week."

We know nothing about the above, and have only to say that we hope it is true. We care not who builds the road, so long as it is built. When completed, it will have plenty of business. The line runs through the richest deposits of coal in Western Pennsylvania, and which have hitherto been inaccessible to a market. This of itself is a large item. Then we have the oil, which will form another large item of freight, aside from the traffic of all kinds which such a road would immediately cause to spring up. If the owners of the Lake Shore, or any other corporation able to build the road, have seen the good investment that lays before them, they have acted wisely in securing it.—*Venango Spectator Nov.* 26.

Railway Milk Traffic.

Few persons are aware of the extent of the transportation of milk by means of railways terminating in a large city like New York. They furnish us with innumerable articles of necessity, but none more important to our health and comfort than milk. We have before us tables furnished for the recent report of the Patent Office which are very interesting, and show the traffic in this particular of the Erie, Harlem and Long Island Railways in a most satisfactory manner. And yet, strange to say, large as the quantity conveyed over these roads by steam, one half the milk consumed in the city of New York is still conveyed there in wagons.

Showing the quantity of milk received in the city of New York, at the depots of the Harlem, Erie and Long Island Railroad Companies, for the year ending June 30, 1861.

Mo'ths.	Harlem Railroad. Quarts.	Erie Railroad. Quarts.	Long Is'd Railroad. Quarts.	Total. Quarts.
July	2,816,720	2 743 750	282,530	5,843,000
Aug	2 657,150	2,636 880	286,250	5 580 280
Sept	2 399 410	2,225 800	265 190	4 890,400
Oct	2,320 610	1,959,740	269 890	4 550,240
Nov	2 057 570	1,715 128	267,890	4,040,588
Dec	2 068 320	1,564 670	262,660	3 895,650
Jan	2 061,730	1 547,680	260 010	3 869,370
Feb	1,854 080	1 474,150	266 740	3 598,970
March	1,169 590	1,788,910	275,840	4,234,340
April	2 203,010	1 944,770	286,180	4,433,960
May	2 436,800	2 320,670	301,900	5 059,370
June	2,463,090	2 492,510	301,650	5,257,250
Total	27,507,080	24,414,608	3,326,780	55,248,418

The maximum daily rate by the month, 188,484 quarts, was delivered in July.

The minimum daily rate by the month, 124,871 quarts, was delivered in January.

Thirty thousand six hundred and ninety-four cows are required to supply the milk transported over these railroads.

The average cost of transportation is $552,484 18 annually. This includes the return of the cans.

The average cost of the milk as it is received for transportation, is $1,104,968 36 annually.

Showing the quantity of milk received in the city of New York, from each station on the Harlem Railroad, for the year ending June 30, 1861.

Stations.	Quantity received from each station. Quarts.	Distance from N. Y. City. Miles.
White Plains	86,310	23
Kensico	21,530	26
Unionville	88,250	29
Pleasantville	135 150	31
Chapequa	190,960	33
Mount Kisco	689 060	37
Bedford	859,060	40
Katonah	1,794,370	42
Golden's Bridge	1,476 850	44
Purdy	2 092,090	47
Croton Falls	1,799,310	48
Brewster's	3,787,460	53
Dykeman's	872 930	55
Towner's	2,227,780	58
Patterson's	1,983 700	61
Pawling's	1,496 730	64
South Dover	808,710	70
Dover Furnace	298 780	75
Dover Plains	605 750	77
Wassaic	1,407,850	82
Amenia	1,966,820	85
Sharon	205,470	88
Coleman's	529 820	90
Millerton	1,822,430	93
Boston Corner	194 680	100
Chatham	62,230	128
Total	27,507,080	....

Showing the quantity of milk received in the city of New York, from each station on the New York and Erie Railroad, for the year ending June 30, 1861.

Stations.	Quantity received from each station. Quarts.	Distance from N. Y. City. Miles.
Turner's	932,016	47
Monroe	2,524,560	50
Oxford	1,875,844	52
Chester	4,852,048	55
Washingtonville	864,452	60
Goshen	4,017,192	63
Hampton	2,719,768	64
Middletown	2,618,048	67
Howell's	2,285,200	71
Otisville	1,108,520	76
Total	23,747,648	....

The discrepancy between the total amount in the above statement and that in No. 4 arises from the fact that a few small stations were not reported in the above.

In 1847 this railroad company transported less than 15,000,000 quarts of milk over their road. In 1861 they carried nearly 25,000,000 quarts.

Showing the quantity of milk received in the city of New York, from each station on the Long Island Railroad, for the year ending June 30, 1861.

Stations.	Quantity received from each station. Quarts.	Distance from N. Y. City. Miles.
Willow Tree	75,650	12
Brushville	58,400	16
Hyde Park	121,400	18
Hempstead	930,850	22
H. Branch	80,300	20
Westbury	1,087,700	22
Hicksville	344,100	26
Syosset	441,650	30
Jerusalem	76,680	28
Total	3,826,730	....

It is found that notwithstanding the milk is brought in some instances as from Chatham by the Harlem road 128 miles, and kept in some instances from 48 to 60 hours, it is perfectly sweet and potable, and the act of transportation does not injure it, while by the process of wagoning any great distance it becomes churned, and is not so fit for use. Very curious results have been ascertained by the staticians with regard to the consumption of milk in various of the States.

Five States, New Hampshire, Vermont, Massachusetts, Connecticut and New York use over 8 per cent of their milk for cheese, and all south of Pennsylvania but one per cent.

Rhode Island, Massachusetts and Maryland, produce the least in proportion to their population.

Vermont, New Hampshire, New York and Wisconsin, produce the most in proportion to their population.

Vermont, Virginia, Wisconsin and New Hampshire consume the most in proportion to their population.

Virginia consumes as food nearly 70 per cent. of the entire milk product of that State, Rhode Island over 60 per cent.

Maryland, Delaware, Massachusetts and Wisconsin over 50 per cent., severally.

New York and Vermont manufacture into butter nearly two-thirds of their entire milk product.

Virginia uses less than one-third of its milk in the manufacture of butter, and in this fact we see the reason why the article brings such fabulous prices in that State during the present rebellion.

Rhode Island uses the largest percentage in the manufacture of cheese, New York the largest percentage in butter, and Virginia the largest percentage as food.

Virginia uses the smallest percentage in butter and cheese, and Vermont the least percentage in food.

Other curious facts are ascertained. The greatest average daily consumption in thirteen Northern and Middle States, including Virginia, excluding Ohio, Kentucky, Tennessee, and all their Southern and Western neighbors, from which there are no returns, is one pint. The greatest daily average is found in Vermont and Virginia, viz: 1.6 pint.

The least is in Massachusetts 0.6 pint. In the City of Washington it is but the 1-10th of a pint, for the milk there is entirely supplied by the people residing within its limits. The transportation by railway is almost unknown for there is no region of supply.

In this city half a pint is the average daily supply for over 600,000 persons.

It is also found that the milk transported over the railroads keeps sweeter for a much longer time than that brought by wagons, and the reason is that, more care is taken of the article; it is cooled down after milking to 40° Fahrenheit, and kept quiet at that temperature till it is carried to the cars.

The other classes of milkmen milk to suit their own convenience, and transport the fluid warm. In some of the largest dairies the greatest system prevails. The cows are milked in the cool of the evening, and in the morning before sunrise, the milk is strained into tin cans, which are placed in tanks of cool spring water. Care is taken not to mix the one milking with the other, and to prevent any stirring of the milk while in the process of cooling, nor any mixture until the temperature is equal, both in the morning and evening product. The cans are then placed in a wagon covered over with wet cloths and carried over to the railroad depot, from whence in the night time only it is transported to the city. Thus the milk arrives cool and in good condition. The cost of transportation averages 1 per cent., the producers sell it at the stations for 2 cents, and when it is ready for delivery in this city, therefore, the whole cost is 3 cents. It is retailed to customers at 6 cents, and thus affords a very handsome profit.

We thus perceive how greatly we are indebted to our three principal railways for our milk, and we may suggest this important fact that the railway milk is from the very necessity of the case preferable in all respects to that from neighboring dairies by wagons. If it was not properly cared for, strained and cooled, it could not be transported any distance with safety. While in the other case, it is brought in a warm state, carelessly handled, and disposed of often while it is undergoing a change.

Those of our readers who wish to study the subject farther, will find it admirably treated in the recent publication of Dr. Loomis on the subject of the consumption of milk.

Russian Railways.

The line from St. Petersburgh has been extended to Warsaw, and that from Moscow to Nidjo-Novogored.

Erie and Pittsburgh Railroad.

We noticed in our last paper that the Buffalo and Erie Railroad Company had projected a railroad from Jamestown to Franklin, and let the contract for building the same. It is of course a branch of the Erie and Pittsburgh Railroad, but is being built under the joint auspices of the two roads mentioned. In addition to this move for the accomplishment of the end sought in the construction of the Erie and Pittsburgh road, they have purchased of the Erie City Railroad Company and had transferred into their own hands, by consent of the city, the water lots in the bay which were donated by the city of Erie to the Erie City Railroad Company some years since; and they now propose to commence the construction of docks and warehouses upon these lots at an early day. The route which has been adopted to reach these lots is down the valley of the cascade, west of the city, and along under the bluff into the corporation. They will also have a fine depth of water and a good site for the location of docks at the mouth of Cascade Run, where the transhipment of coal from the cars to vessels can be most advantageously made. This feature of the road is the one which will benefit the city most, and we are glad to notice the fact that the work will soon be commenced.—*Erie City Dispatch, Nov. 29.*

The National Finances.

Statement of Receipts and Expenditures of the United States for the fiscal year ending June 30, 1862.

Balance on hand July 1, 1861	$2,257,065 80
From customs	49,056,397 62
From lands	152,203 77
From miscellaneous sources	931,787 64
From direct tax	1,795,331 73
From Loans—	
For 3 years' 7.30 bonds	122,037,585 34
For 5.20 years' 6 per cent. bonds	13,990,600 00
For Oregon War bonds	1,000,700 00
For 20 years' bonds, 6 per cent., at par, for $50,000,000 7 per cents.	46,308,127 17
For 2 years' Treasury notes, under act of June 22, 1860, and March 2, 1861	14,019,024 00
For 60 day Treasury notes, under act of March 2, 1861	12,896,350 00
For Treasury notes under acts Feb. 8 and March 2, 1861	3,500 00
Under Loan act, Feb. 8, 1861	55,257 50
For United States notes, acts July 17 and Aug. 5, 1861, and Feb. 12, 1862	60,030,000 00
For United States notes, act Feb. 25, 1862	98,620,000 00
From temporary loan, act Feb. 25, 1862	66,479,324 10
From certificates of indebtedness, acts March 1 and 17, 1862	49,831,979 73
From temporary loan, in anticipation of popular subscription	44,375,000 00
Total receipts	$583,885,247 00

The expenses for the same period were $570,841,700 25, leaving a balance in the Treasury of $13,043,546 06.

The receipts for the fiscal year ending June 30, 1863, from all sources but loans, are estimated as follows:

From customs	$68,041,736 59
Lands	88,724 16
Miscellaneous sources	2,244,316 32
From direct taxes	97,077,021 72
Balance at the commencement of the year	13,043,546 81
Total	$180,495,345 60

The expenses for the year ending June 30, 1863, are estimated at $788,558,777 62.

The receipts from loans have been $200,129,717 01. The receipts from sources already provided, are estimated at $131,021,197 35, leaving the sum of $276,012,517 66 yet to be provided.

The estimates for the fiscal year ending June 1, 1864, are as follows:

RECEIPTS.

From customs	$70,000,000 00
From lands	25,000 00
From miscellaneous sources	3,000,000 00
From internal duties	150,000,000 00
Aggregate	$223,025,000 00

EXPENDITURES.

Balance of former appropriations estimated to be unexpended July 1, 1863	$200,000,000 00
For civil service, foreign intercourse and miscellaneous	25,081,510 08
For Interior Department, Indians and pensions	10,346,577 01
For the War Department	738,829,146 80
For the Navy Department	68,257,255 01
For interest on public debt	33,513,890 50
Principal of public debt	19,384,804 16
Total	$1,095,413,183 56
Of this amount of $1,095,413,183 56, it may be safely estimated that there will remain undrawn on the 30th of June, 1864, the sum of	250,000,000 00
Aggregate for the year	$845,413,183 56
The estimated receipts, as before stated, for that year, are placed at	223,025,000 00
Leaving to be provided for by loans the sum of	$622,388,183 56

ASCERTAINED PUBLIC DEBT.

The liquidated amount of the public debt of the United States on the 1st day of December, 1862, was as follows:

Under what Act.	Rate of Interest.	Amount.
Loan of 1842	6 per cent.	$2,883,364
" 1847	6 "	9,415,250
" 1848	6 "	8,908,342
" 1861, Feb'y	6 "	18,415,000
" 1861, July	6 "	50,000,000
" 1850	5 "	3,461,000
" 1858	5 "	20,000,000
" 1860	5 "	7,022,000
Total funded to Feb. 25, 1862		$120,105,956
Loan of 1862, Feb'y	6 per cent.	23,750,000
" 1862, Oregon	6 "	878,650
Total funded to date		$144,734,606
Treasury Bonds, 1861	7.30 per cent.	150,000,000
" Certific's, 1862	6 "	87,363,000
" Deposits, 1862	4a5 "	79,798,000
Old Treasury Notes	6 "	3,382,162
Total interest bearing		$465,277,768
United States Notes of Circulation		222,932,111
Total debt		$688,209,879

The above amount, of course, does not embrace a large amount of unadjusted debt.

The total debt of the Government on the 30th day of June, 1863, is estimated at $1,122,297,403; on the 30th of June, 1864, in case the war continues, at $1,744,685,586.

Canadian Oil Wells.

British speculators are now beginning to propose incorporated (limited liability) companies to work the Canadian oil wells, allured by the inexhaustible supplies, and the great profit made on the importation of the article. It can be delivered in the Thames at $40 per ton, and sells for from $65 to 70. It is used abroad for lubricating machinery, a solvent for caoutchouc and other gums, benzine, a substitute for turpentine and to make paraffine candles. It is also the basis of many of the most beautiful dyes, as mauve, magenta, rosalin, azarine, &c. The value of the import of petroleum into England was last year twenty millions of dollars. The standard of mere inflammability is fixed at 130° Fahrenheit. This is lower than that designated by American chemists.

City Railroad Cars—Accidents to Pedestrians.

INFANTILE NEGLIGENCE; WHEN CARELESSNESS OF PARENTS MAY BE IMPUTED TO THEIR CHILDREN. DUTY OF PARENTS AND GUARDIANS; THEIR NEGLIGENCE A QUESTION FOR THE JURY.

This action was brought by the guardian of Harvey Mangan against the Brooklyn City Railroad Company, to recover damages for injuries sustained by Mangan, in consequence of being run over by a passenger car upon that company's road. Mangan was three years and seven months old at the time. The defence was that the injury was caused by the negligence of the plaintiff himself, and not by the negligence or fault of the defendants, or their agents or servants.

The accident happened in July, 1858, at the corner of North Tenth and First streets in Williamsburgh. Just previous to the occurrence the child was at home at his father's house in First street, three doors from the corner of North Tenth street, through which latter street the railroad passes. His mother and a step-sister were in the basement hall washing, and the child was playing in the basement, under their observation. The street door was closed and locked, and the child was not left alone during the afternoon, except at about twenty minutes before four, when one or both the women went into the yard to hang up clothes to dry. One of these women testified, that at that time she saw the boy on a balcony in the rear of the house with his brother. When she returned to the room or the hall, he had probably escaped through one of the front basement windows, although she was not aware of it. In a very few minutes, he was brought home, with his leg crushed by the car wheel; another witness who saw the occurrence said that it happened before four o'clock. The defendant's driver who had control of the car, was sitting at the time upon the railing of the platform of his car, his face turned away from the horses or mules, and from the direction in which the car was going. His attention was absorbed by a bird which he had in his hand, while the reins of his animals were twisted about the brake of the car. The car was drawn by mules and was proceeding at a steady though not a rapid pace.

At the close of the plaintiff's evidence on the trial, the Court ordered the complaint to be dismissed, on the ground that the parents of the infant were guilty of negligence in allowing it to go thus unattended to the street, and for this negligence of the parents the child was responsible and could not recover damages from the company; his own negligence concurring with the negligence of the defendant to produce the injury. The plaintiff then appealed to the Kings General Term of the N. Y. Supreme Court, which Court now reversed the decision of the Court below, and ordered a new trial. The following opinion was rendered by the General Term.

EMOTT, J.—It is not using too strong language to say that this was gross negligence on the part of the driver of the car. It was in effect to leave the vehicle moving uncontrolled through the public streets—a vehicle which is in some respects more dangerous to other passengers on foot or in carriages than any ordinary carriage. If the danger of a collison with a railroad car is not greater, the consequence of such a collision when it does occur, are far more serious and less easily prevented than in the case of common vehicles.

The plaintiff was coming down North Tenth street as the car was coming along First street, and in attempting to cross the track in advance of the car, he was struck by some projecting portion the car, thrown down and run over by both wheels. At what distance from the crossing of the two streets the car was when the plaintiff set out to cross First street, does not perhaps very distinctly appear. * * * * No doubt if the car was so near when the plaintiff set out to cross the street that it was rash and hazardous to attempt to do so, then, in an ordinary case, possessing no other features, the negligence of the person injured would deprive him of any redress for his injury, notwithstanding the misconduct of the person entrusted with the car. No matter how gross or evident the negligence of the driver of the vehicle, if another by his own negligence expose himself to injury from the vehicle, he has no remedy. * * * * This, however, is not the point upon which the present case turns. There is a fact in the case which is yet to be mentioned, that renders the questions which have now been referred to, comparatively if not wholly immaterial. The plaintiff was an infant of tender years; at the time of this occurrence he was a child of less than four years of age. He was therefore, necessarily, incapable of exercising forethought or discretion, or of anticipating or protecting himself against the dangers to which he would be exposed in the thoroughfares of a great city. Because he was incapable of discretion, however, he was not therefore, above all law. The plaintiff had parents living, and he was under their charge and protection. The law makes him responsible for their acts and omissions as if they were his own, because this is the only way in which the rule of mutual care and responsibility between persons using the highway can be enforced in such cases. Their negligence must be regarded as his negligence, for the purposes of this action. Although want of care cannot be imputed to a child for not avoiding a passing vehicle, it may be charged upon those who have the charge of the child, if they suffer him to go unprotected, where vehicles are passing, and where care and forethought must be required, beyond what he is capable of exercising. The rule and its reason remain the same, but its application is modified, or directed to another part of the case. I am not, however, prepared to admit the converse of the proposition to which I referred a moment ago. The defendants in such a case as this are not above all law, any more than the plaintiff, because he was of tender years and incapable personally of care and forethought. Their servant was guilty of grevious negligence, and they are liable for the consequences to the plaintiff, unless those for whose conduct the plaintiff is responsible was also guilty of negligence which contributed to the result. To allow a child of such tender years to go at large in a public street, without a protector, would unquestionably be such negligence in his parents or guardians. * * * * * * * But the fact that the child is in the street alone, or in the way of a vehicle, alone, is not conclusive that he is there by the negligence of those for whose care the law holds

him responsible. It is a fact which admits of explanation, and notwithstanding which, the question of negligence is open to inquiry. A child may be in the street in the immediate charge of a competent person, and it may escape from that charge and fall into danger and disaster, or it may be suitably guarded and restrained from going into the street, and yet it may elude its restraints, and be in the way of danger and destruction before its protectors are aware of it. The question then is, whether these protectors exerted due care and diligence to prevent the child from going where it would necessarily be in danger. It is a similar question to that which occurs in the case of an adult, when he must prove that he neglected no precaution and exercised due forethought to avoid such dangers; except that the care and watchfulness are required at an earlier stage of the occurrence, and the inquiry goes further back in the chain of causes which lead to the result.

My learned associate, before whom this cause was tried granted a non-suit, on the ground that the presence of such a child alone in the street, was of itself such an act of negligence, or such evidence of negligence in his parents, that he could not recover for the injury which befell him. I agree that, unexplained it would be so. But the question is, whether this child was in the street, by the consent or through the neglect of his parents, or in spite of their precautions; and whether these precautions were sufficient to answer the demands of prudence and consideration.

* * * * *

It is exceedingly probable that the child after getting out of the window, ran directly down the street, and at once encountered the car at the corner. The sister of the plaintiff states that she never knew the child to go or be out alone in the street. The window through which he got out was open, and was about four feet from the floor. I think we can see, that in the circumstances of such a family as this appears to be, it would be impossible to provide a child of this age with a constant companion—one who should be every instant at hand. The support of a family is no less a duty of the parents than its protection, and for this all who can labor must be constantly occupied with their daily task. The law cannot exact more than nature dictates; nor can I say that the act of leaving a child of three years of age alone for a few minutes in the house while the door was closed, although a window was open, because its mother or sister were called into another part of the premises, in the discharge of their household duties, was of itself an act of negligence. Was it then a want of ordinary care to leave a window four feet from the floor open, through which the child might escape by climbing to it and out of it? The degree of care demanded of the parents of a child, under such circumstances, is the same which is exacted of a person of discretion in the protection of himself. It is ordinary care, the apprehension of, and the provision against ordinary occurrences and risks. The question is, whether the person in charge of the child, leaving it in the room, or upon the balcony in the rear of the house, where it was last seen and whence it must have returned to the room, was bound to foresee that the child might or would clamber out of the window, and therefore to fasten it. To justify this non-suit we must assume that this was so, and that a jury could not even have been permitted to find otherwise, or we must assume that the women were negligent in not pursuing the child into the street, which implies that he was there so long, that they ought to have known it, and that they could have overtaken him, and thus prevented the calamity which ensued. * * * *

The question of their negligence ought, at least, in my opinion to have been left to the jury. It involves various considerations and inferences, and it is not so clear that I am prepared to decide it as a question of law against the plaintiff. I am not to be understood of course as saying, on the other hand, that I consider it the duty of the court to have decided this question expressly in favor of the plaintiff. It is sufficient that there is a question of mingled fact and inference, and not purely of law, and therefore a question for a jury, under proper instructions.

Non-suit set aside, and a new trial ordered.

Pacific Railway--Our Mineral Resources.

The following passages are taken from the Report of Judge Edmonds, Commissioner of the Land office, to the Department of the Interior:

By the act of Congress approved 1st May, 1862, to aid in the construction of a railroad and telegraph from Missouri to the Pacific, a grant of land is made, excluding mineral, of every alternate odd-numbered section, to the amount of five alternate sections per mile, on each side of the route.

In regard to the Missouri or Eastern Division of the road, the agent of the Leavenworth, Pawnee and Western Railroad Company of Kansas filed, in July last, in this office, a map and diagram of the probable route of the road west of the town of Lawrence, in that State, from a point on the left bank of Kansas river opposite said town: West along the left bank of said river to the left bank of the Republican Fork, thence along the left bank of that Fork to the 100th meridian of longitude west from Greenwich, and instructions under date 17th July, 1862, were dispatched accordingly to the proper officers in Kansas and Nebraska, to make the requisite withdrawal of public lands along the route, within fifteen miles thereof, under the requirements of the 7th section of said Act of 1st July, 1862.

In regard to the Pacific portion, the agents of the Central Pacific Railroad Company have likewise filed in this office a map and diagram designating the probable route of said road east from a point at the Sacramento river, near the mouth of the American river, in California: thence in a northeasterly direction to the big bend of the Truckee river, in Neveda Territory. Instructions were therefore addressed, 2d of August last, to the Register and Receiver at Marysville, California, to make the necessary withdrawals.

A question has been raised, in connection with the withdrawals in the Junction City District, as to whether those withdrawals should embrace the *even*-numbered or *non*-granted sections, and whether such even-numbered sections should not be relieved from withdrawal and laid open to pre-emption, sale, and location.

The subject was considered in instructions bearing date 12th September, 1862, for the government of the Register and Receiver, as submitted to the Secretary of the Interior, and approved by him on the 24th September, 1862.

The principles laid down in those instructions protect, in virtue of the act of March 27, 1854, pre-emptors upon either the odd or even-numbered sections, who had actually settled thereon before the receipt at the District Land Office of the order of withdrawal, and in accordance with the act of March 3, 1853, recognize the right of pre-emption settlement upon the even-numbered sections, even subsequent to the reception of said order, where such settlements are made prior to the "final allotment of the ultimate sections to the Railroad," but at the enhanced minimum of $2 50 per acre, as stipulated in said act of 1853.

In view of the 3d and 7th sections of said act of July 1, 1862, it is held, however, that this office has not the power to lay open to ordinary sale or location the even-numbered sections, without the further order of Congress.

In passing from the consideration of the preliminary questions which have arisen in connection with the Pacific route, the importance of which to the prosperity of the country cannot be over-estimated, it will be found that Congress has dealt with the measure in a corresponding spirit of liberality; as the grant, which awards to the work five alternate sections per mile on each side of said road, thus concedes a belt of 6,400 acres for every mile of its length, embracing about 15,500,000 acres.

That measure, with our thirty thousand miles of railway, now spreading from the Atlantic beyond the Mississippi, will form a great continental system reaching from ocean to ocean, eventually intersecting every political subdivision of the United States, thereby giving impetus to domestic trade and intercourse, opening new fields of labor and prosperity within our limits, while our wealth will be increased by the rich Eastern trade, through our mercantile marine on the Pacific, with China and Japan and distant India.

Coal is found in great variety and abundance between the Mississippi and the Pacific. That important element, so essential for domestic, mechanical, and for navigation purposes affecting our vast internal intercourse and trade, and our external commerce, is, of course, a very prominent subject of interest to our people. The extent of the twelve coal bearing States of the Mississippi holds but a small proportion to the immense coal-fields west of that region, as we have information reporting the existence of coal in Dakotah, Kansas, Nebraska, Colorado, Utah, Nevada, California, Oregon, and Washington.

A railroad about six miles long is projected from the San Joaquin, extending south toward the Mount Diablo, for the transportation of coal from the mines there, designated as the Pittsburg, Union and Eureka. Discoveries of coal have been made at Bellingham Bay, Washington Territory. This coal contains a very large amount of oxygen, and but little hydrocarbon: so much so that it gives off comparatively but little combustible luminous gas or smoke, and appears to be almost as difficult of ignition as semi-anthracite.

It is regarded as a fuel superior to any tertiary lignite, approaching the composition of the coal of the Western States, taking a high rank as a fuel in comparison with ordinary lignites.

Then there are the Willamette River and Cape Flattery coals, belonging to the lignite type, and serviceable for the smelting of iron and for ordinary fuel, some of the Cape Flattery coal being reported as pretty good for steamboats.

In Nevada, good coal has been discovered in the neighborhood of Dayton, formerly China

Town, and superior specimens have reached here from Colorado, showing the wealth of that Territory in this great industrial agent.

The great auriferous region of the United States on the western portion of the continent stretches from the 40° north latitude and Puget Sound to 31° 30′ parallel, and from the 102° of longitude west of Greenwich to the Pacific Ocean, embracing portions of Dakotah, Colorado, all of New Mexico, with Arizona, Utah, Nevada, California, and Washington Territory. It may be designated as comprising 17 degrees of latitude or a breadth of 1,000 miles from north to south, and of nearly equal longitudinal extension, making an area of more than a million of square miles.

This vast region is traversed from north to south, first, on the Pacific side by the Sierra Nevada and the Cascade Mountains, then by the Blue and Humboldt; on the east by the double ranges of the Rocky Mountains, embracing the Wasatch, the Wind River chain, and the Sierra Madre—stretching longitudinally and in lateral spurs—crossed and linked together by intervening ridges, connecting the whole system by five principal ranges, dividing the country into an equal number of basins, each being nearly surrounded by mountains, and watered by mountain streams and snows—thereby interspersing this immense Territory with bodies of agricultural lands equal to the support not only of miners, but of a dense population.

These mountains are literally stocked with mineral, gold and silver being interspersed in profusion over this immense surface, and daily brought to light by new discoveries. The precious metals are found imbedded in mountains of quartz, rich washings marking the pathway of rivers and floods.

Besides their wealth in gold, no part of the world is so rich in silver mines as Nevada and New Mexico; yet these may be estimated as only in proportion to the gold fields, which are in process of development with amazing results. The recent discoveries in the Colorado, or southern portion of California, and in the region stretching thence away up to, and north of, the Salmon River in Washington Territory, are every day stimulating the mining enterprise of our people.

Prior to the gold discoveries in 1848 at Sutler's Race, in California, the gold product of the world was only an annual average of $18,000,000.

In 1853 the yield of California was $70,000,000, about four times the aggregate gold product of the world prior to 1848, and that sum may be set down as the present average from that State alone. If we compare the known gold fields elsewhere in our public domain with the yield of California we would have, if an equal ratio of labor was applied, an annual value of between $300,000,000, and $400,000,000.

Even in the distant Territory of Washingington, the extreme mosaic block of the Union, the product of the Salmon River Mines has been estimated at $20,000,000 the present year—the developments there, too, having been made under every disadvantage; first, in a season of unusual severity, with deep snow; next, in restricted facilities of travel into the Interior, and with inadequate labor, and in times of domestic turmoil.

An immense revenue may be readily obtained by subjecting the public mines either to lease, under quarterly payments or quarterly tax, as seignorage, upon the actual product, under a well-regulated and efficient system, which would stimulate the energies of miners and capitalists, by securing to such classes an undisputed interest in localities for specified, and, when the conditions as to payment for the usufruct are complied with, for unlimited periods, and, while effecting this, with benneficial results to them, would relieve the necessities of the Republic.

Assuming the national debt, on the 1st of July, 1863, to be $778,000,000, the Commissioner says that a tax of some 8 per cent on the whole yield of the mines would, upon the maturity of a proper mining system, and when the same shall eventually go into full operation, pay off this interest, enable the Government to reduce, by at least two-thirds, the existing direct tax, and from the residue and imposts, have an annual income sufficient to support the Government, and provide a fund for the gradual extinction of the public debt and restore the currency to a metallic basis.

The usual size of a mining claim in the quartz region is 100 feet on the line of the lode or vein, and 100 feet on each side, equal to an area of 20,000 square feet; or say 1,200 claims to the square mile. Allow that only one-hundreth part of the mountain surface is occupied by paying leads or veins, there will be space for 3,600,000 claims. But Governor Evans of Colorado estimates the already discovered gold-bearing region of that Territory as affording ample room for 800,000 claims, and states that new discoveries are daily increasing this area.

A glance at the map is sufficient to show that the mineral region of Colorado occupies less than one-sixth of the whole extent under consideration; but assume it to be one-sixth, there will be ample extent on this basis for 4,800,000 claims which, if worked, would give employment to 20,000,000 of men. Quartz that yields $12 per ton will pay in favorable localities, but there are many veins now worked that yield from $20 to $500 per ton, and some that yield from $500 to $2,000 per ton, varying in different parts of the same lode. Some of the recent discoveries are estimated as high as $20,000 per ton, but these have not been worked.

In addition to the deposits of gold and silver above specially alluded to, various sections of this whole region are rich in precious stones, marble, gypsum, salt, tin, quicksilver, asphaltum, coal, iron, copper and lead; mineral and medicinal, thermal and coal springs and streams.

None of these mines have been worked for a great length of time, except the placers of California, and much the largest portion of them are comparatively recent discoveries; yet it has been fully demonstrated that the deeper the mine is worked the richer is the ore or rock. Mines that barely paid at the surface, are yielding enormous profits at a depth of 150 to 200 feet. And when the geological formation of this region is carefully considered it will be conceded that even the precious metals must be found in masses and in position, if a sufficient depth shall be reached.

The above estimate of the extent of the mines may seem extravagant, but it is believed experience will demonstrate that the estimate is too low. Not now, nor for many years to come, because the population is not there, but as fast as the population does reach that region the correctness of these conclusions, it is believed, will be vindicated.

Within the last eighteen months more has been done to establish the position assumed than all the discoveries previously made. The coming year and a half will do still more.

The yield of the precious metals alone of this region will not fall below $100,000,000 the present year, and it will augment with the increase of population for centuries to come.

The value of these mines to the country is absolutely incalculable—to the Government they may be made to yield in revenue just in proportion to the number of men employed in working them. This year they should yield $10,000,000, and would do so under the operations of a well matured system. The experience of miners in those districts which have been sufficiently worked, has demonstrated the propriety, and, I may add, the necessity of dividing the mineral lands into small parcels or claims.

This office cannot recommend any measure for the sale of the mineral lands, but would advise the retention of the fee in the United States, and that they be held open to the free occupation of all our people, subject only to a nominal annual license, and such monthly, quarterly, or annual moderate percentage upon the product as shall be prescribed by law. A limitation as to the quantity which may be held by any person is also advised, with the guaranty that such quantity may be retained so long as the location shall be occupied, worked, and payments duly made to the Government.

Metropolitan (Horse) Railroad.

The annual meeting of this company was held in Boston on the 10th inst., at which the report of the directors for the year ending Dec. 1, 1862, was presented.

The gross revenue was		$300,806 52
Ordinary expenses	$224,057 40	
U. S. Taxes	1,161 07	
Paving streets	10,695 68	
		235,914 05
Net earnings		$64,992 47
Dividend June 30, 1862 5 per cent	$30,000 00	
Am't applied to aid the div. Jan. 1, 1861	1,767 90	
		31,767 90
Balance Dec. 1, 1862		$33 114 57
Tickets sold and not cancelled		6,381 66
Estimated net income of Dec.		6,000 00
Applicable to div. Jan. 1, 1863		$45 456 13

The increase of income in 1862 over 1861, has been $14,536 37; reduction of ordinary expenses, $26,586 54. A night car has been put on between Boston and Roxbury, and additional trips made at business hours. Small granite blocks in place of trap stone are recommended for pavement, as less expensive than the latter, and giving a better foothold to horses. They are now on trial on Washington street. The stock of horses on hand is 515 an increase of 16. The average price paid for horses has been $100 15. During the past two years, 28 cars have been rebuilt, and 22 thoroughly repaired; and large sleighs have been built, and runners provided for seven of the lightest cars. The West Roxburg railroad has been purchased to avoid a rent of 10 per cent, and new stock issued at the rate of one share for four, to pay for the purchase and new structures, and pay off the floating debt.

The following gentlemen were chosen directors for the ensuing year: E. H. Derby, President; Oliver Brewster, W. J. Reynolds, W. H. Hill, Dr. John Fliot, Samuel Shaw, D. H. Bayley, J. R. Blake and Wm. Brown.

Cars will run over the track of the Suffolk road to East Boston and Chelsea ferries, and connecting with Cambridge road, as soon as the weather is such as to allow tracks to be laid.

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds } Under Act 15th April, 1842	$2,833,364	6	1862	105
Coupon Bonds... }		6	1862	103
Registered Bonds } Under Act 28th June, 1847	9,415,250	6	1867	101⅜
Coupon Bonds... }		6	1867	102½
Registered Bonds } Under Act 31st December, 1848	8,908,842	6	1868	99
Coupon Bonds... }		6	1868	102
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	5	1865	95
Registered Bonds } Under Act 14th June, 1858	20,000,000	5	1874	91¼
Coupon Bonds... }		5	1874	92½
Registered Bonds } Under Act 22d June, 1860	7,022,000	5	1871	91⅛
Coupon Bonds... }		5	1871	92⅜
Coupon Bonds (Oregon War Debt), Under Act June, 1861	307,900	6	1881	100
Registered Bonds } Under Acts 8th Feb. and 17th July, 1861	50,000,000	6	1881	100⅜
Coupon Bonds... }		6	1881	104⅛
Treasury Bonds (coupon) } Under Acts 17 J'y & 5 Aug. '61	55,000,000	7.3	1864	104½
Treasury Bonds (coupon) }	53,600,000	7.3	1864	104½
Registered Bonds } Under Act 25th February, 1862; re-	20,000,000	6	1882	100
Coupon Bonds... } deemable at pleasure after 5 years...		6	1882	100
Treasury Notes—				
Under Acts 28 June, '60, and 8 Feb. and 2 March, '61	7,757,600	6	2 y'rs	126⅜
Under Acts 2 Mar. '61, & 17 Mar. '62 } convert. into 20	10,000,000	...	Dem.	....
Under A's 17 Ju. & 5 Au.'61 & 17 Ma.'62 } y'r b'ds due '81	50,000,000	...	"	....
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82	....	...	"	....
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	50,000,000	5	10 d's	....
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	100,000,000	6	1 year	97⅛
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]				
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	....
Arkansas—Coupon Bonds	1,471,000	6	1868	....
" — " "	38,000	5	1868	....
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	.....	112
" — " " (War) "	292,242	7	.....	....
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	107½
Georgia—Coupon Bonds	525,000	7	'62-'74	....
" — " "	2,073,750	6	'63-'80	78
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	104½
" —Interest Bonds: new Int. Improvement Stock	1,382,966	6	1877	105
" —Interest Stock of 1857	786,223	6	.....	97
" —New Refunded Stock of 1859	1,792,000	6	'60-'77	107⅛
" —University Fund Interest Bonds of 1861	650,000	6	1879	105
" —War Fund Bonds of 1861	1,020,400	6	1879	103
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	99⅜
" — " " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18...	80
" — " " "	2,054,298	2½	18...	55
" —Canal Preferred Certificates	4,079,500	5	18...	....
" — " " (special) Certificates	1,216,737	5	18...	....
" —Deferred Certificates (State)	1,242,500	5	18...	....
" —Deferred (special) Certificates (State)	479,076	5	18...	....
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	95
Iowa—Inscribed Certificates	200,000	7	1868	....
" —War Loan: Coupon Bonds	800,000	7	1876	....
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	95
" — " " (banks)	600,000	5	18...	....
" —War Debt (loan from banks)	1,515,000	5	1862	....
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	65
" — " " (bank)	5,393,533	6	Var.	....
" — " " (railroads)	2,447,000	6	Var.	....
" —War Debt: Bank Loans	670,000	6	Var	....
Maine—Coupon Bonds	699,000	6	Var.	107
" —War Loan of 1861	.....	...	.....	....
Maryland—Inscribed Certificates	5,964,251	6	Var.	112
" — " " (sterling)	8,857,222	5	Var.	72
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	.....	6	1870	109
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	.....	....
" — " of 1861 (funding)	53,000	5	'61-'72	....
" — " " of 1861 "	247,000	6	'68-'72	116
" —Union Fund Loan of 1861	2,217,500	6	'71-'76	....
" —Inscribed Certificates (loans to R. R. Co.'s)	5,824,435	5	Var.	....
Michigan—Coupon Bonds	2,004,499	6	1863	101⅛
" — " "	216,000	6	1878	102
" —War Loan: Coupon Bonds 1861	585,500	7	1881	106
Minnesota—Coupon Bonds (State)	250,000	8	1867	105
" — " " (loans to Railroad Companies)	2,275,000	7	1883	....
" —War Loan of 1861	.....	...	.....	....
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	439,000	6	'63-'83	53
" — " "	100,000	6	1862	51½
" — " " (loans to Railroads)	23,101,000	6	'72-'86	72½
" —War Loan 1861	.....	...	.....	....
New Jersey—Inscribed Certificates	164,750	6	Var.	....
" " —War Loan of 1861	531,830	6	'65-'71	103
New York—Certificates	.....	6	'61-'62	108
" — "	.....	6	'64-'65	108
" — "	.....	6	65-'66	112
" — "	.....	6	'72-'75	121½
" — "	.....	6	1874	120
" — "	.....	5½	1865	....
" — "	.....	5	'66-'74	110
" — "	.....	5	1863	103½
" — "	.....	4½	1864	....
" — "	.....	7	1864	108½
" —War Loan of 1861	.....	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18...	69
Ohio—Inscribed Certificates	6,413,325	6	1881	115
" — "	1,025,000	5	1865	99½
" — " "	2,183,531	6	1870	108½
" — " "	1,600,000	6	1875	108
" — " "	2,400,000	6	1886	113
" —War Loan (1861)	1,500,000	6	1863	....

New York—Certificates:

State Loan	$6,756,654
Railroad Loan	339,000
Canal Debt—(old)	9,739,025
" " —(new)	13,200,000
" " —(misc.)	642,585
" " —(floating)	2,500,000

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds } (1st January, 1862	37,687,760	5	'61-'82	96⅛
" —Inscribed Certificates }		5	'61-'82	94
" — " "	400,630	6	1879	105½
" — " "	388,200	4½	'63-'82	....
" — " "	100,000	4	1877	....
" —War Loan (15 May, 1861)	2,612,150	6	1871	....
South Carolina—Inscribed Certificates	1,708,017	6	'68-'90	....
" —Coupon Bonds (sterling)	484,444	5	1868	....
" — " " (R. R.)	1,310,000	6	1877	....
Rhode Island—War Loan (1861)	100,000	5½	1863	....
Tennessee—Coupon Bonds (banks)	1,125,000	5	Var.	....
" — " " (internal improvement)	2,063,666	5	Var.	....
" — " " (R. R.)	12,193,000	6	Var.	55½
" —War Loan (1861)	.....	6	1881	....
Vermont—Inscribed Certificates	175,000	6	1871	111
" —War Loan (1861)	.....	...	18...	....
Virginia—Inscribed Certificates	404,000	5	Var.	....
" — " " (Sinking Fund)	18,264,642	6	Var.	....
" —Coupon Bonds (Sinking Fund)	12,824,500	6	'85-'93	60
" — " " (sterling)	1,865,000	5	1892	....
Wisconsin—Inscribed Certificates	100,000	6	Var.	....
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	5	'77-'86	....
City Loans.				
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	....
" — " " "	265,000	6	'62-'76	....
" — " " (Alb. Northern R. R.)	300,000	6	1879	....
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	....
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	....
Alleghany—Coupon (S. F.) Bonds	400,000	4	.....	....
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	105
" — " " (Balt. & Ohio R. R.)	5,000,000	6	.....	100
" — " " (Water Works)	3,400,000	6	.....	101
" — " " (Bank Stock)	553,986	6	.....	....
" — " " (Improvement Stock)	4,963,215	6	.....	....
Boston—Coupon (S. F.) Bonds (Municipal)	2,412,576	5	Var.	111
" —Coupon Bonds (Water)	6,243,680	5	Var.	111
Chicago—Coupon Bonds (Municipal)	860,000	6	18...	98
" — " " "	609,000	7	18...	108½
" — " " (Sewerage)	822,000	7	18...	....
" — " " (Water Works)	1,133,000	7	18...	....
New York—Public Building Stock, No. 3	250,000	5	1868	....
" —Tompkin's Market Stock	162,000	5	1873	....
" —Central Park Fund Stock	3,058,000	6	1887	103
" — " " " "	720,000	5	1898	....
" — " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " " "	2,140,000	5	1887	109½
" —Public Education Stock	150,000	5	1873	....
" —Floating Debt Fund Stock	2,320,000	5	1878	....
" —Union Defence Fund Redemption Bonds	1,000,000	6	1864	....
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1863	....
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	....
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	81
" — " " (Municipal)	1,136,200	6	'61-'80	....
" — " " (Buildings, etc.)	532,000	6	'66-'90	....
" — " " (Sewers)	425,000	6	'70-'88	....
" — " " (Improvement Old Limits)	260,000	6	'71-'87	....
" — " " (Water Works)	497,000	6	'71-'83	....
" — " " (Harbor Improvement)	239,000	6	'63-'86	....
" — " " (Wharf Improvement)	166,000	6	'67-'81	....
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	....
" — " " " (Fire)	178,500	10	1866	....
" —Coupon Bonds (Municipal)	329,000	6	1875	....
" — " " (City and County)	1,134,500	6	1888	....
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	....
" — " " " "	180,000	6	1867	....
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	....
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	....
Belmont, O.—Coupon Bonds	78,000	7	1862	....
Clinton, O.—Coupon Bonds	201,417	6	18...	....
Jefferson, O.—Coupon Bonds	285,000	7	18...	....
Muskingum, O.—Coupon Bonds	564,000	7	18...	....
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	....
Pickaway, O.—Coupon Bonds	201,000	7	18...	....
Ross, O.—Coupon Bonds	343,880	7	18...	....
Scioto, O.—Coupon Bonds	110,000	7	18...	....
Washington, O.—Coupon Bonds	200,000	7	1868	....
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	93½
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	....
" " Interest Certificates	161,990	5	1865	....
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	99
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	....
" " " Unsecured Bonds	2,773,726	6	'63-'65	....
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	....
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	....
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	....
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	69½
" " 2d " " "	3,980,670	6	1882	69½
" " Improvement " "	586,500	6	1870	....
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	....
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	36
" " Preferred Interest Bonds	227,569	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	43
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	102½
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	....
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,000,000	...	.....	93⅞
Housatonic Preferred	1,180,000	8	.....	....
Michigan Southern & Northern Indiana, guarantied	2,893,000	...	.....	84½
Milwaukee & Prairie du Chien, 1st preferred	1,095,000	...	.....	103
" " " 2d "	1,080,800	...	.....	79
New York & Harlem, Preferred	1,020,000	...	.....	51
Philadelphia & Reading, Preferred	1,551,800	7	.....	50⅜

RAILROAD EARNINGS—MONTHLY.

Buffalo, New York and Erie:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1860	34,047	35,178	49,960	45,278	46,005	44,603	44,040	57,138	66,668	70,815	60,697	36,885	591,374
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,587	79,408	78,049	659,392
1862	64,573	56,085	81,145	71,028	65,072	60,154	58,180	64,129	70,077	82,571	84,203	------	---------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,302
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	214,051	205,599	166,192	2,040,710
1862	152,459	119,973	121,272	149,342	152,585	225,082	220,211	212,812	270,816	------	------	------	---------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73 751	64,937	908,641
1861	51,531	75,621	78,361	65,358	75,2?0	63,761	73,474	136,897	141,174	122,487	104,264	80,296	1,098,464
1862	67,610	62,350	138,228	75,277	86,749	88,223	89,216	102,763	114,612	110,350	106,089	------	---------
Chicago and Rock Island:													
1858	72,046	67,807	92,064	92,129	80,595	95,466	82,374	83,365	94,995	92,760	78,883	60,490	987,465
1859	60,058	55,497	68,116	71,7 2	73,574	72,392	67,076	87,?83	120,053	128,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,4?3	82,895	139,049	134,500	145,?39	92,873	75,457	1,181,068
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	134,084	152,537	123,319	118,753	1,261,450
1862	120,776	90,607	75,676	71,076	89,172	86,841	114,057	139,216	145,897	153,127	137,408	------	---------
Chicago and Northwestern:													
1858	20.447	18,272	25,393	38,535	40,893	43,899	39,924	27,761	37,499	36,363	31,144	22,723	382,853
1859	18,569	19,535	22,970	25,881	28,291	28,066	24 326	28,536	51,340	55,891	55,003	42,191	400,459
1860	32,192	33,408	46,346	4?,919	62,392	45,985	39,500	49,571	50,819	108,787	74,381	58,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,351	86,429	104,382	93,022	62,263	101,060	125,695	107,755	------	---------
Cleveland, Columbus and Cincinnati:													
1858	70,492	68,138	88,523	93,872	82,968	85,387	90,872	112,138	114,218	106,055	104,866	84,944	1,101,973
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,072,423
1861	73,913	67 610	83,392	95,081	96,435	89,028	82,6?0	106,535	120,793	135,050	------	------	1,255,004
1862	132,620	112,606	103,912	114,885	119,984	122,524	131,687	165,?84	170,565	172,296	------	------	---------
Cleveland and Toledo:													
1858	65,211	54,975	90,957	84,149	62,555	57,293	52,385	60.?89	83.924	79,458	75,698	71.215	836,909
1859	59,856	56.779	75 700	62,294	55,652	52,788	44,781	61,791	72,389	79,073	76,304	82,220	780,?36
1860	78,170	67,2 0	86,260	76,032	65,907	55.0?5	50, 86	66,573	84,603	94,406	82,467	82.?00	889,499
1861	85,289	7?, 18	85,663	90,324	65,302	63,137	52,269	60,285	84,640	95,528	88,901	105,258	935,959
1862	106,263	88,468	103,175	87,915	77,313	73,926	69,938	79,055	100,072	113,730	124,639	------	---------
Cleveland and Pittsburg:													
1861	62,208	59.964	83,408	99,511	101,792	104.167	115,316	85,163	120,977	108,112	107,824	113,175	1,161,617
1862	84,858	78,447	90,300	100,695	116,973	124,000	178,432	126,000	------	------	------	------	---------
Erie:													
1858	376,357	328,047	461,495	557,985	473.366	381,379	383,322	389.373	375,250	456,226	436,899	392 293	5,014,902
1859	304,708	319,593	37?,296	3?0,313	349,953	330,657	361,619	359,114	4?5,?35	465,950	5?6,608	411,764	4,?61,049
1860	354,000	345,0 0	433,311	457,161	393,409	393,409	319,?55	477,?42	600,124	587,242	561,448	412,723	5,?15,424
1861	404,507	341,932	458,560	547,174	506.610	430,063	372,705	419 010	515,948	719,254	734,1?8	708 126	6,?06,104
1862	695,607	603,030	636,615	605,755	575,344	516,190	587,?10	609,881	764,448	910,185	963,?16	------	---------
Galena and Chicago:													
1858	85,220	74,151	103,912	141,334	157,954	210,728	157,285	122,3?1	161,949	141,453	103,813	87,082	1,547,561
1859	62,421	66,943	92,?21	88,7?8	122,004	110,656	88,527	119,280	208,803	195,994	128,907	89,244	1,?6?,441
1860	60,653	62,698	80,793	93,254	115,5 5	93,449	8?, 05	166,541	219,528	252,?08	142,?58	94,860	1,?42,162
1861	97,253	76,559	101,800	103,795	1?5,?07	182,823	145,389	1?0,359	20?,?? 6	2 1,226	172,?00	122 309	1,?2?,?96
1862	106,979	105,423	74,946	90,180	1?6,194	162,?23	190,456	121,199	188,370	2?5, 75	168,?55	------	---------
Hudson River:													
1858	176,573	163,887	179,423	112,614	128,132	96,219	114,?31	139,459	140,572	140,?83	137,094	107,981	1,?06,?18
1859	192,161	190,589	175,?73	121,123	141,269	115,444	125,305	155,104	156,973	17 ,157	157,443	282,0 3	1,939,434
1860	212,714	209,4?2	161,047	134,606	156,?81	129,996	140,860	16?,220	180,000	193,951	1?9,549	220,570	2,075,?22
1861	223,157	20?,?43	167,?60	13?,?51	150,?05	132,?63	114,?04	13 ,?99	146,424	175,261	1?7,?62	246,283	2,?23,?57
1862	307,330	251,?68	208,963	202,346	162,442	151,427	156,?60	193,442	212,118	239,?11	270,653	------	---------
Illinois Central:													
1858	130,061	116,470	163,848	179,991	161,090	154,103	124,299	202,953	218,?61	184,776	156,033	153,999	1,946,579
1859	132,936	134,811	154,6?0	153,614	141,?14	149,?92	139,103	181,612	246,829	245,?92	250,742	192,?22	2,12 ,?66
1860	187,417	186,1?9	213,080	192,282	217,202	18?,?48	196,000	233,.18	257,?84	306,711	141,605	227,810	2,?78,283
1861	319,634	370,268	226,?36	192,054	199,483	173,941	18?,?79	268,982	286,?62	284,020	245,248	193,?67	2,?95,?08
1862	172,137	150,809	161,801	183,484	192,077	240,?66	249,929	334,946	400,436	385,557	369,?18	------	---------
La Crosse and Milwaukee:													
1860	32,884	26,670	44.269	50,532	69,624	50,780	35.426	52,570	69,847	147,192	95.816	50,866	756,476
1861	53,898	45,689	52 159	67,245	118,472	108,003	84,?87	76,?19	112,485	171,053	116,966	69,276	1,?0?,?42
1862	61,?55	54,786	57,920	56,353	125,999	112,000	119,000	129,?76	138,152	------	------	------	---------
Milwaukee and Prairie du Chien:													
1860	37,529	32,301	39,501	45,811	59,082	48,797	37.429	60,229	139,?61	103,615	90,900	44,?5	799,841
1861	54,246	44,027	43,?37	49,102	112 266	141,771	107,117	90,4?3	124,?26	177,579	130,184	67,?90	1,1?3,497
1862	53,9?3	62,?07	47,010	61,759	130,?11	144,?15	108,721	?6,163	169,?61	154,?69	122,272	------	---------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,696	145,258	138,084	122,796	101,?10	161,170	173,870	218,4?5	196,495	152.172	1,?54,819
1860	131,467	119,833	166,4 4	170,842	175,481	134,?85	127,?73	196,821	2 3,?61	27?,?22	208,?92	184,?72	2,008,?86
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	?35,69?	276,161	261,265	189,?77	2,189,077
1862	163,152	153,728	153,100	193,120	202,000	191,.00	187,000	226,81?	276,109	3.5,018	304,084	------	---------
Michigan Central:													
1858	122,380	107,602	165,936	223,010	185,727	170,647	143,872	176,061	204,574	209,8?8	176,?28	130,108	2,016,183
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,?03	150,?06	210,?37	226,077	181,617	182,?49	1,?00,416
1860	110,712	107,749	130,311	165,741	158,510	123,085	128,??3	1?3,540	251,423	300,474	194,152	129,?22	2,025,142
1861	142,334	119,764	151,?71	172,614	149,550	1?3,?20	123,377	144,982	236,?45	30 ,?33	242,0?9	200,184	2,124,?14
1862	230,159	159,658	151,902	175,696	186,039	17?,001	172,189	216,824	2?5,953	322,369	307,475	------	---------
New York Central:													
1858	430,376	390,431	537,?53	663,425	510,197	432,195	458,664	528,04?	632,373	653,661	606,920	510.125	6,?84,573
1859	380,349	370,?34	509,211	47?,563	409,628	447,?13	504,?17	591,?20	743,599	709,?71	637,?92	520,?96	6,?03,?03
1860	337,128	402,630	561,078	555,141	551,700	495,943	544,491	69?,382	868,985	811,?86	720,?26	523,047	7,?54,?82
1861	489,065	42?,?93	627,051	63?,?85	677,073	558,743	523, 38	562,076	696,175	?27,036	?52,960	572,965	7,?96,?83
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,541	?92,?44	1,004,721	963,185	------	---------
New York and Harlem:													
1858	79,124	70.611	93,143	86,000	77,669	82,529	88,582	94,406	81,135	87,349	83,221	93,168	1,022,?97
1859	91,990	84,209	88,?78	90,?17	91,868	89,289	91,190	100,118	97,218	97,867	85,785	94,554	1,?42,?23
1860	97,016	95,696	88,598	90,463	89,?77	93,378	100.6 9	104,113	105,473	111,173	99,461	100,141	1,?75,?06
1861	103,495	88,201	88,?90	94,630	83,856	97,337	92,802	91,958	89,3?6	97,?58	91,111	90,884	1,?26,?19
1862	100,923	96,839	103,020	94,957	94,157	87,504	101,857	103,223	99,?35	107,093	99,155	------	---------
Norwich and Worcester:													
1861	16,260	16,524	21,454	24,483	23,860	18,611	25,666	29,551	31,968	3?,494	28,958	29,466	322,280
1862	22,069	18,884	24,259	26,748	27,093	30,422	32,4?6	38,425	40,319	40,057	35,920	------	---------
Philadelphia and Reading:													
1858	103,492	116,687	168,102	203,965	216,784	207,573	257,455	247,069	254,740	269,464	242,052	224,876	2,?09,?19
1859	146,722	155,327	188,69?	215,475	225,464	230,377	248,862	241,?45	264,622	283,046	268,619	249,477	2,?15,3 5
1860	163,551	171,841	257,410	248,110	265,011	278 270	31?,806	337,4?5	33?,?11	368,?56	321, ?8	249,?81	3,?15,5?0
1861	191,106	160,528	191,266	252,154	268,917	270,021	289,987	2?5,3?8	294,456	276,209	291,763	278,219	2,?06,?89
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	46?,873	------	------	---------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,568	188,?31	165,795	154,?02	203,?53	24?,?68	286,544	231,253	191,138	2,?35,?54
1861	217,262	202,071	265,?35	270,675	216,5?1	204,778	180,429	24?,?81	27?,?86	352,071	302,790	301,958	3,?31,?67
1862	293,420	274,253	295,778	282,?95	277,?00	261,210	24?,?19	277,?30	?97,?25	401,249	------	------	---------
Toledo and Wabash:													
1858	45,780	34,742	59,107	91,556	58,?31	46,?33	?6,710	112,?21	104,119	95,915	61,981	41,726	827,195
1859	39,097	39,440	62,787	68,?37	60,026	57,883	59,141	72,?85	75,789	74,421	51,849	46,240	787,155
1860	43,867	43,003	64,605	74,167	68,731	68,001	83,836	124,3?1	103,408	124,?98	77,663	59,848	9?6,?03
1861	59,604	47,045	62,514	76,514	79,310	80,104	93,463	138,504	142,637	162,858	137,?86	92,574	1,172,103
1862	82,?25	47,142	56,006	83,582	106,845	113,677	116,214	168,219	170,?89	172,870	147,548	------	---------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at diff rent per'o's.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	160,000	7			1863	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	'857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'68-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	533,100	6	" "		1890	70
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	494 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P.&Bos.	'69-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5			1839	
Mortgage Coupon " 1853	2,500 000	6	April & Oct.	Baltimore.	1885	96½
" " " 1850	700,000	6	J n. & July.	"	1880	100
" " " 1875	1,123,500	6	Jan. & July.	"	1875	100½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	103
Balt. City Loan of 1855	5,000,000	6	Semi-annually.	"	1890	107
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	55
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do.)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	870	
Sinking Fund	200,000	6	" "	Boston.	1889	
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1878	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	380,000	7	May & Nov.	" "		
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ⅔ in '59, ⅓ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	101
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	
Mortgage	800,000	6	"	New York.	1863	
Mortgage	1,700,000	6	"	"	1875	101½
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,030,000	6	"	"	1864	
New Loan (res'd $337,000)	2,500,000	6	"	New York.	1870	104
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	83,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65 '70	110
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	81
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	80
2d Mortgage	800,000	7	June & Dec.	New York.	1865	75
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	15
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	101
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	115
" " " inconvertible	2,690,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.		1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort	248,000	7	" "	" "	1864	
" " " 2d Mort	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,100,000	7				
1st Mortgage pref. S. F.	600,000	7				
Income Bonds	1,050,000	7				
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	110

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		102
1st Mortgage (general)	3,600,000	7	" "	" "		78
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "		83
2d Mortgage	2,000,000	6	" "	" "		31½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		83
Green Bay Extension Bonds	300,000	7	" "	" "		
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mort age	334,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	950,000	7	May & Nov.	" "	1880	96
***Cincinn., Wilm. and Zanesville**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7				
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.		105
2d Mortgage	499.200	7				
3d Mortgage	362,800	8				
Clev., Painesville and Ashtabula						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102
3d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	90
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	154,000	7	" "	" "		72
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	65
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor and Clev. 1st Mort.	521 000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	256.000	7	" "		1864	
C. and T. Dividend (convert.)	161,495	7	April & Oct.	New York.	18 5	75
C. and T. Income (convertible)	30,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	103½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900		June & Dec	New York.	var.	93½
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	110
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	93
Guaranteed	100.000	6	" "	" "	1875	
State Loan	170,000	6	" "	" "	1876	
Delaware, Lackawanna and W'n						
1st Mortgage	900,000		April & Oct.	New York.	1871	114
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	106
2d Mortgage	2,516.500		March & Sept.	" "	1881	108½
Income (due 1862, '65 and '67	14,101				var.	88
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	100½
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	110
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,685					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655 000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,971,000	7	Feb. & Aug	New York.	62-'63	109
1-t Mortgage (Extended)	22,000	7	" "	" "	1882	110
2d Mortgage (S. F.) Coupon	1,411,000	7	May & Nov	" "	1875	110
*Great Western, Ill.:						
1st Mortgage Eastern Division.	1,000,000	10				
" Western "	1,350,000	7				
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.		'73-'87	71
Land Security	5,000,000	7	April & Oct	New York.	1881	54½
Mortgage (convertible)	1,350,000	7	Jan. & July	" "	1883	
Mortgage (not convertible)	1,200,000	7	April & Oct	" "	1839	
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1833	103
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic:						
1st Mortgage	182,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	118
2d Mortgage (S. F.)	2,000,000	7	June & D c.	" "	1885	114½
3d Mortgage	1,840,000	7	May & Nov	" "	1875	102
Convertible	1,002,000	7	"	" "	1867	98
Illinois Central:						
Optional Right bonds	38,000	7	Jan. & July	New York.	1868	
Construction	10,798,500	7	April & Oct	London.	1875	109½
Construction	4,115,000	6	" "	New York.	1875	102½
Eight per cent. bonds	326,000	8	March & Sept.	" "	1865	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	578,000	10	" "			
Income	281,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	85
2d Mortgage	400,000	7	" "	" "		85
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	640 000	7	Jan. & July.	New York.	1870	
2d Mortgage	314,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	272,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town).	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230.000	6	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	108
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†				30
2d Land Grant (Western Div.)	353,600	†				30
3d Mortgage (whole road)	1,700,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6				
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	91
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7			1882	
Mortgages on Land	473,899	7				
Louisville and Frankfort:						
Louisville Loan	174,000					
1st Mortgage	248,000					
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6				
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	
Lebanon Branch 1st Mortgage	400,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
Mortgage Bonds	235,789	7			1891	99
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	337,489	6	Jan. & July	London.	1872	95½
1st Mortgage Stg (convertible)	600.000	8	March & Sept	"	1869	84
1st Mortgage (convert.) Dollar	2,593,000	8	" "	N Y. & Boston	1869	111½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	114½
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	850,000	7	May & Nov.	New York.	1860	90
Northern Indiana, 1st	9 4,000	7	Feb. & Aug.	" "	1861	103
Erie and Kalamazoo	300.000	7	March & Sept.	" "	1862	
Michigan Southern, conv.	44.000	7	" "	" "	1863	85½
Northern Indiana, conv.	100,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	128,000	7	" "	" "	1863	88
Goshen Air Line	1,116,000	7	" "	" "	1868	102
Detroit and Toledo	684,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	3,030,000	7	May & Nov.	" "	1885	1 24
2d General Mortgage	2,572,000	7	" "	" "	1877	93
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
Milwaukee and Chicago:						
1st Mortgage	400,000	8				
2d Mortgage	200,000	7				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,4'4,000	7	April & Oct.	New York.	1891	
1st Preferred stock	1,060,000					
2d Preferred stock	1,0.0,000					8-½
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7				
2d Mortgage (S. F.)	499,000	8				
Oskaloosa Division	1,425,000	7				
Land Grant	7,000,000	7				
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,796	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,899	6				
Alabama State Loan	339,416	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,036	6			1882	
Mississippi State Loan	200,976	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris Canal and Banking Co.:						
Mortgage Bonds	655,250	6	April & Oct.	Jersey City.	1876	99
Preferred Stock	1,175,000	10				12½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1864	
Extension	119,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000		Jan. & July.	New York.	1869	
New Jersey:						
Company's (various)	658,000		Semi-ann'ally	New York.	var.	102½
New London Northern:						
1st Mortgage	85,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			63 '6 5	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	7,552,000	6	May & Nov.	New York.	1893	110
Funding (S. F.) Bonds	1,553,000	7	Feb. & Aug.	" "	1876	114½
Stock Exchange (S. F.) Bonds	680,000	6	May & Nov.	" "	1883	108½
Real Estate (S. F.) Bonds	166,000	6	" "	" "	1898	100
Real Estate Bonds	301,952	6	" "	" "	1883	
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1884	102½
Convertible Bonds	970,000	7	Feb. & Aug.	" "	1876	115
B. and N. F. R. R. (S. F.) Bonds	82,500	6	May & Nov.	" "	1853	107
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	115
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	113
3d Mortgage	6,000,000	7	" "	" "	1888	107½
4th Mortgage	4,900,000	7	April & Oct.	" "	1880	101
5th Mortgage	1,792,500	7	June & Dec.	" "	1888	97
New York and Harlem:						
1st Mortgage	2,950,000	7	May & Nov.	New York.	1873	106
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	104½
3d Mortgage	862,300	7	Jan. & July.	" "	1867	92
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	94
Mortgage Bonds, Coupon	978,000	6	April & Oct.	" "	1876	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Real Estate	35,910	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. O.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	98
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	95
2d Mortgage	3,077,000	7†	" "	" "	1861	6½
North Missouri:						
State Loan (30 years)	4,350,000	6	----------	----------	------	----
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	86
Chattel Mortgage	360,000	10	" "	"	1897	104
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64-'74	----
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	----------	----------	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	New York.	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1868	----
2d Mortgage	258,000	†	----------	" "	------	----
Construction	4,242,000	†	----------	" "	1858	17
Income	3,320,000	†	----------	" "	1868	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,013,000	6	----------	----------	------	45
State Loan (S. W. Branch)	3,860,000	6	----------	----------	------	----
Construction	4,500,000	6	----------	----------	------	----
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July.	Philadelphia.	1880	109
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July.	Harrisburg.	1394	94
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	730,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersburg:						
Mortgage (due 1863 to 1872)	103,000	7	----------	----------	var.	----
Peterab'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	----
Loan of 1852	100,000	6	June & Dec.	"	1863	103
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	403,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1840, "	3,103,600	6	April & Oct.	"	1870	102
" 1861, "	436,000	6	Jan. & July	"	1871	----
" 1843, "	1,548,300	6	" "	"	1880	108½
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	99
" 1849, "	83,000	6	" "	"	1880	102
" 1857, "	3,586,500	6	" "	"	1886	101
" 1856, "	1,475,000	7	" "	"	1886	101
Bonds and Mortg's—real estate	592,200	---	----------	----------	------	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July	Philadelphia.	1884	107
Improvement	119,000	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
City of Pittsburg Bonds	500,000	---	----------	----------	------	----
Alleghany Co. "	750,000	---	----------	----------	------	----
Connellsville "	100,000	---	----------	----------	------	----
McKeesport "	100,000	---	----------	----------	------	----
Baltimore City "	94,000	---	----------	----------	1886	----
Baltimore City Stock	906,000	---	----------	----------	1889	----
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug	New York.	1889	----
Real Estate Bonds	100,000	---	----------	----------	'68-'83	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage	5,250,000	7	Jan. & July.	New York.	1911	104½
2d Mortgage	5,160,000	7	" "	" "	1911	92½
3d Mortgage	2,000,000	7	" "	" "	1911	70
Bridge Bonds, O. & P. R. R. Co.	188,000	7	----------	----------	1876	----
Chicago Depot Bonds	337,173	6	----------	----------	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†	----------	----------	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	767,000	8	----------	" "	------	----
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	45
2d Mortgage	937,500	7	" "	"	1863	2
3d Mortgage	435,050	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10	----------	----------	1856	----
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1876	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	12,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	800,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
Chicago and Alton:						
1st Mortgage	2,000,000	7	----------	New York.	------	99½
2d Mortgage	1,535,000	7	----------	" "	------	----
3d Mortgage (Income)	1,000,000	10	----------	St. Louis.	------	----
St. Louis and Iron Mountain						
State (Mo.) Aid	3,501,000	---	----------	----------	------	----
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	105
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
Alton & Terre Haute:						
1st Mortgage (convertible)	1,000,000	7	Feb. & Aug.	New York.	'62-'72	100
2d Mortgage (preferred)	2,000,000	7	" "	" "	'68-'70	79½
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible)	230,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	98½
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1866	98½
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1869	81½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1899	81½
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	25
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	2
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond	1880	85
Mortgage (coupons)	198,000	6	" "	and	1872	62½
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	----------	New York.	1887	----
1st Mortgage	500,000	6	----------	" "	1872	85
2d or Enlarged Mortgage	1,000,000	6	----------	----------	1884	61
Salt Works Br. Mort. due '58-'61	203,000	6	----------	----------	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	----------	----------	1880	87½
2d Mortgage	25,000	7	----------	----------	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1890	90
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's, endorsed by State	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,753	503,500	105,255	1,515,704	54.0	.....	101,102	37,806	—	.....
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,006	—	1,067,006	777,777	240,485	2,176,0.3	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	—
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	25.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
								ARKANSAS.													
... ...	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Nov. '58	38.6	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	—	—	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	.....	.....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	.....	.....	23.8	45,543	77,028	34,966	16	.....
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,057,500	211,675	4,443,584	122.4	229,088	200,412	97,999	—	.....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,216	73.0	374,460	747,300	390,.99	11½	142
31 Dec. '61	74.0	.....	.....	—	11	12	253	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,526	120.0	189,358	225,292	25,865	—	.....
31 Dec. '60	57.0	—	1.5	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,750	21,408	1,342,958	57.0	137,818	283,209	94,591	8	.....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	*	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	.....	—	.....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	.....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,890,000	—	5,626,549	117.4	489,8 0	808 060	301,978	—	.....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	286,512	105,626	—	72
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138.970	41,466	—	.....
31 Oct. '61	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,544	5.0	.....	22,308	7,915	6½	.....
								FLORIDA.													
... ... '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	632,791	30,586	—	191,485	195,000	75,894	619,113	32.0	.....	7,857	5,535	—	.....
... ... '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
... ... '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,399	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
... ... '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.4	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,50	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	596,500	19,91.	3,822,913	228.5	.....	.....	388,855	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832 348	454,541	—	.....
								ILLINOIS.													
31 Dec. '61	220.0	—	.....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	—	3,500,000	4,500,000	.....	10 000,000	220.0	.....	1,098,465	452,693	4	.....
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,77.	1,405,998	4,338,740	4,791,540	6,024 750	—	12,176,115	168.0	1,067,025	1,551,227	679,772	.....	57½
31 Dec. '58	45.0	.....	.....	6	14	101		Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,866	188,055	2,050,065	45.0	14 mo.	243,282	135,284	.....	.....
1 Apr. '62	242.0	—	.....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,67.	11,817,527	213.0	.....	849 719	414,82.	—	.....
31 Mar. '62	181.8	—	.....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,693,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	8½
10 Nov. '58	33.2	.....	.....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	.....
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,316	261.2	1 123,454	1,720,.96	811,186	5	61½
31 May, '61	175.0	—	.....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	2 391,000	.....	.....	175.0	.....	486,943	181,529	.....	.....
31 Dec. '61	454.8	252.5	.....	—	112	94	2,347	*Illinois Central*	27,492,985	*	—	15,829,095	15,277,500	172,929	3,504,024	7.8.3	2,458,023	2 965,758	1,150,903	—	76½
... ...	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
... ...	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
... ...	46.6	—	.....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper.	by Chic.	& R. Is.	125,000	—	.....
... ...	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
... ... '58	186.0	—	.....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '61	100.0	—	.....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by	Bur. &	Quincy	—	.....
... ...	1.0	—	.....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper.	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,609,958	623,487	—	3,026,903	5,035,615	741,040	8,865,25.	208.3	.....	823,767	.....	—	.....
								INDIANA.													
... ...	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,030,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
... ...	29.0	—	.....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '60	72.4	—	.....	—	19	15	374	Indiana Central	1,667,039	274,081	26,641	610,000	1,178,000	40,550	2,108,011	109.0	364,122	400,397	133,469	—	50
31 Dec. '58	89.8	20.2	.....	—	28	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,367,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	57
31 Dec. '61	84.0	.....	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,838,478	*	10,000	835,971	1,022,400	11,066	2,082,545	84.0	.....	331,813	165 969	—	.....
31 Dec. '61	73.0	—	11.0	—	15	16	119	Jeffersonville	1.553,509	*	276,234	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	.....
... ... '59	64.0	—	.....	—	...	...	.....	Lafayette and Indianapolis	1,350,000	*	—	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	.....	—	23	...	.....	Madison and Indianapolis	2,687,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080	—	.....
... ... '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	.....
... ... '58	74.0	—	.....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '61	73.0	—	.....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	121,545	1,381,450	230,000	4,690	1,975,801	73.0	325,707	377,692	216,164	10	125
								IOWA.													
1 Jan. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	660,000	369,0.4	.....	86.0	7 mo's	85,239	48,771	—	.....
31 Dec. '61	111.0	—	.....	209.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	.....	287,143	2,870,015	111.0	107,846	200,166	81,779	—	.....
... ...	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	—
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,976	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,708	*	—	548,216	414,000	60,452	1,022,609	11.2	.....	.....	.....	—	.....
... ... '59	55.0	52.6	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,99.	111.8	.....	426,408	227,524	—	85
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	634,024	*	—	sold, 1859,	for $26,0 00.	.....	.....	20.0	.....	.....	.....	—	.....
... ... '58	13.0	—	.....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '61	29.0	—	.....	}	13	10	230	} Lexington and Frankfort	591,421	52,300	—	514,483	130,000	—	735,31.	29.0	.....	108,944	43,267	—	30
30 Jun. '61	65.1	...	...	}				} Louisville and Frankfort	1,383,526	128,735	6,540	1,104,587	414,519	.....	1,649,.51	65.1	244,776	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	30	20	455	Louisville and Nashville	8,530,718	*	—	5,538,491	3,255,500	661,269	9,455,260	269.0	613,.06	716,478	371,12.	—	.....
... ... '59	18.8	—	.....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
... ...	22.0	—	.....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
... ...	27.0	—	.....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,555,320	80.0	180,204	481,922	223,648	—	.....
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.6	.....	1,282,624	656 434	—	.....
31 Aug. '60	53.7	—	.....	135.3	...	...	.....	*Vicsburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,315	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May,'59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,633	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May,'61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	—	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	1,280,000	271,143	2,990,998	109.5	139,963	172,113	91,487	—	.....
31 Dec. '61	—	—	—	14.0	...	...	...	Penobscot	328,412	—	—	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	.....
31 May,'61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An.&K.	70,566	—	.....
31 May,'61	51.3	—	.....	—	15	16	115	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	—	—	1,500,000	51.3	139,475	245,348	115,732	6	110½
31 May,'59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,406	28,404	—	.....
31 May,'61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	270,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.0	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	73
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	482,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	786,145	—	85
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000	—	600,000	—	—	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '61	26.7	1.8	43.4	—	21	28	566	Boston and Lowell	2,428,592	*	—	1,830,000	440,000	22,382	.....	57.7	.....	449,051	128,733	7	106
31 May,'62	74.3	8.8	49.7	—	36	58	601	Boston and Maine	3,850,369	412,569	465,758	4,076,974	—	75,150	4,965,723	119.3	599,048	732,427	290,406	6	125½
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100	—	3,160,000	122,720	.....	.....	61.5	.....	588,871	272,429	8	126½
30 Nov. '61	44.1	24.0	60.1	—	30	55	295	Boston and Worcester	4,301,025	407,416	100,000	4,500,000	—	128,104	.....	83.6	.....	928,932	408,594	8	131½
30 Nov. '61	48.0	1.1	2.7	—	7	10	109	Cape Cod Branch	207,761	123,864	—	681,689	163,400	—	.....	47.2	.....	95,871	34,072	—	30½
30 Nov. '61	50.0	2.3	8.8	—	12	18	331	Connecticut River	1,614,385	187,558	—	1,691,100	300,000	—	.....	52.3	.....	250,836	122,956	6	104½
30 Nov. '61	44.1	36.4	25.2	—	28	47	429	Eastern	3,965,684	315,165	264,102	2,858,400	1,885 000	84,000	4,908,862	120.7	432,160	565,939	246,402	4	93½
30 Nov. '61	19.9	1.3	3.8	—	...	...	.....	Essex	742,592	4,416	—	299,107	280,261	197,428	776,796	.....	.....	56,060	10,188	—	67
30 Nov. '61	50.5	30.2	73.5	—	29	28	655	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	.....	71.6	.....	543,158	217,054	6	110
30 Nov. '61	14.1	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226	—	217,925	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	...	...	.....	Hampshire and Hampden	596,651	—	—	292,950	303,014	97,706	.....	ope	r. by N.	H. & N'h	.....	—	.....
30 Nov. '61	12.2	—	2.3	—	2	3	27	Lowell and Lawrence	332,888	30,275	—	200,000	75,000	15,655	363,158	ope	r. by B.	and L'll	.....	6	.....
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	568,920	95,683	—	600,000	—	—	698,563	27.7	.....	204,374	48,542	8	120½
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*	—	500,000	213,000	108,500	.....	21.6	.....	123,015	24,907	2	77
30 Nov. '61	27.0	—	2.4	—	...	...	.....	Newburyport	597,386	—	—	220,340	234,900	140,902	.....	.....	.....	.....	.....	—	.....
30 Nov. '61	21.5	—	0.2	11.5	—	—	—	N. York and Boston Air Line	744,130	—	—	283,037	459,693	133,585	.....	.....	.....	18,291	.....	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*	—	3,016,100	81,000	121,778	.....	87.3	.....	505,320	219,608	6	125
30 Nov. '61	18.0	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	.....	.....	.....	38,538	19,060	6	.....
30 Nov. '61	43.5	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000	—	.....	44.4	.....	308 238	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	3	5	1	Salem and Lowell	381,470	82,543	—	243,305	226,900	270	.....	ope	r. by B.	and L'll	.....	—	.....
30 Nov. '61	11.7	—	0.4	—	2	7	17	South Shore	462,167	39,426	—	259,685	150 000	2,768	.....	11.5	.....	50,130	11,578	—	6½
30 Nov. '61	21.9	—	1.1	—	...	...	.....	Stockbridge and Pittsfield	448,700	—	—	448,700	—	—	.....	ope	r. by Ho	usaton.	31,409	7	.....
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000	—	—	250,000	—	—	.....	11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.0	—	.....	30.5	—	—	—	Troy and Greenfield	—	—	—	—	—	—	.....	ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.5	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*	—	2,214,225	991,125	—	.....	77.0	.....	200,648	95,739	—	18½
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,185	Western (incl. Alb. & W.S. etc.)	11 135,152	*	—	5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,548	812,997	8	144½
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*	—	1,141,000	150,000	812	.....	45.7	.....	195,669	83,158	5.8	66
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Nequet and Marquette*	.....	.....										—	.....
30 Sep. '62	57.6	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada							—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,622	847,595	—	2,950,000	4,250,000	.....	9,008,389	188.0	.....	340,598	.....	—	.....
-- --	--	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
-- --	--	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
31 May,'62	284.5	—	23.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	—	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	93
31 Mar. '62	246.0	231.0	.....	—	83	104	955	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	13,988,595	527.0	1,775,728	2,250,518	1,137,545	—	89
-- --	--	—	—	59.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
								MINNESOTA.													
-- -- '62	—	—	—	520.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	—	—	—	—	—	—	—	—
-- -- '62	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	—	—	—	—	—	—	—	—
-- -- '62	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600,000	191,130	—	—	—	—	—	—	—
-- -- '62	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	300,000	—	—	—	—	—	—	—	—
-- -- '62	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	—	—	—	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '61	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '58	77.4	—	.....	27.6	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	85.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	...	...	.....	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '61	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,586	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	26	356	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,577	78,220	—	.....
-- --	--	—	—	—	—	—	—	*Platte County*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,364,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	.....
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,960,000	.....	.....	114 0	311 666	67,866	1,516	—	.....
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	236,650	212,946	67,024	—	.....
								NEW HAMPSHIRE.													
31 Mar. '58	23.1	—	3.2	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '58	93.6	—	5.0	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,210	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	50
30 Nov. '58	53.0	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,731	63.6	.....	327,741	125,159	—	13
30 Nov. '58	23.1	—	2.3	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	.....
31 Mar. '58	24.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,566	61.3	334,532	459,659	128,366	3	6½
30 Sep. '58	46.8	—	.....	—	...	...	.....	Concord & Portsmouth, guar.	250,000	*	—	250,000	—	—	250,000	ope	r. by Con	cord.	15,000	—	120
31 Mar. '58	14.6	—	.....	—	...	...	.....	Contoocook River	200,000	—	—	200,000	—	—	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.5	—	.....	—	...	...	.....	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mass.	.....	—	93½
31 Mar. '58	20.5	—	.....	25.5	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	.....
31 Mar. '58	26.5	—	.....	—	...	...	.....	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	68,577	8	110½
31 Mar. '58	52.7	—	4.0	—	2	4	90	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282 5 4	52.7	.....	59,774	21,156	—	.....
31 Mar. '58	69.5	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,186	4	61½
30 Apr. '58	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	262 516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,124,676	*	—	997,862	2,082,000	156,192	3,236,054	76 0	.....	241,603	78,855	—	.....
31 Dec. '62	62.9	32.2	.....	8.0	...	...	.....	Camden and Amboy	5,918,638	*	6,000,000	2,710,800	7,166.000	.....	12,171,200	124 2	.....	2,058,989	913,829	12	152½
31 Dec. '61	60.2	—	.....	—	...	...	.....	Camden and Atlantic (Pref.)	1,833,135	*	—	599,363	1,037 376	92,211	2,029,950	60.2	.....	99,433	50,076	—	12
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,650,000	3,000,000	29,057	5,970 496	64.0	662,393	1,201,895	673,443	10	150½
1 Jan. '62	2.9	—	2.9	—	...	...	.....	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	.....
31 Dec. '61	36.0	—	.....	45.5	11	15	91	Morris and Essex	1,627,362	*	57,000	1,157,800	340,000	—	1,757,491	53.0	.....	210,984	89,035	7	.....
31 Dec. '61	50.0	—	.....	—	...	...	.....	New Jersey	3,609,089	400,375	1,249,621	4,397820	688,000	—	5,628.931	33.8	.....	992,767	570,981	10	145
31 Dec. '61	21.3	—	.....	2	5	—	17	Northern New Jersey	411,929	*	—	156,850	200 000	70,786	427,636	21.2	.....	89,104	9,754	—	.....
31 Dec. '61	18.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by N.	Y. & E.	58,400	8	.....
31 Dec. '61	15.0	—	.....	—	—	—	—	Paterson and Ramapo	349,089	*	—	248,000	100,000	1,089	350,000	ope	r. by N.	Y. & E.	26,860	5½	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876.713	24.0	.....	220,827	105,997	6½	98
31 Dec. '61	55.5	—	.....	220	—	—	—	West Jersey	780,455	—	—	555,370	.....	23,076	789,946	—	—	34,802	17,157	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61	—	—	—	140.0	—	—	—	Albany and Susquehanna	698,677	—	—	647,191	—	17,239	664,428	—				—	----
30 Sep. '60	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,088	—	439,005	1,575,099	50,000	----------	oper. by Re	ns. & Sarat.			—	----
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	*	—	1,000,000	1,388,359	----------	2,388,569	oper. by W	estern.	----------	----------	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Bloesburg and Corning	496,661	*	—	250,000	220,000	----------	470,000	14.8	29,075	31,546	16,871	—	----
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629.458	106,697	—	492,060	161,480	97,690	750,220	23.8	677,687	122,103	37,512	5	----
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	----
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,579	176.0	483,412	693 845	187,704	—	----
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,960,600	1,049,000	----------	3,009,600	82.8	367,565	940 042	417,458	10	160
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	----------	----------	—	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	----
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	----------	----------	380,000	19.4	oper. by	Erie.	24,000	—	----
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	----------	—	500,000	----------	----------	500,000	49.7	oper. by	Erie.	30,000	—	----
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	----------	—	175,000	----------	----------	175,000	20.3	oper. by	West'rn	----------	—	70½
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,758	1,959,013	666,461	—	22
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,325	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,195	297,646	137,347	—	134
30 Sep. '61	297.8	258.1	313.8	—	211	237	3,171	New York Central	28,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	----------	7,309,042	2,601,663	6	113½
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,61[illegible]	1,979,108	—	61½
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,086	26,617	14,564	—	----
30 Sep. '61	139.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	21½
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	----------	—	1,000,000	----------	----------	1,000,000	oper. by Ce	ntral.	60,000	----------	6	----
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	----------	4,571,900	----------	4,571,900	139.5	358,460	428,637	140 061	—	----
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	6	----
30 Sep. '61	75.3	—	2.2	—	6	4	53	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,25[illegible]	91,789	52,437	—	----
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,045	—	610,000	249,750	----------	859,750	27.2	142,758	267,082	125,356	6	----
30 Sep. '61	13.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	659,249	1,776	—	557,600	150,000	13,480	721,080	oper. by B.	N. Y. &	E. 4,990	----------	—	----
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	----------	57,262	88,151	19.0	23,667	4,731	----------	—	----
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	----------	—	300,000	73,000	----------	373,080	oper. by Ren	s. & Sar	----------	----------	5	----
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	524,628	77,584	—	500,000	376,000	15.398	891,398	51.3	109,788	142,142	31,689	—	----
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	65,102	193,657	70,915	327,708	13.5	----------	16,643	8,804	—	----
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,154	113,759	2,957,022	68.6	295,157	231,270	137,347	—	----
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	803,500	271,097	1,686,508	38.4	247,898	271,188	134,958	—	----
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	----------	----------	----------	oper. by Hud	s. River.	----------	----------	6	----
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,601	----------	—	30,000	680,000	----------	710,000	oper. by oth	er Cos.	----------	----------	—	----
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	----------	----------	811,560	37.81	33,818	65,344	26,786	—	----
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	----------	—	96,000	45,500	11,625	153,125	----	oper. by	Erie R.	W. Co.	—	----
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,605	327,304	—	1,499,000	730,500	101,947	2,330,947	107.7	216,433	353,441	164,802	6	80
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	----------	103,953	38,572	—	----
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	----------	----------	----------	223.0	----------	----------	----------	—	----
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	----------	----------	97.0	----------	206,917	108.541	—	----
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	----------	469 458	219,668	—	----
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,569,223	*	107,000	1,340,213	791,056	102,391	3,114,964	171.0	323,069	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	----------	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	----------	—	866,939	----------	77,294	----------	—	----------	----------	----------	—	----
31 Dec. '61	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,231,750	51,243	3,300,668	118.2	----------	404,638	168,668	—	----
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,455	6,510,432	141.0	----------	699,716	280,551	—	----
31 Mar. '62	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,155,500	1,344,000	----------	3,818,784	198.3	----------	646,205	329,714	7½	112½
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	----------	----------	—	----------	----------	----------	----------	32.0	----------	----------	----------	—	25
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,978	----------	131.8	304,168	190,745	19,186	—	----
31 Dec. '61	135.4	5.8	—	—	22	31	455	Cleveland, Columbus and Cinc.	4,000,736	637.216	583.565	4,746,200	510,000	----------	5,917 389	141.2	707,160	1,283,253	704,819	10	145
31 Dec. '61	67.0	—	—	18.0	12	6	285	Cleveland and Mahoning	2,565,666	277,752	301,487	1,167,474	1,712,000	289.675	3,341,020	67.0	246,620	375 791	253.174	—	89
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3.431,170	555,368	607,7.4	3,000,000	1,653,000	30,000	4 888,060	96.6	5 8,991	1,244,975	784.991	10	114
30 Nov. '61	101.0	102.5	—	—	45	30	896	Cleveland and Pittsburg	8,218,373	*	—	3,846,324	4,231,637	334,952	8,412,914	208.5	800,525	1,114,941	458,994	—	47½
31 May '62	109.2	79.4	—	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,806	3,850,595	148,660	7,623,820	188.6	610,292	1,003,637	543.488	3	69½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	389,673	575,250	632,486	----------	61.5	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	----------	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	54.5	—	10.4	—	14	11	160	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	318,900	50,400	2,166,717	oper. by w. Lit.	Miami.	177,371	8	87½
31 Mar. '62	144.0	—	7.9	—	15	5	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	201,316	5,586,705	144.0	365,470	400,148	222,951	—	----
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	----------	36.6	----------	62,025	3,566	—	----
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	880,496	*	—	437,836	422,658	----------	1,104,086	16.0	40,065	64,000	33,000	—	----
31 Dec. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	----------	45.0	----------	128,170	33,412	—	----
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	----------	----------	—	----------	----------	----------	1,358,867	—	----------	----------	----------	—	----
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	----------	47.0	----------	69,352	----------	—	----
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	----------	13.0	24,000	81,128	10,460	—	----
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3 532.236	500 624	4 2,002	2,981,26	1,4[illegible],000	----------	4,960,786	138.0	814,90[illegible]	1,3[illegible]6,991	632,114	8	130
31 Jan. '62	182.0	21.6	—	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	8,781.699	235,789	106,895	9,792,293	226.6	----------	454,290	99,554	—	----
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	----------	829,932	119,022	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906.736	2,400,000	466,215	----------	125.0	----------	----------	----------	—	----
30 Jun. '62	158.9	52.0	—	—	38	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,569,254	41,126	5,377,413	205.9	401,452	428,158	107,039	—	----
31 Dec. '61	116.0	9.0	—	—	10	10	23	Sandusky, Mansfield & New'k	2,309,279	*	—	848,770	1,375,350	105,510	2,603,120	125.0	215,280	171,712	87 610	—	----
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	----------	55.6	70,000	110,200	53,100	—	----
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	*	—	193,000	150,000	3,500	346,500	oper. by C.	C. & C.	----------	----------	—	----
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,206,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	----------	----------	—	----
31 Aug. '61	242.4	—	—	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	555,503	1,012,23[illegible]	400,559	—	58½
								PENNSYLVANIA.													
31 Jan. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	----------	----------	—	----------	378,455	66,811	----------	45.0	----------	106 924	65,02[illegible]	—	----
31 Aug. '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,861	—	1 816,150	1,500	----------	1,817,650	24.5	174,[illegible]8	245,50[illegible]	194,58[illegible]	10	67
31 Dec. '61	68.5	—	3.5	—	22	14	800	Catawissa	3,072,000	305,000	—	3,350,000	34,000	56,356	3,472,746	146.0	289,137	219,64[illegible]	22,400	—	4½
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,900	270,500	----------	1,308,919	52.5	161,087	249,77[illegible]	159,[illegible]31	8	----
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,173 466	*	423,200	5,283,552	4,915,500	744 579	11,780,945	202.0	----------	2,169 [illegible]	1,329,[illegible]	—	130
30 Nov. '61	35.8	—	2.5	—	8	3	74	East Pennsylvania	669,819	94,810	—	490,700	598,400	27,612	1,116,712	35.8	----------	131,532	65,010	—	----
31 Mar. '62	78.0	—	6.0	—	16	8	128	Elmira and Williamsport	2,136,037	*	—	1,000,000	1,000,000	55.295	2,214,873	78.0	252 638	307,496	130,148	—	19
30 Sep. '61	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	----------	1,000,000	oper. by	& S. L	----------	----------	10	----
31 Aug. '61	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,341	—	1,182,550	700,000	----------	1,882 550	55.5	oper. by	Penn.	R.R.Co	14	60
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,459	*	—	1,309,565	500,000	100,000	2,409,565	32.3	21,477	25.42[illegible]	4 263	—	----
31 Aug. '61	34.2	14.2	3.0	—	8	1	2	Huntingdon and Broad Top	1,358,179	*	—	508,311	1,142,262	172,089	1,822,612	45.2	122,647	173,941	62,847	—	----
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,586	*	—	710,000	1,566,500	350.000	2,626,600	80.0	176,982	217,316	114,774	—	----
30 Nov. '61	46.0	—	17.3	20.2	20	8	842	Lehigh Valley	3,736,601	*	—	2,253,350	1,465,000	52,258	3,770,6[illegible]	46.0	339,085	339,064	324,970	8	63½
30 Nov. '6[illegible]	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,171,965	*	—	2,256,100	909,000	77,467	3,411,690	oper. by Ca	wissa	R R Co	----------	—	26½
31 Dec. '61	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	3,413,871	352,[illegible]8	9,406,[illegible]9	----	----------	628,246	326 9 3	6	64
31 Dec '61	130.0	—	60.5	—	—	2	3,026	Mine Hill and Schuylk. Haven	2,973,898	278,337	----------	3,248,600	----------	----------	3,248,600	130.9	292,692	619.042	235,471	11	60½
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	403,187	—	3,147,130	2,560,000	22,8[illegible]	6,205,687	55.7	247 062	364,22[illegible]	202,124	—	10
31 Dec. '61	331.1	28.1	391 7	—	229	119	3,651	Pennsylvania	26,541.156	447 522	1,421,980	13,264.100	16,637,400	1,822,915	34,224,569	423.0	4,413,03[illegible]	7,360 001	2,64[illegible],[illegible]84	6	57½
30 Sep. '58	12.0	●—	0.3	67.0	1	1	—	Phila. and Baltimore Central	264,000	10,000	—	----------	250,000	50,000	----------	20.0	----------	1.63[illegible]	----------	—	----
30 Sep. '61	17.0	7.0	42.0	—	15	34	108	Phila., Germant'n & Norrist'n	1,867,634	235,432	—	1,243,500	374,800	----------	1,615,3[illegible]	24.0	249,960	210 93[illegible]	110,367	7	74
30 Nov. '61	147.4	4.0	61.0	—	145	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,600	----------	25,[illegible]83	151.4	1,795,927	2,905,838	1,412,905	—	87½
30 Nov. '61	28.2	—	—	—	—	—	—	Philadelphia and Trenton	608,882	----------	—	999,200	250,000	----------	1,249,200	28.0	oper. by	Cam. &	Amboy	8	150

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance (incl. all other assets and liabilities.	Total.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)														
1 Oct. '61	98.0	6 0	—	—	32	109	565	Phila., Wilmington and Balt.	7,021,713	744,423	142,840	5,600,000	2,475,500	140,993	8,742,000	200	439,780	1,516,985	675,484	6	59
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville ..	2,828,895	90,803	—	1,756,436	1,500,000	85,312	3,423,836	22.0	11,408	70,228	21,21	—	.....
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,985	1 847 22	18,999 681	467.5	2,434,641	3,031,787	1,299,721	—	52
30 Sep. '59	31.0	—	.....	11.0	...	...	.....	Pittsburg and Steubenville	1,947,482	*	—	1,221,277	280,000	.....	.....	—	—	—	—	—	.....
30 Sep. '61	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna...	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	—	—	—	—	.....
30 Nov. '61	9.2	15.3	4.9	—	...	...	.....	Schuylkill Valley	573,616	*	—	576,050	.....	.....	573,616	24.5	oper. by	Ph. & R	eading.	5	.....
31 Nov. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	965,085	99,460	363,004	500,000	822,117	5,435	1 327 552	.....	.....	105,568	55,143	.....	.....
30 Sep. '61	148.0	—	8.5	283.0	14	0	176	Sunbury (Phila.) and Erie....	10,709,006	*	—	4,520,175	4,644,000	1,776,123	10,940,298	148.0	236,825	841,582	149 032	—	20
30 Sep. '61	29.6	—	2.1	—	4	3	70	Tioga	718,918	77 999	—	367,300	396,500	65,726	.....	29.6	68,543	101,499	64,2 0	6	47½
30 Sep. '61	26.4	—	3.0	—	5	11	22	Westchester and Philadelphia	1,295,617	73,655	—	683,150	1,010,653	11,651	1,705,454	26.4	100,659	126,593	59,624	—	.....
								RHODE ISLAND.														
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,900	.....	.....	62.0	240,442	331,522	103.782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,666	*	—	4 7,.17	8,500	.....	.....	13.6	.....	26,454	6,914	.....	.....
								SOUTH CAROLINA.														.....
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina.	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	49.3	—	.....	—	...	...	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	...	...	.....	Greenville and Columbia.....	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	...	...	.....	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	...	...	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '58	102.0	—	.....	—	...	...	.....	North-Eastern	2,011,852	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	100.0	.....	—	62	59	790	South Carolina.....	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	.....	41.9	...	...	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.														
30 Sep. '60	47.6	—	.....	—	...	...	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859.....	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859.....	30.6	—	1.8	—	12	10	171	East Tennessee and Georgia...	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,716	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia .	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston.....	5,866,578	878,089	129,364	3,809,949	2,659,000	280,112	7,627,797	291.0	.....	1,636,096	873,597	—	.....
1859.....	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio.....	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	.....
1859.....	100.0	—	30.6	55.6	...	...	.....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	.....
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee ...	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester.	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	30	17	319	Nashville and Chattanooga....	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859.....	.....	—	.....	—	...	...	.....	Nashville and Northwestern ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	67,243	—	.....
1859.....	30.0	—	0.6	8.0	...	...	.....	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,245	.....	—	.....
								TEXAS, (*all aided by State*).														
— — '58	32.0	—	.....	158.0	...	...	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	...	...	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria.....	1,250,000	.....	.....	275 000	240,000	171,565	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central ..	4,232,345	*	—	455,000	975,000	389,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	...	...	.....	San Antonio & Mexican Gulf.	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	...	...	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.														
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington.....	3,989,708	617,743	—	2,233,376	3,172,550	679,119	6,385,045	119.6	349 440	334,368	113,315	—	.....
31 Aug. '60	62.0	.....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	.....
31 Aug. '60	119.0	—	20.0	—	42	28	885	Vermont Central.....	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,317	775,569	127,727	—	.....
31 Aug. '60	47.0	—	2.8	—	—	—	—	Vermont and Canada	1,350,695	—	—	1,350,000	—	.....	1,380,695	ope	r. by Vt.	Central	.....	—	134
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45 930	8,522	—	.....
31 Aug. '60	54.0	10.5	.....	—	...	...	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	.....	.....
								VIRGINIA.														
31 Aug. '58	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,138	88,131	1,534,194	—	—	—	—	—	.....
30 Sep. '58	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,092	—	.....
30 Sep. '58	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg.....	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '58	103.5	.....	.....	—	8	.....	.....	Northwestern Virginia.....	5,322,150	*	—	488,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	5
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '58	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg...	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '58	59.2	21.8	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '58	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '58	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,825	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg ...	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,054,054	163,753	79,586	6	60
30 Sep. '5	23.7	—	0.2	14.6	2	—	23	Richmond and York River....	704,840	20,554	—	557,812	85,000	.....	.....	23.7	12,542	—	—	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke.....	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	47½
30 Jun. '60	204.7	9.4	10.6	—	39	27	874	Virginia and Tennessee	5,994,259	638,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	490,193	740,489	347,957	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.														
1 Dec. '61	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford.....	1,500,000	55,000	—	300,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	24.9	—	...	...	.....	*Milwaukee and Minnesota*.....	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago.....	1,850,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	22,182	—	.....
— — '58	42.0	—	.....	27.8	...	...	.....	Milwaukee and Horicon.....	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	.....	1,108,354	436,089	—	31½
— — '58	50.0	—	.....	—	35.0	...	.....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
10 May, '61	104.0	—	.....	—	38 8	8	7 321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	220,850	68,438	—	.....
— — '58	10.0	—	.....	—	55.0	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								CANADA.														
31 July '62	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£ y)	11,733,000	*	—	11,750,000	133,000	—	11,938,000	16.10	.....	235,420	55,495	—	.....
— — '62	49.0	—	.....	—	16	17	214	Montreal and Champlain.....	.....	.....	.....	.....	.....	.....	.....	49.0	.....	.....	.....	—	14
— — '62	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep. '59	324.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	16,651,084	*	—	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
— — '62	229.0	128.0	.....	—	92	126	1,689	Great Western (half year)	23,846,460	*	1,250,000	16,750,785	49,120,440	.....	26,104,725	357.0	.....	1,221,145	585,885	1½	.....
— — '62	24.0	—	.....	—	2	2	52	London and Port Stanley.....	.....	.....	.....	.....	.....	.....	.....	24.0	.....	.....	.....	—	.....
31 Dec. '61	95.0	1.6	.....	—	17	26	337	Northern (O. S. & H.).....	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	.....
— — '61	54.0	—	.....	—	5	8	116	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	—	.....
— — '61	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.														
31 Oct. '61	108.0	0.6	12.0	—	14	18	238	European & North American	4,548,564	*	—	4,637,852	—	—	4,637,852	108 0	.....	130,678	36,432	—	—
1 July, '61	80.0	—	.....	—	...	...	.....	New Brunswick and Canada.	1,402,748	102,388	—	1,380,000	13,100	136,000	1,779,232	80.0	.....	132,555	36,670	—	—
								NOVA SCOTIA.														
31 Dec. '61	61.5	—	.....	60.1	...	...	.....	Nova Scotia	4,268,717	*	—	.....	.....	.....	.....	61.5	.....	120,918	26,803	—	.....
								NEW GRANADA.														
30 Dec. '61	48.7	—	.....	—	11	22	120	Panama.....	8,000,000	*	620,804	5,000,000	2,400,000	—	9,608,530	48.7	.....	1,589,850	1,110,852	11	159

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 17.

	Th 11.	F. 12.	Sat. 13.	M. 15.	Tu. 16.	W. 17.
STATE STOCKS:—						
California 7s	----	114	----	----	----	115
Georgia 6s	----	----	----	----	----	----
Illinois War Loan	105	----	105	----	----	----
Indiana War Loan	----	----	----	----	----	----
Kentucky 6s	----	----	----	----	----	----
Louisiana 6s	----	----	----	----	65	----
Maryland 6s	----	----	----	----	----	----
Michigan 6s, 1873	----	----	----	----	----	----
Minnesota 8s	----	----	----	----	----	----
Missouri 6s	52⅛	52⅛	52⅛	52	52	----
Do. iss. to H. & St. J. R.	73	----	----	----	----	----
New York 6s, 1873	----	----	----	----	----	----
North Carolina 6s	70	----	----	70	----	69
South Carolina 6s	----	----	----	----	----	----
Ohio 6s, 1860	----	----	----	----	----	----
Tennessee 6s, 1890	54⅛	54	----	53⅛	54	53⅛
Virginia 6s	62	60	60	----	----	61
RAILROAD SHARES:—						
Buffalo & State Line	----	----	----	----	----	----
Chicago, Burl. & Q.	87⅛	87⅛	----	----	----	87⅛
Chicago & Rock Isl.	81⅛	81	78⅛	81	----	80⅛
Clev., Col. and Cin.	144	----	----	145	----	----
Clev. and Pittsburg	43⅛	43	43	43	46⅛	47⅛
Clev. and Toledo	69⅛	69⅛	69⅛	69⅛	69⅛	69⅛
Del., Lack. & West.	----	----	----	----	----	----
Galena and Chicago	81⅛	81⅛	81	80⅛	81⅛	81⅛
Hudson River	77⅛	76⅛	75⅛	75⅛	76	76⅛
Illinois Centr. (scrip)	79⅛	78⅛	78⅛	77⅛	78⅛	78⅛
Michigan Central	91⅛	92⅛	91⅛	91⅛	92⅛	93
M. S. and N. I.	39⅛	39⅛	38⅛	38⅛	38⅛	39
M. S. & N. I. guar'd.	83⅛	83⅛	83	82⅛	----	83⅛
Mil. and P. du Chien	32⅛	----	----	----	31⅛	31⅛
M. & P. du C. 1st pref.	----	----	----	----	----	----
M. & P. du C. 2d pref.	----	81	80⅛	----	80⅛	----
New Jersey	----	----	145	----	----	----
New Jersey Central	----	----	----	----	----	----
New York Central	104	103⅛	103⅛	103⅛	103⅛	103⅛
Erie	62	62	61⅛	61⅛	61⅛	61⅛
Erie pref.	94⅛	94⅛	93⅛	93⅛	94	94⅛
" Asa. scrip	----	----	----	----	----	----
N. York & Harlem	21⅛	21⅛	21⅛	21⅛	21⅛	21⅛
N. Y. & H. "pref."	51⅛	51⅛	51⅛	51	51	----
Panama	160	160	----	----	----	170
Phila. and Reading	----	76⅛	----	----	----	76⅛
Pitts. Ft. W. & Chicago	52	52	51⅛	51	51	52
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	80	80	----	76	79
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	92⅛	93	93⅛	93	----	93
Chic. & N. W. 1st M.	----	----	----	----	----	----
" " 2d M.	81⅛	----	81	----	----	----
" " S. F.	----	----	----	102	----	----
" " A. B.	59	----	60	----	----	60
" " I. B.	----	----	88	----	----	----
" "Ap. Ext'n.	----	----	----	----	86	----
" " G. B. Ext.	----	----	----	----	----	----
Clev. & Pitts., 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	----	----	----
" 4 M.	----	----	72	----	----	----
Cl. & Tol. S. F. 7 p. c.	----	----	----	----	----	103⅜
Chi., Bur. & Q. 8 p. c.	----	115	----	----	----	----
Chi. & R. I. 1st M. '70.	----	----	----	----	----	110
D. L. & W. 1 M. 8 p. '71-5.	----	----	----	----	----	114
" 2 M. 8 p. c. '61	----	----	----	----	----	----
Gal. & Ch. 1 M. 7 p. c. '63	----	----	----	----	----	----
" 2 M. 7 p. c. '75	----	110	----	----	----	----
" 1 M. Ex. '82	----	----	----	----	----	----
Hann. & St. J. bonds	----	----	----	54⅛	----	----
Huds. R. 1 M. 7 p. c. '69	----	----	----	118	----	----
" 2 M. S F.	----	----	----	114⅛	114⅛	----
" 3 M. 7 p. c. '75	----	102	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central bonds	----	109	109	109	109	109⅛
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. & P. du C. 1st M.	103	----	103	----	----	----
Mich. Cen. S F. 8 pc. '82	----	----	----	----	----	----
" conv. 8 p. c. '69	----	----	----	----	111⅛	----
M. S. & N. I. 1 M. S. F.	103	----	102⅛	----	----	----
" " 2 M.	93	93	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p. c. certif. '83	----	----	----	----	----	----
" 1 M. 7 p. c. '64	----	----	----	----	----	----
" bonds 1876	----	----	----	----	----	----
N. Y. & E. 1 M. 7 p. c. '67	115⅛	----	----	----	115	----
" 2 M. 7 p. c. '79	----	----	----	----	----	----
" 3 M. 7 p. c. '83	107⅛	----	107⅛	----	----	----
" 4 M. 7 p. c. '80	100⅛	----	101	101	----	----
" 5 M. 7 p. c. '68	----	96⅛	----	97	----	----
N. Y. & H. 1 M. 7 p. c. '76	----	----	----	----	----	----
" 2 M. 7 p. c. '64	----	----	----	----	----	104⅛
" 3 M. 7 p. c. '67	----	----	93	----	----	----
Pitts., Ft. W. & Ch. 1 M.	106	106⅛	----	106⅛	----	----
" " " 2d M.	92⅛	----	----	----	93	92⅛
" " " 3d M.	----	70	70	----	----	----
Chicago & Alton, 1 M.	----	----	----	----	----	----
Alton & Terre H. 1 M.	----	----	----	----	----	100
" " 2 M. pref.	----	80	----	----	79	79⅛
" " Int. b'ds.	----	60⅛	60	----	----	----
Toledo & Wab. 1 M.	98⅛	----	98	----	----	98⅛
" " 2 M.	82	82	----	81⅛	81	81⅛
" " Int. b'ds.	60⅛	----	----	----	----	----
MISCELLANEOUS:—						
Del. & Hud. Canal	114	115⅛	115⅛	115	----	----
Penn'a Coal Co.	116	116	----	116⅛	117	117
Pacific Mail S.S. Co.	122⅛	123	124	125	129⅛	135

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 17.

	Th 11.	F. 12.	Sat. 13.	M. 15.	Tu. 16.	W. 17.
FEDERAL STOCKS:—						
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	92⅛	92⅛	----	92⅛	92⅛	92
U. S. 5s, 1865	----	----	----	95	----	----
U. S. 6s, 1881, reg.	99⅛	99⅛	99⅛	99⅛	----	98⅛
U. S. 6s, 1881, cou.	104⅛	104⅛	104	104	104	104
U. S. 6s, '81, O. W. Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1862, reg.	----	----	----	110	----	----
U. S. 6s, 1867, reg.	----	----	99	----	----	----
U. S. 6s, 1868, "	----	----	----	----	98⅛	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	97⅛	97⅛	97⅛	97	96⅛	96⅛
U. S. 6s, 5-20s, coupon	100	----	----	----	----	----
Treasury 7 3-10 Notes	103⅞	103⅞	103⅞	103⅞	103⅞	103⅞
U. S. Demand Notes	----	126	126⅛	127⅛	128	127⅛
American Gold	132⅛	131⅛	132⅛	132⅛	132⅛	133⅛

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 17.

	Th 11.	F. 12.	Sat. 13.	M. 15.	Tu. 16.	W. 17.
Boston and Lowell	----	----	106	----	----	----
Boston and Maine	121⅛	----	122	----	123	125⅛
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	131	----	132	131⅛	----	----
Connecticut River	104	104⅛	----	----	----	----
Eastern, Mass.	93⅛	94	93⅛	----	93⅛	----
Eastern, N. H.	----	93⅛	----	----	----	----
Fitchburg	104⅛	109⅛	----	110	----	----
Manchester & Lawr'ce.	110	----	110⅛	----	----	----
Michigan Central	----	92⅛	----	92⅛	92⅛	----
Northern, N. H.	61⅛	61⅛	----	----	61⅛	61⅛
Old Colony and Fall R.	----	123	----	----	----	125
Ph., Wil. & Baltimore	----	59	59	59	59	----
Portl'd, Saco & Ports.	----	110⅛	----	110⅛	110⅛	110⅛
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	19	19⅛	19⅛	19	18⅛	18⅛
Western	----	144	----	----	----	144⅛
Cambridge (Horse)	106⅛	103	102	----	105⅛	106⅛
Metropolitan "	----	----	----	68	----	----
Middlesex "	101⅛	101⅛	101⅛	101⅛	----	----
Central Copper Co.	28⅛	----	28⅛	----	----	27
Franklin Copper Co.	45	44⅛	43⅛	43⅛	43⅛	43⅛
Isle Royale "	16⅛	17	16⅛	16⅛	16⅛	16⅛
Mesnard "	----	----	----	9⅛	9⅛	8⅛
National "	----	----	----	25	----	25	----
Minnesota "	70	----	----	----	----	----
Pewabic "	44⅛	44⅛	44⅛	----	43⅛	44
Pittsburg "	----	----	----	----	65	----
Quincy "	62⅛	61⅛	----	61⅛	62	61
Rockland "	16⅛	17	17	----	----	16⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 16.

	W. 10.	Th. 11.	F. 12.	Sat. 13.	M. 15.	Tu. 16.
Beaver Meadow	65	67	----	67	----	
Cattawissa	4⅛	5	----	4⅛	----	
" preferred	15⅛	----	----	----	15	
Camden & Amboy	152⅛	152⅛	----	----	----	
" " 6s, '67	----	----	----	----	102	
" " 6s, '70	104	104	----	----	----	
" " 6s, '75-101	----	----	101⅛	----	----	
" " 6s, '83	101	101	----	----	----	
" " 6s, '89	----	----	----	----	----	
Elmira & W'msport	19	----	----	----	----	
" " pref.	----	----	----	33⅛	----	
" " 7s	----	99	----	----	----	
" " 10s	----	----	----	----	----	
Harrisburg	60	----	----	----	----	
Lehigh Navigation	----	----	----	----	----	
" " 6s	----	----	----	----	----	
" " scrip	----	----	----	80⅛	----	
Lehigh Valley R. R.	----	----	----	----	----	
" " scrip	----	----	----	----	80	
" " 6s	----	----	----	----	----	
Little Schuylkill R. R.	25⅛	28	27	28⅛	26⅛	
" " 7s	----	----	----	----	----	
Long Island	22	22	----	----	22	
" " 6s	----	----	----	----	----	
Minehill	51	51	51	----	50⅛	
North Pennsylvania	10	10	----	----	----	
" " 6s. 86	----	86	86	86	86	
" " 10s.	----	----	104	----	----	
Pennsylvania R. R.	57⅛	57⅛	57⅛	57⅛	57⅛	
" 1st m.	----	----	----	----	----	
" 2d m.	----	----	----	----	----	
Penn. State, 5s	94	94	----	95	95⅛	
" " 5s, coupon	----	----	----	----	----	
" " 6s, "	----	----	----	----	----	
Philadelphia City, 6s	100⅛	102⅛	----	100	100	
" " new	102⅛	103	102⅛	103	103	103
Philad., Germ. & Nor.	54	----	----	----	----	
Phila. & Reading	38⅛	38⅛	38	----	37⅛	37⅛
" " 6s, '86	----	----	----	101	----	
" " 6s, '70	102	----	----	----	----	
Philadelphia & Erie, 6s	101⅛	102	102	103	----	
Philad. & Sunbury, 7s	----	----	----	----	----	
Sunbury and Erie, 7s	105	----	----	----	----	
Arch street, (Horse)	26	25⅛	25⅛	25⅛	25⅛	25⅛
Chestnut & Wal. "	----	----	----	----	----	
Girard College, "	----	25⅛	----	----	----	
Green & Coates, "	36⅛	36⅛	36⅛	----	----	
Race and Vine, "	----	9	----	----	----	
2d and 3d streets, "	76⅛	76⅛	----	----	----	
Spruce & Pine, "	----	----	----	----	16	
18th & 15th sts., "	----	----	----	----	----	
West Philad., "	----	----	60	----	----	
10th & 11th sts, "	----	----	----	----	----	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 16.

	Tu. 9.	W. 10.	Th. 11.	F. 12.	Sat. 13.	M. 15.
Baltimore City 6s, 1875	----	----	103	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	107⅛	----	----	----	----
Balt. and Ohio	78	78	78	78	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75-100⅛	----	----	----	----	----	----
" " " '80	----	----	100	----	----	----
" " " '85- 99⅛	----	97⅛	98⅛	98⅛	----	----
Northern Central	----	----	----	----	----	35
" " b'ds, '85.	97	----	98	98	----	----
" " " '95	----	----	----	----	----	----
Washington Branch	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 26th November:

Maryland 6s	70	to	72
United States 6s, 1874	62	"	64
Virginia State 6s	46	"	47
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	70	"	72
Erie shares, $100 (all paid)	40⅛	"	41⅛
Do., 7s, preference	59	"	60
Do., assessment scrip	1⅛	"	1⅛
Do., 7s, 1st mort., 1867	82	"	85
Do., 7s, 2d mort., 1859	75	"	85
Do., 7s, 3d mort., 1883	72	"	74
Do., 7s, 4th mort. x. c.	...	"	...
Do., 7s, 5th mort.	...	"	...
Illinois Central 6s, 1875	75	"	78
Illinois Central 7s, 1875 x. c.	75	"	77
Do. do. $100 shares, $90 paid, dis.	45	"	44
Do. do. $100 shares, all paid.	50	"	51⅞
Michigan Central 8s, Convertible, 1869	76	"	80
Do. do. S. F. 1st mort., do., '52. x. c.	75	"	80
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	...	"	...
New York Central 6s, S. F., 1883	...	"	...
Do. do. 7s, 1864	...	"	...
Do. do. 7s, S. F., 1876	70	"	80
Do. do. 7s, Convertible, 1876	75	"	80
Do. do. $100 shares	...	"	...
Panama, 1st mortgage 7s, 1865	101	"	103
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	75	"	80
Do. 2d mort., 6s, do.	85	"	87
Do. $50 shares	...	"	...
Philadelphia and Reading, $50 shares	24	"	25

American Railroad Journal.

Saturday, December 20, 1862.

Stock and Money Market.

The gloom of the past week was prophetic. Our army after a desperate struggle against the enemy, in his strong lines beyond Fredericksburgh, with heavy losses, has been obliged to seek safety in the position from which it made its advance. It is due to the American commander to credit the current report, that the crossing of the Rappahanock, was the result of imperious orders from Washington, and against the opinions in council of all his principal general officers. It is not our purpose to enter into any discussion of military affairs, though we might perhaps find a good excuse for doing so, since from the class of railroad engineers and superintendents, some of our most distinguished officers have been taken. Railways and Telegraphs have indeed become the greatest agencies in war operations, and the strategy of the old school has disappeared before that of the new. But it is our vocation to note the changes which occur from week to week at the Stock Exchange and in the Money Market, under such influences and disasters as too frequently occur.

It must, however, be remembered that this is the season of the year at which the market assumes a lethargic appearance, for almost all business men close up as many floating transactions as possible, so as to begin the new year afresh; bills are collected, accounts sent in, differences adjusted; and a thousand other arrangements invariably precede the holidays. Capital-

ists and bankers have accordingly called in their loans as far as practicable, especially from weak borrowers, whose name is legion; money is, it is true, in excess of the demand by strong borrowers, but the rate has gradually tightened from 4 per cent of last summer, to 6 and 7 per cent today. But few private loans are now running at 5 per cent. Gold, our new barometer and index of the national pressure, has fluctuated with every gale of rumor, rising and falling in the scale of the 30's.

Sterling exchange has kept ahead as usual by the difference of the legal rate of the pound, the freight, charges, and insurance. The range according to variety has been between 143 and 146. Custom house demand notes bring readily about 127a128. When these are exhausted, importers may expect to meet a further advance in specie.

Government securities stand well but are rather dull of sale, and certificates of indebtedness which are always slow of payment are about 8⅛ per cent below par. Some relief is expected in the Money Market, strange to say, from the expedition of Gen. Banks. So much expectation as to his mission has prevailed, it was so in accordance with the wishes and judgment of the people, that he should co-operate in the attack on Richmond, they could not believe our armies were to be dispersed again for distant operations. We will therefore, state on authority which in all other cases we should take without hesitation, that the expedition is a cotton expedition. It may, says our informant stop in at Mobile to take that city, dominate the Alabama river and cooperate with our forces from the Mississippi, but Texas is the real point. There will be obtained enormous quantities of cotton. The population, particularly the foreign portion of it, is friendly to the Union which first sheltered them, being anxious for direct trade with the north, and the holders and bailees of the cotton crop equally so at its present prices. The name of Judge Peabody is connected with the rumor we give our readers, as the person who is to be the legal authority of the Government, and Mr. Stevens the Secretary of the Chamber of Commerce who went with the expedition, and is a thorough accountant and commercial man, may on the same hypothesis be set down as Mr. Chase's financial agent to conduct the operations connected with the regulations of the Treasury.

At our present writing the rumor appears very plausible. Besides it is said that a large American force, in Texas just now, would give a moral support to the Mexicans in their resistance to the French invaders.

Railway shares take their places sympathetically with the feeling of the hour, and the quotations correspond with the ups and downs of the market, with the prevalent conviction however, that the real value of the principal lines is thoroughly ascertained, and their permanent dividend paying character secured.

No action in Congress of any moment has taken place except in the evidence exhibited there by resolution, of a determination to pay the interest of the Government loans in gold; a most wise conclusion, and one that will prevent any farther depreciation in our stocks held by persons abroad. Strong efforts are being made to give the bankrupt bill a start. It is evidently a necessity for an adventurous commercial people, and must be adopted for the nation, as it has been defectively in all the States. Their system is not uniform and this creates the need of a National law. Nor is it necessary for Congress to wade through the details of a long and questionable enactment; involved, uncertain, ill drawn. All it has to do, is to pass a short bill of three or four sections declaring who may take the benefit of the act, who shall be deemed guilty of fraud, and define what shall constitute the count or commission of bankruptcy, and how many courts or commission there shall be. Then only one section more will be necessary, viz: that the Attorney General of the United States shall forthwith prepare a code of practice under the law, providing for all the technical details, and that then this code shall govern the cases and be a part of the bill itself. We are surprised that this simple method has not suggested itself to some of our intelligent lawyers who are Members of Congress. We understand that the plan will be brought to their attention. It will secure a bill and save a world of time and trouble.

The plan of organization of banks under a National Law is sustained by the friends of Mr. Chase in accordance with his own convictions, that a combination of national credit combined with private capital is radically defective and can not be effected with so much security and profit as through such banks as he proposes. His plan is not to exclude the idea of notes issued directly by the Government for use as money. On the contrary such issues form the most convenient and safe means of transition, and after the transition shall have been accomplished, will from one occasion to another, prove as it is hoped by them of great utility.

We are confident Mr. Chase has never contemplated loans at great discount or at high interest, or unless at very low interest for a long time. The United States notes are a good protection against such loans. When, however, loans can be obtained at such rates as par for the Five-twenties, the fact itself indicates a condition in which it is expedient to borrow. It is natural that gentlemen in this city interested in the secured Banking system, and in Ohio similarly circumstanced, and those too interested in local banks in other parts of the Country, should fear some abridgement in passing from a state to a national system, and should incline to look with disfavor on the proposed plan. But to the friends of the proposition it appears clear, that they exaggerate the inconvenience even to their own interests, and lose sight of the great and permanent advantages to flow from the system, even to the capitals of their own institutions. But were the case as they think it, should not public considerations prevail? We can vouch for the sincerity with which Mr. Chase has proposed his system, and in the light we present it, it seems no great bugbear. Yet the substitution of United States stocks at or nearly par as security for our local currency would if compulsory, necessitate the throwing of a large amount of our State Stocks on the market, to such an extent as to knock down its market price from the liberal price it now brings, to one possibly far below. And as they now stand, they are, by the difference of such premium, rateably a better security than United States stocks at present prices, and certainly better, if United States prices should fall as the consequence of an overstocked market. Of one thing we all may be sure, that if the war should close by a restoration of the Union, United States stocks would again be absorbed by foreign capital with greater confidence than ever.

It has been rumored that the approaching dividends payable to United States bond holders, were to be paid in currency, and that parties in New York have remonstrated with the Treasury Department for such intention. We imagine this is not entirely correct. The remonstrance may have been made, but we have no doubt the interest will be paid in gold as usual. It would certainly be a most unfortunate circumstance if the foreign holders should be compelled to lose 30 to 40 per cent, in the operation of remitting their dividends. It would be a violation of good faith, and a most impolitic act at a critical moment, when there is evidently a reaction abroad in our favor, and such influential men, and such distinguished public characters as Messrs Thompson and Foster, are actively and openly engaged in demonstrating before large audiences, the solid fabric on which rests our policy in the present unhappy struggle. What we should do is to place our financial system, strained as it must be by the enormous and unforeseen expenditures of an unexpected and gigantic struggle, on the best footing possible, remembering that negotiations in time of war are very different things from negotiations in time of peace, and that in all countries, those who hold the purse are particularly cautious how they let others put their hands in it. Patriotism implies self negation in an eminent degree, but capital has its own rules of procedure, and looks first to itself. We can imagine of what its mind is composed, when we see a victory or a repulse effecting even a half per cent. rise or fall in the value of its idol, Gold: how tears and wounds and blood are made a basis of calculation, and a profit in stock jobbing, and the permanency or downfall of our government, the problem, on the solution of which, fortunes are expected to be lost or won.

Such computations would seem almost impossible to a being of some other sphere than our own, but here we see them embodied and full of life; we may thrust our fingers into the holes of its personality. That Mr. Chase fully comprehends the vastness of his responsibility, the extent of its dangers, and the sensitiveness of the holders of property, we perfectly understand. No previous Secretary of the Treasury has ever had such a weight to carry, and it is truly wonderful that he has succeeded in repleting the national coffers, found ways and means to meet our enormous expenditure of money, and keep the bonds and loans of the country at the very high rates at which they are still held, high indeed when compared with the discount at which they formerly sold.

A cotemporary rather insidiously asserts, that the "Bank Presidents and bankers who hold the United States Sixes due at the close of the year, are very *patriotic*, in the offer to receive the amount in gold," and have petitioned the Secretary of the Treasury to that effect, "perhaps not very particular in mentioning in said petition, that large amounts have been bought by them lately, at 105a106, 25 per cent profit in six weeks, and this too in gold, a pretty fair operation."

We see no impropriety in this. Why the Banks

should not make a profit as well as the stock brokers is a strange idea, particularly as these very Institutions have stood by the Government in its greatest difficulties, loyally and courageous'y, and are constantly lending it gold at 4 per cent., which no other class of capitalists can be relied upon to do. Thus far, the Government has been able to get all the gold it needs in this way, and to deprive the Banks of a fairly earned profit, under such circumstances, would be breaking off the branch from which the golden fruit is gathered.

We quote sales of railroad and other securities as follows:

New York.—Brooklyn City Water Loan, 112½; Illinois conpon bonds, 1870, 104; Sixth Avenue R. R. 125¼; Indianapolis and Cincinnati 57; Norwich and Worcester, 72; Detroit, Monroe and Toledo 1st mort., 98; Illinois Central cancelled bond scrip, 60; Rome and Watertown, 80; Cumberland Coal pref., 13¾; Nicaraugua Transit, 5.

Boston.—Northern (Ogdensburg) 1st mort., 95; do., 2d mort., 6¼; Cape Cod Branch R. R., 30½; Concord and Portsmouth guar., 120½; Concord, 60½; Vermont Central 1st mort., 25; do., 2d mort., 2; Connecticut and Passumpsic R. R. 6s, 110; Cheshire 6s, 101; Rutland 8d mort., 1; New Hampshire State 6s, 110; Bath, Me., 6s, 106; Bangor 6s, 1865, 100¾; Town of Melrose 5½ per cent bonds, 1870, 101½; Malden and Melrose, 7; Copper Falls Mining Co., 6⅞; Petherick, 3; Acton, 5½; Hancock, 6⅝; Superior, 5; Pontiac, 5; Columbian 2½; Toltec, 3¼.

Philadelphia.—Morris Canal, 51½; do., pref., 129; Schuylkill Nav., pref., 12½; do., 6s, 1872, 90½; do., 1882, 69; Susq. Canal 6s, 37; Chesapeake and Delaware Canal 6s, 94; Delaware Division Canal, 87¼; Philadelphia and Trenton R. R. bonds, 104¼; Ridge Avenue 7s, 95; Tioga 7s, 100⅝; Long Island R. R. 7s, 101; Philadelphia and Reading 6s, 1886, 101; Huntington and Broad Top 7s, 90; Alleghany Co., 6s, 50; North Penn. mort., scrip, 78; Philadelphia and Erie shares, 25; 5th and 6th streets 52; 17th and 19th streets, 10.

Baltimore.—Western Maryland bonds, 75¼; Baltimore and Cuba stock, 87½; N. W. Va., 1st mort., 101½; do., 2d mort., 97; Central Ohio 2d mort., 75; do., income bonds, 17; Springfield Mining Co., 3.30; Gardiner Hill, 115; Guilford, 50.

Pittsburgh and Steubenville Railroad.

In the general revival of projects for internal improvements, Pittsburg has almost fallen behind, but we are glad to observe, among our citizens, a growing disposition to recognize the importance of completing our Western connections, or at least the most practicable of them. There is one which can be finished at an early day, without any additional cost to our citizens, if they will but take sufficient interest in its successful termination. We refer to the Pittsburg and Steubenville Railroad, now in the hands of the Western Transportation Company. Work has recently been resumed with vigor on this end of the line. A large force of workmen is employed on the bridge at Steubenville, along the line of the road on the opposite side of the river, and in building the piers of the bridge over the Monongahela, above this city, upon which the road will come in by way of Try street. The Company desire to complete their connection with the East as soon as possible, and now only wait the permission of the city to enter upon and occupy the streets necessary to the termination of the enterprise. So soon as the authority asked for is obtained, they propose to employ a large additional force and push the work rapidly forward to completion.—*Pittsburgh Post Nov.* 29.

Atlantic and Great Western Railway.

This road was an admirable conception from the start, and it has been carried on thus far with unexampled success. It presents the singular anomaly of having been put in motion by Spanish capital, confidently advanced by intelligent bankers—the first time in the history of our railways that any such material support for our public works has come from Spain. In honor of one of these gentlemen, the point from which the line diverges from the Erie Railroad, is called Salamanca, and in excellent taste, suggestive of much that is famous in Spanish history, and full of memories to those familiar with Spanish literature. The new town which is to arise at this point is 405 miles west of the City of New York, and the proposed route is thence westward, through a country of great resources and power of development, to Dayton, Ohio, 60 miles east of Cincinnati, by which it will connect with St. Louis, forming in the whole a line of 1,200 miles, and thus earning its well adapted name of the "Atlantic and Great Western." The track throughout will be a continuous six feet gauge, and equal to every demand of the great traffic which it is to sustain. The combinations of interest by which the project has been carried on, and will be perfected, are these: first, of the Erie, which gives the right of way to Salamanca; second of lines in Pennsylvania; third of Ohio; and fourth of Missouri. From Salamanca, one hundred miles of the main track are opened to Meadville, Pa.; from Corry a branch traverses the oil region to Titusville; from Meadville another branch will shortly be in operation down the valley of French creek to the Alleghany river at Franklin, Venango Co., also rich in mineral oils. West of Meadville the work is pushed on across the Pennsylvania line to Warren and Akron, in Ohio. At the former a junction has been already effected with the Cleveland and Mahoning line, about 47 miles from Cleveland, thus uniting Cleveland and the city of New York by a direct line. We hear that a locomotive pioneer of the traffic has already arrived at the junction from the former city.

The entire length of the Atlantic and Great Western proper in divisions as follows:

From Salamanca to Ashville.....	48 Miles.
Pennsylvania division thence to Orangeville.	88 "
Ohio division thence to Dayton..... ...	242 "
	378

Of this distance 100 miles are open to Meadville, 100 miles more almost completed and ready for traffic, the line to Titusville and the oil regions in operation, and the branch to Franklin and the coal fields nearly finished. Thus of the 378 miles, 300 may be considered as completed. The capital already raised and applied, amounts to the moderate sum of £393,750, raised on what are called New York 1st mortgage 7 per cent bonds payable, 1880..... ....£225,000
And New York Shares..... 168,750

£393,750

So it would appear at first sight, that the road had so far cost only about £1,300 per mile. But this is explained by the fact that the contractors have accepted a class of second mortgage bonds in place of money, and thus financially the outlay of cash has been very inconsiderable.

The Company has been in a good position to make such an arrangement from the first, without the embarrassment of subsequent arrangements, compelled by unforeseen emergencies to make them at unfavorable moments, as so many other railway companies have been, being authorised to raise on

New York division 2d mortgage bonds..		£180,000
Pennsylvania " " " "		225,000
Ohio " " " "		450,000
		£855,000
And on Pennsylvania shares..	£450,000	
Ohio "	1,125,000	
		1,575,000
Total		£3,892,500

Thus then the company comes into the market with very remarkable advantage, in fact with a large portion of its road completed and in use, and proposes now to raise as contemplated originally £562,500, or about $2,500,000 on its first mortgage bonds secured on the Pennsylvania division. The *London Times* says:

"The bonds now offered are secured by a first registered mortgage, constituting a lien on the income and all corporate rights, privileges, lands, franchises, plant, and property of the Pennsylvania division of the railway, and guaranteed by the New York and Ohio divisions. The bonds, which bear 7 per cent interest, are redeemable at par within fifteen years in New York, or in London at 4s. 6d. per dollar, and are transferable without stamp or endorsement; 4 per cent. of the gross amount will be drawn yearly in January, commencing in 1864, to be paid off at par in London. Interest coupons are attached to the bonds, payable semi-annually, in April and October, at the banking house of Messrs. Heywood & Co., London, at the fixed rate of 4s. to the dollar. The price of issue is 70. By way of special security, it is explained that—

As provision for interest and sinking fund, the directors undertake to pay over to Messrs. Brown, Brothers & Co., bankers of New York, to be remitted to the trustees, in London, the first net receipts of the railway until a sufficient amount is accumulated for each half yearly payment; and for the same purpose of security for both dividend and sinking fund, the directors have also entered into an engagement to pay to Messrs. Brown, Brothers & Co., direct, the subsidy from the Erie Railway on the gross receipts from freight and passengers brought from the Atlantic and Great Western Railway.

The directors state their belief that 'by the creation of these trusts and by engaging to pay the coupons in London, at a fixed rate of 4s. to the dollar (or 14l. per annum on each bond of 1,000 dollars, or 225l.), they have provided for the bondholders a security as perfect as any railway in England or elsewhere can give.' The receipt of the bonus guaranteed by the Erie Company is alone estimated at more than sufficient to pay the interest on all the bonds. Amongst the other advantages are the fixed rate of exchange for redemption of principal, and of the interest warrants, both in London, and the fact that the road is made before these bonds are offered to the public."

It will thus be seen that these bonds are redeemable at par in New York; but there is the other arrangement of a peculiar and valuable

character. Four per cent of the gross amount to be drawn yearly in January is to be paid off at par in London, a new and important feature in American Railway securities.

The official announcement of the issue of these bonds does not state whether these annually drawn bonds are to be paid off at four shillings or four-and-sixpence per dollar; but as the final redemption at the expiration of fifteen years is to be at four-and-sixpence, we may assume that the annually drawn bonds will be paid off at the same rate. The redemption of 4 per cent. of the total amount annually would amount to 60 per cent. during the fifteen years, leaving only 40 per cent, to be redeemed at the expiration of that time; and this, according to our calculation, would reduce the average period for redemption of the whole, £562,500, to ten years and a-half instead of fifteen. In the present condition of the market for American securities these bonds can, of course, be only issued at a considerable discount, and, therefore, the period fixed for their redemption at par is an important element in their value. Supposing, for instance, that the bonds are issued at 75, or 25 per cent. discount, it will make a vast difference to the holder whether he receives his 25 per cent. discount in ten and a half or fifteen years. The receipt of £25 in ten and a-half years is at the rate of £2. 7s. 7d. per annum, while it is only £1. 13s. 4d. per annum when spread over fifteen years, a difference of nearly ¾ per cent. per annum.

Thus far, says the London *Times*, the Spanish capitalists and others interested profess themselves entirely satisfied with the spirit and manner in which every part of the undertaking has been carried out; and, in order to insure regularity of provision for the interest and sinking fund on the bonds issued in the London market, it is stipulated that the first earnings of each half-year, as well as the whole of the Erie bonus, are to be paid, until they reach the requisite amount, to Messrs. Brown, Brothers, and Co., of New York, to the credit of Messrs. Samuel Gurney, J. P. Kennard, and Charles Mozley, as trustees in England. The interest, which is to be at the rate of 14*l.* for each bond of 225*l.* is to be paid in sterling in London, and the sinking fund is to be of an amount that will cancel 4 per cent. of the bonds in London annually at par. The issuing price is to be 70, and the legal contracts in connexion with the arrangements have been superintended by Messrs. Freshfields.

We may now perceive that the financial management has been admirable, and the present effort for the negotiation is almost certain to succeed. If the opinion of the AMERICAN RAILROAD JOURNAL is of any value, it is given fully, freely and confidently in favor of this great work, and we are glad to see that our English cotemporaries, such as the *Money Market Review* and *Herepath*, have so thoroughly a comprehension of its character and prospective advantages.

Thus the greatest part if not the whole of the mineral oil of Pennsylvania will be transported over this road, hitherto carted generally for several miles, at an enormous expense to the canal five miles from Meadville. The trade of Cleveland is also to be diverted largely by the junction of the Cleveland and Mahoning line, about 47 miles of way, so that cars will be able to run the whole distance from Cleveland to New York.

At Akron, in Ohio, 126 miles from the junction of the Atlantic and Great Western with the Erie, will be the centre of a great wheat and cattle region, and the point of transhipment from the Ohio Canal by which 40 miles of round about water communication will be saved. Again at Mansfield, sixty-five miles from Akron, a connexion is secured with the Pittsburgh, Fort Wayne and Chicago Railroad, forming the quickest route with only one change between New York and Chicago, and so at Gallion fourteen miles further west with the Bellefontaine and Indiana, and the Cleveland, Columbus and Cincinnati, both important lines and thus unavoidably becoming feeders of the Atlantic and Great Western. In its continuation at Dayton it joins the Cincinnati Hamilton and Dayton line which is to widen its gauge and unite. Indeed after passing the meridian of Cleveland, it cuts at various angles more than a dozen great lines of railways tending Northwardly and Southwardly, offering them the easiest grades and most direct routes to New York. The Erie Road has something of this character but not to any such extent.

All this country through which it passes is populous and fertile, rich in the products of the fields, the forests, and mines, and there cannot be a doubt that it will be a splendid success to the stockholders, and of vast benefit to our country. The traffic already for a distance of sixty miles between Salamanca and Corry is thus tabulated.

1862.	Passengers, &c.	Freight.	Total.
January	$2,195	$14,630	$16,825
February	1,939	12,472	13,411
March	2,356	13,402	15,758
April	2,544	7,850	10,394
May	2 514	7,725	10,239
June	2,856	8,071	10,927
July	3,327	6,980	10,307
August	5,138	10,171	15,309
September	8,510	21,529	30,039
October	8,778	20,960	29,738
Total	$40,157	$122,790	162,947

Computing the number of weeks to be 38, this traffic receipt would be at the rate of £965 per week, or £16 per mile per week—no great result if it is to be regarded as any indication of future revenue; but our experience of these matters, and of the gradual but sure increase of the traffic of railways, induces us to attach small importance to the undeveloped traffic of the isolated section of any railway a few months in operation. The large increase in the September traffic receipt is the result, it appears, of the partial opening of the Titusville branch to the oil districts, which has since that been completed. This beginning of the oil traffic augurs well for the future.

Some estimate of the future traffic receipts of the Atlantic and Great Western Railway may be formed from the facts that the receipts of the Erie line, into which the Atlantic and Great Western runs at its eastern end, are at the rate of £65 per mile per week; and that those of the Cincinnati, Hamilton, and Dayton, into which it runs, at its western end, are £48 per mile per week. Moreover, the receipts of the Lake Shore Railway, which runs parallel with the Atlantic and Great Western, but some 30 to 40 miles further north, and close to the shore of Lake Erie, are at the rate of £52 per mile per week. Upon these facts it may be fairly assumed that on the completion of this line and the full development of the traffic the mileage receipts per week will not be less than £50. This on the 378 miles would give a gross annual revenue of £982,800.

Estimated gross traffic receipt, at £50 per mile per week, on 378 miles of railway		£982,800
Less 60 per cent. on receipts for working expenses		589,680
Estimated net earnings		£393,120
First mortgage bonds, viz :—		
New York 7 percent., already issued	£225,000	
Pennsylvania 7 per ct., now to be issued	562,500	
Ohio, say 7 per cent., not issued	900,000	
Total	£1,687,500—p. ct.	118,125
Surplus after payment of first mortgage		£274,995
Second mortgage bonds, £855,000, say at 8 per cent		68,400
Surplus for dividend on shares		£206,595

Since writing the above we learn that the price at which these bonds are to be offered to the public is 70 per cent., or 30 per cent. discount, and it follows that, taking the period of redemption at ten and a half years, they will pay the investor about twelve per cent. at that price.

We are glad to place this important record in the columns of the JOURNAL, and shall watch the certain triumph of this noble work, with the greatest interest.

Kitchen Ranges and Gas Consuming Stoves.

The high price of fuel naturally induces attempts at economy in its consumption, and American ingenuity is ever on the alert to meet this requirement. From actual experience, we are inclined to speak *warmly* in favor of at least two kinds of stoves and kitchen ranges, the manufacture of our friends, SANFORD, TRUSLOW & Co., 239 and 241 Water street. The latter is styled the "Challenge," with commendable boldness, since it heats the largest ovens with the smallest fire box, doing its work quickly and evenly, the latter a great desideratum as every housekeeper knows. It has also the advantage, by means of various sized grates, of doing a large or small amount of work as the case may be. A water back is furnished with the necessary pipes, to fill a boiler, and roasting and boiling are effected with certainty and economy. It is air tight, and yet furnished with valves to obtain any amount of draught required, and is a neat and finished article.

The stove (Cosmopolitan) is for parlors or bedrooms, and is so arranged that while the fire is rapidly ignited, the draught can be regulated at pleasure, or cut off entirely, the gas being consumed in the process. A fire may be kept up a whole winter without difficulty by a very moderate use of fuel, and at the same time the accumulation of bad air from the room where it is used, is carried off by a circular valve in the collar. It is an ornamental piece of furniture, and easily taken care of. We recommend it to all those who wish to combine comfort with economy.

Large Capital.

The Great Western Railway, (Eng.) is about amalgamating with two other Companies, when the whole Capital will be $210,000,000, twice as much as is wanted to construct the Pacific Railroad.

Railroads in New Jersey.

We learn that a branch line from the Camden and Atlantic railroad to May's Landing is already graded and will be pushed to completion without delay. The West Jersey line to Cape May is also going steadily forward, and gives promise of completion by midsummer, the time agreed upon. A new line connecting the Erie road with Sussex county, N. J., is in a forward state. Numerous applications for extensions are to be made at the ensuing session of the legislature; one, of the Freehold and Jamesburg road to Tom's River village, in Ocean county.

Atlantic and Great Western Railroad.

Prof. Hammett, of Meadville College, says: The road from Meadville eastwardly is now in running order. Large quantites of rails have been delivered at West Greenville, Mercer county, and tracklaying has commenced east and west from that point. At Warren, Ohio, and Akron, Ohio, rails are collected and tracklayers are busy pushing the work east and west. It is believed that the road will be completed through to Akron by Christmas, or by the first of January at the furthest. A very large depot is being built at Meadville—327 feet long by 130 feet wide, which indicates the intention to make that a point of considerable importance.

Inter-Colonial Railway.

All the delegates from the British and North America, including Mr. Sicotte, Premier, and Mr. Howland, Minister of Finance of Canada now being in London, it is understood the necessary arrangements for the construction of the Inter-Colonial Railway will be immediately concluded with the Imperial Government.

The Franklin Railroad.

The entire grading of the Franklin Branch of the A. & G. W. R. R., will be done by the end of this month, if the weather is at all propitious. The A. & G. W. telegraph line to Franklin will be completed this week. Whatever may be said about the managers of the Great Western road, we must confess that they display extraordinary energy in all their movements.—*Meadville Republican.*

Smyrna and Aidin Railroad.

This road is now carrying large quantities of figs, the camel transportation of this article being given up. Shooting and excursion parties are also patronising this Turkish road.

Bay de Noquet to Menomonee.

Working parties are already on the route, we understand, from Bay de Noquet to Menomonee, cutting out a stage road. This will be a continuation of that from Marquette to Bay de Noquet, to be used as a winter route. Mr. Harvey, to whose energy and perseverance the people of this region owe much, is at the head of this enterprise,—*Green Bay Adv.*

☞ The Governmental three per cent. tax on passenger receipts of the Boston and Lowell, Nashua and Lowell and other railroads consolidated under the management of Gen. George Stark, amounted to seven hundred dollars and nine cents in September. For October to eight hundred sixty seven dollars sixty three cents.

Camden and Amboy Railroad.

The Camden and Amboy Railroad Company are constructing a double track between Bordentown and Camden. The work has been commenced on both ends, and a considerable distance has already been graded, and from Camden the new track has been laid for some distance. It is expected that the work will be rapidly pushed to completion.—*Bordentown Register.*

United States Agricultural Bureau.

We notice with regret, that a resolution has been introduced into the House of Representatives, by Mr. Lane of Indiana, inquiring into the expediency of abolishing the Agricultural Bureau.

We hope this movement will not be successful. Even if it were expedient at any other time it is not so now. The Agricultural interest lies at the bottom of the whole recuperative power of this country. It is the main spring of commerce and the resource of taxation, when other interests diminish. The Commissioner, Mr. Newton, has shown himself to possess grasp of mind, and executive ability. Should he succeed in some of his plans, among which we may mention, that of inducing the friendly States of Columbia to enter into the cultivation of cotton, to meet the demand for which the condition of the Southern States will be inadequate for years to come, he will have performed a service, which cannot be too highly appreciated. So, too, in seeking plants with the proper fibre for the manufacture of paper, and communicating the results of his inquiry, he will have conferred a great benefit on the country. We hope he will be left to pursue his researches, and effect his valuable exchanges without interference.

Financial Plain of the New Jersey Joint Companies.

To the holders of the loans of the Delaware and Raritan Canal and Camden and Amboy railroad companies, falling due in 1863 and 1864:

The companies propose to issue a consolidated loan of five million of dollars ($5,000,000) to take place of their loans falling due in 1863, 1864, 1867, and 1870, and of the unissued part of the loan of 1889.

It will be payable November 1, 1889, with six per cent. interest, payable 1st of May and November, with coupons attached. There will be one thousand eight hundred bonds of $1,000 and two thousand of $100. The latter will enable persons of moderate means to make a perfectly safe and convenient investment.

Each bond is made payable to the original purchaser, transferable on the books of the companies, either to a specified person or to bearer, and by any future bearer to any specified person. The safety of a registered loan will thus be combined with the convenience of ordinary coupon bonds.

The loan is secured by mortgage on all the works of the companies, executed to John Welsh, of Philadelphia, and Alexander Wurts, of New Jersey, trustees. A copy of the bond and mortgage can be seen at the office of the companies, foot of Walnut street, Philadelphia.

It is provided in the mortgage that no bond shall be issued, except upon cancellation of the like amount of bonds of some of the loans above mentioned.

It is also provided in the mortgage that the English debt of about $2,000,000, now in the course of liquidation by a sinking fund, shall be completely paid off by the year 1880, when this mortgage will become the first lien on property which now yields annually a net income of a quarter of the whole amount of the mortgage.

The companies are about to complete the direct double track road between Trenton and New Brunswick, and to add additional tracks and improvements, which will greatly increase the value of the property on which the loan is secured.

The companies are prepared to negotiate for the exchange of the bonds of the consolidated loan for those falling due in 1863 and 1864, or the purchase of the latter. The terms will be made known on application to Mr. Gatzmer, at their office above mentioned.

ASHBEL WELCH,
RICHARD STOCKTON, } Committee.

Railroad Earnings--Weekly.

The traffic of the Great Western Railway of Canada for the week ending Dec. 5, 1862, was as follows:

Passengers	$19,968 42
Freight and live stock	41,076 51
Mails and sundries	1,605 92
	$62,650 85
Corresponding week of last year	51,470 21
Increase	$11,180 64

The earnings of the Chicago and Alton Railroad for the first week in December were:

	1862.	1861.
Passengers	$8,752 40	$5,614 55
Freights	16,596 85	11,553 00
Sundries	874 33	815 33
Total	$26,223 58	$17,982 88
Increase in 1862	8,240 70	
Total since Jan. 1	$1,134,389 40	$1,036,151 35

The earnings of the Toledo and Wabash railroad in the 1st week of Dec., 1862, were ... $28,715 83
Do., 1861 ... 22,541 53
Increase ... $6,174 30

The earnings of the Milwaukee and Prairie du Chien Railroad for the 1st week in December, 1862, were ... $16,249 18
Do., 1861 ... 18,628 80
Decrease ... $2,379 62

The Galena and Chicago Railroad earned the 1st week in December, 1862 ... $33,284 73
Do., 1861 ... 25,117 86
Increase ... $8,166 87

The Michigan Southern Railroad earned for the 1st week of December, 1862 ... $67,828 00
Do., 1861 ... 44,132 00
Increase ... $23,696 00

The Chicago and Northwestern Railroad earned in the 1st week of December, 1862 ... $22,077 17
Corresponding period, 1861 ... 13,617 03
Increase ... $8,460 14

The Cleveland and Toledo shows an increase of $11,000, and the Rock Island an increase of $11,500.

The Michigan Central shows an increase of $19,000 on the 1st week of December.

The receipts of the Grand Trunk Railway of Canada for the week ending December 6, 1862, were:

Passengers	$20,594 77
Mails and sundries	4,106 10
Freight and live stock	80,205 60
Total	$104,906 47
Corresponding week of last year	98,105 34
Increase	$6,801 13

Raritan and Delaware Bay Railroad.

"The Delaware Bay Railroad across New Jersey, after having advertised to carry through passengers from Philadephia to New York—contrary to the express decision of the Chancellor—and after having carried about thirty thousand passengers, has withdrawn its advertisement from the papers, and we are informed that 'the track has been found to be so hastily laid that it is impracticable to continue the through passenger business.'" The *Democrat* adds that, "except as a summer road to accomodate our Atlantic water places, the new route must prove a failure."— *Camden (N.J.) Dem.*

Agricultural Department Washington.

The commissioner Mr. Newton has received from Dr. A. R. A. Von Welsbach, Director of the Imperial Printing establishment in Vienna, a number of specimens of paper, manufactured from the husks of Indian corn. Also specimens of yarn, linen cloth, &c., made out of the same material; also specimens of maize flour (the only nutritive substance of the corn-shucks) obtained from the *mass*. The paper has the appearance (and apparently the durability) of parchment, and for printing purposes is excellent, as is shown by some of the samples which have been thus used—the impression of the type being a great deal clearer than on paper manufactured from cotton rags. The most remarkable thing in regard to the process of its manufacture is simplicity. The humblest laborer can learn the process of manufacture after an hour's instruction, and is enabled to effect the production of any of the above-named articles in the corn-field itself, without the slightest expense.

This is one of the good results of this department, and there is no doubt, the saving to be made in the manufacture of paper alone, by its means will more than compensate the country for the expenses occurring in conducting it, were it even ten times as expensive as it is. The truth is, the commissioner has not means enough at his disposal to do all the good he might do.

Baltimore and Ohio Railroad.

At a meeting of the Board of Directors of this company held in Baltimore on the 10th inst., John W. Garrett, Esq., was re-elected President for the ensuing year. Upon resuming the chair, which he had vacated pending the election, Mr. Garrett spoke as follows:

Gentlemen:—Your committee has informed me that you have again honored me by a re-election to the Presidency of this Company, by a nearly unanimous vote.

In the terrible crisis through which the country is passing, no interest have been more affected, none have suffered more severely, than those of the Baltimore and Ohio Railroad. That results relatively satisfactory have been accomplished by those charged with the administration of the affairs of the Company is largely due to the harmony that has marked your proceedings, and to your earnest and cordial co-operative action. Whilst, therefore, possessing full knowledge of the ardous duties, of the grave and varied complication, and incessant efforts and toil now connected with the position of your Executive, I again accept it, relying upon the continuance of that uniform and cordial co-operation which has heretofore distinguished our relations, and with the confident hope that under your auspices, and laboring together zealously for the common object, we may be enabled to serve effectively the great interests of our people, which are so vitally and indissolubly associated with this work, with the management of which we are entrusted.

There were present twenty-two members of the Stockholders direction recently unanimously elected, viz: John Hopkins, J. Spear Nicholas, Samuel W. Smith, Francis Burns, Wm. W. Taylor, James Harvey, Galloway Cheston, William A. Hack, C. Oliver O'Donnell, John Gregg, William Heald, Samuel Kirby; and of the State direction, viz William A. Beall, George R. Dennis, Chapman Harwood, Reverdy Johnson, John K. Calwell, Wm. F. Smythe, James W. Tyson, Peter W. Crain Samuel Wilhelm, Brantz Mayer—recently appointed by the unanimous action of the Board of Public Works.

Western (Mass.) Railroads.

We learn that this company have under consideration the subject of extending its road from Worcester to Boston, and that notice of application to the next legislature for an alteration or extension of its charter, for this purpose, has already been given. The present line of the Western road extends from Worcester to Albany, a distance of over a hundred and fifty miles, and what the corporation will ask from the Legislature is authority to construct an extension of its road from some point in the line of its present location running in a northerly direction either through the city of Worcester, the towns of Shrewsbury, Boylston, and Northboro', in the county of Worcester, the towns of Marlboro', Sudbury, Wayland, Weston, Lincoln, Waltham, Watertown, Belmont, West Cambridge, Somerville, and the cities of Cambridge and Charlestown, in the county of Middlesex, or through a portion of the said towns and Millbury, Grafton, Westboro', Southboro', in said county of Worcester, and Farmingham, in the county of Middlesex, to the city of Boston, with the power to enter upon and connect with any existing railroad terminating in Boston, and subject to the consent of the stockholders of this and such other corporation, to consolidate and make joint stock with such corporation whose road so terminates in Boston, or to lease the same, and such further privileges and powers as may be necessary and proper for the accomplishment of the proposed extension or consolidation.

Norwich and Worcester Railroad.

The Norwich and Worcester Railroad will soon be connected with the Western Railroad, by a branch running from Webster, Mass., through Southbridge to Palmer, thus increasing the business of the Norwich Road, and proving of great benefit to the town of Southbridge, the locality of the Hamilton Mills.

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The New National Loan.

U. S. FIVE-TWENTY BONDS.

THE interest on these Bonds is at the rate of Six per cent. per annum, and is payable 1st of May and November, in GOLD. They are called "FIVE-TWENTIES" because redeemable at the option of the Government after five or within twenty years.

The Coupon Bonds are issued in denominations of $50, $100, $500, $1,000 and the Registered Bonds in denominations of $50, $100, $500, $1,000, $5,000 and $10,000.

To facilitate investment in these Bonds, and make them more accessible to the public, we have made arrangements to keep on hand a constant supply of all denominations for sale, at the same rate at which they are issued by the Government, viz: PAR; INTEREST TO COMMENCE FROM THE DATE OF PURCHASE.

We are thus enabled to save parties all trouble and delay in funding Legal Tender Notes, or otherwise investing in these Bonds.

Orders or enquiries by mail will receive prompt attention, and the Bonds will be sent to any address by mail or express as desired. Payment may be made in Current Bank Notes, Drafts on City Banks, or U. S. Legal Tender Notes.

These Bonds are the CHEAPEST GOVERNMENT SECURITY NOW IN THE MARKET, and pay the LARGEST INTEREST on their cost.

They are destined to become the BEST KNOWN, MOST POPULAR, and MOST AVAILABLE, of all the Bonds of the Government.

The operation of the National Tax Law, which it is now certain will produce double the income originally anticipated, will make the issues of the United States Government the safest and most desirable investment in the world. They are in reality a First Mortgage upon everything in the country, as no Railroad or Corporation of any kind can pay a dividend, or the interest on its own issues, until it has contributed out of its gross income, through the operation of the Tax Law, to the support of the National Credit.

These are the Bonds upon which the Government now relies, THROUGH THE CONFIDENCE AND PATRIOTISM OF THE PEOPLE, for continued financial support.

We keep them for sale to encourage investment in them, and to aid the Government, by promoting their rapid absorption; and the money invested in them through us, contributes to the direct and immediate support of the National Treasury.

Banks, Bankers and Brokers, receiving orders for the funding of Legal Tender Notes, or the purchase of these Bonds, can obtain them at our counter without trouble or delay.

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The Coupon Bonds are issued in sums of
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The Registered Bonds in sums of
$50, $100, $500, $1,000 and $5,000.

Interest will commence from date of subscription, and is payable in Gold at the Mint or any Sub-Treasury or Depository of the United States on the first days of May and November of each year. At the present premium on Gold, the Bonds yield about eight per cent. per annum. The ample provision made by Custom Duties, Excise Stamps and Internal Revenue for the payment of Interest and liquidation of the Principal, makes an investment in this loan safe, profitable, and available at all times.

This being the permanent Loan into which the Legal Tender Notes are convertible, it will become the principal Loan in the market, and a profitable mode of investment for Trust Funds, the surplus funds of capitalists, as well as the earnings of the industrial classes.

Subscriptions received at par in Legal Tender Notes or notes and checks of Banks at par in New York. Subscribers by mail will receive prompt attention, and every facility and explanation will be afforded on application at this office. 3m5

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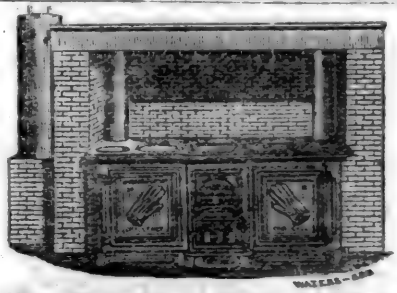


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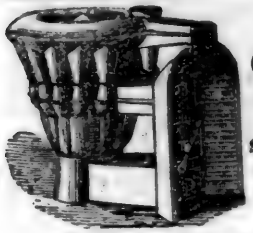
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Four sizes, adapted to families and hotels.

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WHEELS FITTED

To HAMMERED or ROLLED AXLES,

IN THE BEST MANNER, AT THE SHORTEST NOTICE,
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THE UNDERSIGNED are prepared to contract for the sale of

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STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, December 27, 1862.

The Panama Railway.—Its Relations with Colombia.

This Railway, besides being a noble monument of the skill and perseverance of the North Americans, is justly one of the most remunerative on the face of the globe. Its stock bears a high value, its capital, so far as the amount of interest determines the amount of capital, is 500 per cent. on the original sum. It has other remarkable and anomalous characteristics. It is the only railway which unites two great Oceans, which divides or collimates two great continents, and the only one in which all maritime nations are alike interested. A company controlling such a property should be statesmen as well as men of business. For the day is not distant, when the present grant of the franchise now enjoyed by them will terminate by its own limitation. In twelve years' time, the Government of Colombia, succeeding to the status and political power of New Grenada, may by refunding the cost of th construction of this railway, repossess the right of way and all the improvements which have followed the original grant. Nor will the company be any losers by this lapse of their grant into the hands of the grantors, for they will have received back their original investment, with interest many times over. On the other hand, the resumption of the franchise by the Colombian Government, will be of vast benefit to it, in every possible form, furnishing revenues adequate to its support, enabling it to pay off its foreign debt, to hold foreign customers amenable for the infractions of comity and treaties, and to place itself on the footing of a permanent and more independent nation.

The Directors of the Panama Railway Company have been shrewd enough to perceive, that a renewal of their franchise is of the utmost importance to their stockholders. For them there is no such other property to be found in the world, there is no other security like it. They have therefore made one pretty strong effort to obtain a renewal after the expiration of the present term and according to the general understanding of the subject, offered the late government of Ospina, which was the church party and anti-progress in its character, one million of dollars, and one dollar per head on each passenger carried over the road. The Government of that day, was shrewd as well as illiberal, and declined the offer, for it is well understood abroad by the New Grenadian bondholders, that in some way or other, and some how or other, they are to get their money "by way of the isthmus." This idea was put forth in an English work. "Fenn on the Funds" as long ago as 1857, and is still more prevalent now, when the Panama Railway may in a few years revert to the Colombian Government.

It becomes then a very grave question, not merely for this company, but this Country, what are the probabilities in this matter, and how shall the influence and control of the American Company be perpetuated. For it must be remembered this influence and control give this country a decided advantage over those European powers, who are obliged to use this traffic route, and who would like above all things to possess it exclusively. Such a result would be very damaging to American interests, and it is the part of wisdom to endeavor to prevent it.

Fortunately for the United States, and the interests of freedom in this Western hemisphere, the President of Colombia is a man of very great ability, and as honest and pure minded as he is able. He has already indicated his wish for a general alliance under the wings of the American Eagle against the reactionary spirit of Europe, threatening the American republics with intervention if not destruction. The movements of France in Mexico and the threats of Spain against Peru seem to justify his apprehensions. His sympathies, his education, his personal observation, his residence among us, his admiration of our institutions and progress, all make him our warm friend. He has borne the neglect of our present administration without complaint. Neglected, deprived of even the common and uncommitting recognition of his commercial agents for more than a year since his government was established, though not asking for a diplomatic recognition until events should make that act a safe one on our part, he still seeks our friendship, desires the increase of our mutual commerce, offers inducements to our emigrants, and assures us of his political sympathy.

Now then is the time for the Panama Company to come forward and renew their grant, and if they have hitherto appeared to lean to the party of the church against the liberals and constitutionalists, if they have paid over to the rebel representatives any portion of the money due the Government de facto, and thus helped in keeping up their opposition, nevertheless their shortsightedness will be overlooked, when they come up fairly to the point of a straight and square negotiation.

In this view of the subject the financial position of Colombia assumes new importance.

The present foreign debt is a part of the debt of the old organization of Colombia contracted in England in 1822-24 and afterwards when a separation of Ecuador and Venezuela took place, the debt then due, was divided and apportioned to those states and New Granada and 50 per cent, or half of the amount viz. £3,812,975 was assumed by New Granada and so also half the interest. Without going into a description of the forms of the securities we may briefly say that after 16 years the interest was to be increased ½ per cent per annum, and the bonds were to be received at par in the purchase of national property. The net

revenue from the sale of tobacco, and ⅙ the proceeds of the customs were hypothecated for the payment of the interest, yet the act so hypothecating these securities was repealed by former administrations and the dividends from 1850 to 1857 were never paid.

The following is a statement of the existing debt of New Grenada, assumed by the new organization.

"The debt of New Grenada consists of 777,471*l.* new bonds, bearing 2 per cent. annual interest until 1866, and 3 per cent. thereafter; £3,256,425. Active Stock, ex over-due coupons and hectares, bearing a *minimum* interest of 10s. 3d. per cent. per annum until 1866, and a *minimum* interest of 15s. 4½d. after 1866; and 3,312,975*l.* Deferred Stock, bearing a *minimum* interest of 2s. 6d. per cent. per annum, with a gradual increase to a *maximum* of 1½ per cent.

"The sum of 40,000*l.* after deducting therefrom 10 per cent. for the redemption of the Active and Deferred Stock, suffices to provide the present yearly *minimum*. The sum of 60,000*l.* after deducting therefrom 10 per cent. for the redemption of the Active and Deferred Stock, suffices to provide for the yearly *minimum* to be paid after 1866.

"25 per cent. of the Customs revenue is assigned and specially hypothecated to the bondholders up to 1866, and 37½ per cent. of that revenue after 1866, until they shall produce 3 per cent. per annum on the Active and 1½ per cent. on the Deferred Stock. Any excess over these rates is to be applied to the redemption of the debt. Should the Customs duties assigned during any year produce less than the respective *minimum* of 40,000*l.* and 60,000*l.*, the deficiency is to be supplied from other resources of the country.

"In ordinary and peaceful times the Customs revenues have produced a total sufficient to pay double the amount of the *minimum* now guaranteed.

"President Mosquera having been victorious in Antiochia, the last of the dissenting States, his authority is now established throughout the whole extent of the Republic. He is very anxious to liquidate the foreign debt as speedily as possible, and besides devoting, according to the recent agreement with the bondholders, the Government portion of the receipts of the Panama Railway to the redemption of the debt, he has resolved to avail himself of the present low price of the stock, and to apply a part of the proceeds of the secularized church property to the purchase of the foreign bonds in the market.

"A new and most important principle was introduced at the late conversion of this debt. The old bonds have been retained, and the new agreement printed thereon contains the proviso that, in the event of four consecutive coupons remaining unpaid, the Government becom[illegible] again liable for the original amount of interest—namely, 6 per cent. per annum on the Active, and 3 per cent on the Deferred Stock.

"Thus if the Government fail to provide the *minimum* of 40,000*l.* till 1866, and of 60,000*l.* after that date, they become again indebted to the bondholders for 300,000*l.* per annum. This amounts to a yearly penalty of 240,000*l.* for non-payment of the guaranteed *minimum*.

"The large and populous State of Antiochia has been shut out for nearly two years from all external communication, which was one of the chief causes of the falling off in the Customs receipts. During that period every article of foreign manufacture has been exhausted; the inhabitants were compelled to part even with their blankets and bedding to supply clothing for the army. A considerable quantity of foreign goods will now be poured into that wealthy State, whereby the Customs duties will be swollen to such an extent as to produce at least 1 per cent. on the Active Stock for the next year.

"In compensation for the immense reduction of interest recently agreed to by the bondholders, they obtained a grant of 4,500,000 acres of land, and a committee has been appointed for the purpose of making them available by the instrumentality of a company, with a *minimum* capital of 100,000*l.* The Government, with a view of introducing European emigrants and developing the varied and rich resources of the country, has consented to make a free gift of 100,000*l.* in 3 per cent. bonds to that company when constituted. At the same time, concessions for three roads, with a *minimum* guarantee of 6 per cent., have been granted to this company—namely, from the Magdalena to Bogota; from the Magdalena to Santander; and from Buena Ventura, on the Pacific, to the Valley of the Cauca.

"The successful operations of such a company would so rapidly increase the revenue as to produce, at no very distant date, the *maximum* of 3 per cent. on the Deferred Stock."

Ever since President Mosquera has held the reins, he has strained every nerve to restore the credit of his country, and has scrupulously remitted all the funds which have been available under the existing conventions, to meet the payment of interest abroad. In order to do his utmost for the payment of the debt, he has created a system of land warrants, and every bondholder of £100 of the old active debt became entitled to thirty hectares of land, equal to 70 acres English, and every bondholder of the deferred to sixteen hectares or forty acres. These lands are situated in the rich State of Antioquia, Tolima, Magdalena, Cauca, Boyaca, Bolivar, Condinamarca, Santanda and Panama. These hectares are sold in the London market at from $15 to $20 per 100 hectares, or about 250 acres, equal to a valuation of from 6 to 8 cents per acre. In these States, gold, cotton, tobacco of the best quality, sugar, maize, rice, coffee, cocoa in immense quantities, quinine, bark, &c., are found, and the emerald mines of Muzo, and the pearl fisheries are famous. The tobacco lands of Ambalema, are held at a very high price per acre.

An English company is being organized to effect settlements on these lands, and President Mosquera has offered it a monetary support, and secured it legislative privileges.

It is time then that the Panama Company as well as our own Government were busy, if they mean to keep up the five millions of imports and exports we now control. It is also desirable that the concession to the Panama Company should be extended, and that some liberal offer should be made to secure it. The old New Grenadian Two per cents are now rising in the London market, the last quotations being 28½. Over due old coupons are called at 12¼. The Panama Company should move at once so as to enable the Government to retire at least a portion of its 2 and 3 per cent bonds while they are to be obtained at this low figure.

Indeed by judicious negotiation the Company might renew its life for fifty years. The Colombian debt could be reduced one half, and the residue be replaced at a low interest, with a certainty of redemption. Our interests on the isthmus would be secured and perpetuated, and our trade in South America largely promoted.

If these suggestions are not taken in the friendly spirit with which they are given, then we will add another, and in conclusion. There will be found capitalists who to obtain the reversion of the franchise at the end of the twelve years when the railway will be at the disposal of the Colombian Government, will not hesitate to make liberal offers for it, with immediate advances. Beyond all question, this property will be then worth to the holders thirty millions of dollars more than it cost, and twelve years are not very long in the life of men or nations, to wait for such a prize.

Michigan Central Railroad.

Annexed is a statement of the financial condition of the Michigan Central Railroad on the 1st Dec. inst.

Income Account.	Dr.
Dec. 1, 1862—To balance of this account, per Treasurer's Report of June 1, 1862	$312,193 78
To receipts of road from June 1, 1862, to Dec. 1, 1862	1,347,036 46
Total	$1,659,230 24
To balance Income Account this day.	$511,248 07
	Cr.
By dividend of 3 per cent., July 1, 1862	$181,713 00
By Annual Payments toward Sinking Funds	84,500 00
By Operating Account, exclusive of interest and exchange, from June 1, 1862, to Dec. 1, 1862 $591,264 42	
By Interest and Exchange Account from June 1, 1862, to Dec. 1, 1862 290,504 75	
	881,769 17
By balance to new account	511,248 07
Total	$1,659,230 24

The foregoing account shows the net receipts of the road for six months ending 1st inst., after deducting operating, interest, and exchange accounts, but excluding the amount paid to the Sinking Funds, to be $465,267 29. After deducting the amount paid to Sinking Funds, the balance is $380,767 29. Adding the balance to credit of this account June 1, $312,193 78, less the July dividend, $181,713, the amount to credit of Income Account is $511,248 07

Deduct dividend of 5 per cent, declared this day 302,860 00

Leaves a balance to Income Account of $208,388 07

The Company is free from floating debt.

The sum invested in the Sinking Funds amounts to $150,057, all bearing interest at the rate of 8 per cent per annum.

Grand Trunk Railway.

At a meeting of the Grand Trunk Railway Board, lately held in London, the re-organization of the Company as suggested in Mr. Watkin's report was carried unanimously. The new board is to be constituted as follows:—President, Edmond Watkin; London Directors—Thomas Baring, Henry Wallaston Blake, William Chapman, Kirkman Hodgson and Richard Potter. Canadian Directors—Mr. Bridges, Mr. Castler, Mr. Ferrier and Mr. Moulston. The political connections of the Company are thus entirely severed, and it is believed that there will be no further ground of complaint on that score. The new Directors—who do not come into office until next April—are empowered to enter into arrangements with the St. Lawrence Dock and Wharfage Company for the partition of the property of that company at Point Levi, between the Grand Trunk and the St. Lawrence Dock Company; deeds were sanctioned for reducing the Atlantic and St. Lawaence rent (to its ordinary proprietors) from 6 to minimum of 4 per cent., and the Detroit and Sarnia from 8 to 4. Mr.

Watkin appears to have spoken at great length and very eloquently upon the affairs of the company.

Milwaukee and Chicago Railroad.

We understand that the Milwaukee and Chicago Railway Company have completed a reorganization of the finances of the road. The floating debt has been satisfied by an issue of 7 per cent. Income Bonds, and the property, held for some time by Messrs. Bishop & Co., surrendered to the Company, now directed by Mr. F. Schuchardt, of Schuchardt & Gebhard, Mr. Edward Weston, of Weston, Dortic & Co., Mr. C. L. Frost, Mr. F. A. Rusch, and Mr. Benjamin Price, all of this city. The original mortgage liens upon the road, second in preference to the present income issue of bonds, are not disturbed by this arrangement. The prompt payment of interest upon these mortgages is secured by it.

Valuation of Property in Illinois.

The following interesting figures are from the Auditor's forthcoming Report:

	1860, Number.	1861.
Horses	590,963	625,242
Neat cattle	1,425,978	1,428,362
Mules and asses	36,371	39,278
Sheep	584,430	731,379
Hogs	1,530,256	2,196,581
Carriages and wagons	211,801	209,247
Clocks and watches	167,145	169,779
Pianos	3,407	3,467

	1860, Value.	1861.
Horses	$22,359,202 00	$21,064,138 00
Neat cattle	12,468,587 00	11,491,803 00
Mules and asses	1,843,291 00	1,708,530 00
Sheep	695,035 00	747,437 00
Hogs	2,745,915 00	4,032,874 00
Carriages and wagons	5,066,790 00	4,859,507 00
Clocks & watches	820,735 00	715,768 00
Pianos	321,717 00	248,677 00
Goods and merchandise	10,667,620 00	9,104,949 00
Bankers', Brokers' and Stock Jobbers' property	6,798,247 00	2,009,611 00
Manufactured articles	1,364,551 00	1,111,127 00
Moneys & credits	16,023,799 00	13,781,843 00
Bonds, stocks, Joint Stock Co's, etc.	551,727 00	443,329 00
Unenumerated property	11,552,713 00	11,549,953 00
Aggregate	$92,684,879 00	$83,653,425 00
Deduction	3,800,764 00	2,932,507 00
Total value of taxable personal property	$88,884,115 00	$80,720,918 00
REAL ESTATE.		
Railr'd property	$12,085,472 00	$11,243,722 00
Lands	189,286,287 00	197,404,697 00
Town lots	76,971,868 00	41,455,142 60
Total real estate	$278,343,667 00	$250,102,561 00
Tot. value of real and personal property	$367,327,742 00	$330,823,479 00
State tax rev'nue	$1,175,128 78	$165,411 73
State school tax	734,455 48	661,646 93
State int'r'st tax	550,841 51	661,646 96
Tot. tax chargeable	$2,460,425 87	$1,488,705 63

	Acres in cultivation. 1859.	1860.
Wheat	2,259,648	1,968,328
Corn	4,020,399	4,119,620
Other field products	1,084,679	1,086,673

The following exhibits the value of property in the State for a series of years, the rate of taxation and the gross amount of State tax:

Year.	Total value of property.	Rate of tax, mills.	State tax.
1839	$58,889,525	2	$117,770 05
1840	58,752,168	2	117,821 28
1841	70,156,053	3	210,498 10
1842	72,605,424	1½	108,908 08
1843	72,416,800	2	144,833 60
1844	75,767,765	2	151,495 53
1845	82,327,105	3	246,981 22
1846	88,815,403 43	3½	311,118 00
1847	92,206,493 96	3.7	339,779 53
1848	102,132,193 97	3.7	370,232 01
1849	105,132,193 97	5.8	612,428 10
1850	119,868,336 37	5.8	702,076 17
1851	137,818,079 30	6.0⅓	834,495 60
1852	149,294,805	6	909,472 87
1853	225,156,622	4.9⅓	1,116,993 37
1854	252,756,568	4.9⅓	1,279,089 87
1855	334,398,425	6.7	2,260,904 90
1856	349,951,272	6.7	2,368,741 81
1857	407,477,367	6.7	2,750,346 01
1858	403,140,321	6.7	2,739,429 90
1859	366,702,053	6.7	2,528,992 11
1860	367,227,742	6.7	2,460,425 55
1861	330,823,479	4.5	1,488,705 65

From 1825 to 1860, inclusive, the rate of taxation remained at 6.7 mills on the dollar. In 1851, the revenue tax was 5 cents on the $100; the school and interest tax 20 cents each on the $100, being a total of 45 cents on the $100.

The valuation of property has been greatly reduced, year after year, by the assessors, until at the present time, as will be seen by the appended table, it is most ridiculously low:

	Average value. 1860.	1861.
Horses	$37 84	$33 69
Neat cattle	8 74	8 05
Mules and asses	50 82	43 50
Sheep	1 19	1 02
Hogs	1 79	1 84
Carriages and wagons	23 92	23 22
Clocks and watches	4 91	4 22
Pianos	94 43	71 73

In 1859, pianos were valued at $133. In 1861, they are only worth on an average $71 73! The valuation differs in different counties, which might be avoided.

The following table exhibits the value of personal property, town lots, lands and railroads for a series of years:

	Personal.	Town lots.
1856	$104,108,235	$44,776,557
1857	111,813,908	44,398,686
1858	97,853,641	46,183,564
1859	88,288,094	70,676,364
1860	88,884,115	76,971,868
1861	80,720,918	41,454,142

	Lands.	Railroads.	Totals.
1856	$168,974,270	$6,639,220	$349,956,272
1857	201,693,234	7,529,703	403,140,321
1858	249,971,641	9,131,475	407,477,367
1859	194,177,198	11,758,695	366,702,053
1860	189,286,287	12,085,472	367,227,742
1861	197,404,697	11,243,722	330,823,479

United States Coast Survey.

The Superintendent of the Coast Survey has submitted to the Treasury department his estimates for the coming year, from which we gather the following particulars: The amount is but little more than half that of 1860-'61, and is much diminished from that of 1861-'62. For general expenses he will want $19,000; for field work along the coasts of Maine, New Hampshire, Massachusetts and Rhode Island, $61,000; for the same along Connecticut, New York, New Jersey, Pennsylvania and Delaware, $17,500; for parts of Maryland and Virginia, $13,500; for part of Virginia and North Carolina, $15,000; for the Carolinas and Georgia, $16,000; and for the Gulf States, $36,000—making a total of $178,000, which, by certain other necessities, will be increased to $300,000.

The Certifying of Checks by Bank Presidents.—Nature of the Agency.

AN AGENT HAVING AN ADVERSE INTEREST IN HIMSELF, CANNOT IN GENERAL, BIND HIS PRINCIPAL. AN EXCEPTION, HOWEVER, EXISTS IN FAVOR OF HOLDERS OF NEGOTIABLE PAPER WHO ACQUIRE IT IN GOOD FAITH, BEFORE DUE, FOR VALUE.

The following action was brought by the holders of three several checks against the Farmers and Citizens Bank of Long Island. The complaint alleged that these checks were drawn, and came into the plaintiffs' possession under the following circumstances.

At the date of these sections one Charles W. Houghton was president of the defendant's corporation, and as such had power and authority to accept drafts and certify checks drawn upon the bank. On or about the 31st of December, 1853, one Thomas Green drew his draft or check payable to the order of W. A. Cleaveland upon the bank for the sum of five thousand dollars, across the face of which he wrote his name as follows: "Good. C. W. Houghton, Pres.," thereby accepting the said check. That on the fourth day of February, 1854, the said Houghton drew his own check upon the defendant for $5,500, payable to the order of W. A. Cleveland, and that the defendant by their president the same Houghton, accepted the same in writing, in a similar manner. That on the 25th of February, 1854, another draft was drawn payable to the order of W. A. Cleveland for $10,000, which check was accepted by said Houghton, in the same manner as the others, and certified by him to be good. That these three several checks were indorsed by their payee, and so accepted and certified, was by him transferred and delivered to the plaintiffs. The drafts were presented to the defendants at their banking house for payment, but payment was refused. Wherefore the plaintiffs demanded judgment against the bank for $20,500, and interest.

The defendant denied the facts stated in the complaint; and alleged that the checks described therein were drawn and made, and if certified as set forth in the complaint, were certified at the office of the Long Island Water Works Company in the City of New York, and not at the banking house of the defendant, without authority, and when neither the said Thomas Green or the said C. W. Houghton had money or funds on deposit in said Farmers and Citizens Bank to enable said bank to pay the checks, or either of them. The said defendants were never informed by any person that these checks were certified, until about the time of the commencement of this suit. The defendant further alleged that the amount of the several checks was paid to Cleaveland in full by Thomas Green, shortly after the drawing of the checks, and before the transfer and delivering of them to the plaintiffs. That all of the said drafts or checks were transferred by Cleaveland to the plaintiffs, if either of them were transferred, without consideration and for the accommodation of Cleaveland. And that the checks were drawn and delivered in contravention of the statutes of the State of New York against usury, a sum greater than 7 per cent having been reserved for the money advanced upon the checks.

The action was referred to a referee, who found the following conclusions of fact:

First. That the three checks set forth in the complaint were drawn by the respective drawers thereof on the days of their several dates, and severally accepted and certified, endorsed and delivered, as therein alleged. Second. That the said checks, at the times they were respectively drawn and delivered to the payee therein named, were so accepted and certified by C. W. Houghton as president of the said bank, and he at the time of such acceptance and certification was the president of the defendant's bank, and as such president authorized by such bank to certify checks drawn upon said bank: such checks were so certified by said Houghton, at his business office in the city of New York, but of that fact, the plaintiffs when they received the same and paid the money thereupon, had no notice. Third. The said checks so certified were each of them on the several days they respectively bear date, delivered to the payee thereof, who, upon receiving them, paid to the respective drawers of them, upon the same day, the full amount of the face of each check. Fourth. The payee of such checks on the same day, of the respective dates of them, respectively endorsed and transferred the same and each of them to the plaintiffs; and the plaintiffs, when they received the said checks, respectively, paid to the payee thereof the full amount of the face of each check, and that the said plaintiffs so received the said checks in good faith. Fifth. The plaintiffs have ever since the said checks were severally passed to them as aforesaid been the actual holders of them and each of them. Sixth. On or before the first day of Dec., 1854, the plaintiffs presented the said checks to the defendants at their bank for payment, and payment thereof was demanded and refused. Seventh. The amount of such checks, with interest thereon from the first day of Dec., 1854, was $26,224.

Upon these facts the referee determined as matter of law. First. That the defendants were liable upon such checks by reason of such certification of them by the president of such bank. Second. That the plaintiffs were entitled to judgment for $26,224 with costs.

From the judgment entered upon this report of the referee, an appeal was taken to the General Term of the New York Supreme Court. The following is the opinion rendered at the decision of the case, affirming the judgment.

LEONARD, J.—An agent cannot, in general, act so as to bind his principal in matters touching his agency, where he has an adverse interest in himself. There is an exception in the application of this principle in favor of the holders of negotiable paper acquired in good faith before due, for value, without notice of the misconduct of the agent, or the knowledge of such facts as would amount to a want of good faith in the taker of such paper.

In the case before us the interest of Houghton is assumed to be at variance with his duty. His interest was an inducement to him to certify his own checks without funds. It was his duty not to do it. The public, however, cannot be apprised, from the face of the checks of the existence of this conflict between interest and duty. The president of the bank may have money there on deposit as well as another man. The money being in bank, the certification of his own check would not be adverse to the duty of the president. As between the bank and its own officer, it is entirely clear that such a certification would create no liability. The general authority to certify checks had been conferred by the bank on its president.

The identity between the name of the drawer and the president of the bank who certified the check, did not, necessarily, inform any one, by the mere force of that fact, that the drawer had certified his own check without funds in the bank. It was possible that he had so done. It was not probable, however; and the usual presumptions of innocence and fair dealings were against the existence of doubts about the conduct of the president of the bank.

The presumption of bad faith, on the part of the plaintiffs, does not necessarily arise from the manner of certification. That fact, with other circumstances, might have brought the referee, or a jury, to the conclusion that there was a want of good faith on the part of the plaintiffs in taking the checks, but the certification in the manner mentioned was not conclusive as evidence to deprive the plaintiffs of the protection afforded to *bona fida* holders of negotiable paper.

The legal principles respecting the subject of agency, as applicable to the cetification of checks, their character and negotiability, and the protection to which *bona fide* holders thereof are entitled, are fully considered by the Court of Appeals in *the Farmer's and Mechanics' Bank of Kent Co. vs. The Butchers and Drover's Bank*, and are controlling as far as they are applicable in the case now before the court.

We agree with the Referee, that the defendant cannot now urge any reason against a recovery arising from the delay occurring before the checks were presented for payment, after having, by objections at the trial, prevented the explanations offered by the plaintiffs in that respect. The several objections taken during the progress of the trial, to the admission or exclusion of evidence, &c., so far as they were urged at the argument, have been examined, but none of them are considered well taken, and do not seem to require an extended review. Judgement affirmed.

Quakake Railroad Company.

The trustees under the two mortgages executed by this company, delivered to Mr. Asa Packer, as its purchaser, a deed of the railroad property and franchises of the Company, in pursuance of a decree of the Supreme Court. A meeting of the persons on whose account said property was purchased, was recently held in Philadelphia for the purpose of organizing a new company under the name of "The Lehigh and Mahanoy Railroad Company."

The total amount of the capital stock of said company is to be one million dollars, to consist of twenty thousand shares of fifty dollars each.

The capital stock is to be issued as follows:—For every bond of the Quakake Railroad Company, with all outstanding coupons due and undue attached, and on which the full contribution of fifty per cent, has been paid, twelve shares; and that each stockholder shall be entitled, until ninety days after public notice given, to have a further equal amount of stock issued, upon the payment of $31 25 per share, making the total amount of stock issued on this basis $480,000. Interest is to be allowed at the rate of six per cent per annum on the estimated cash value of the bonds (to wit, 25 per cent,) on the face of the bonds, from July 1, 1862, and on all contributions on the bonds, from the date of such contributions.

A resolution was adopted, providing, That the President and Directors about to be elected shall be authorized and directed upon the delivery to them of a deed from Asa Packer for the road, road-bed and appurtenances, to execute a contract with the Catawissa Railroad Company, in pursuance of an agreement heretofore made between Asa Packer and the Catawissa Railroad Company.

Also, they are authorized to enter into a contract with Asa Packer for building the extension of the road into the Mahanoy coal field.

On motion it was resolved that a President and six Directors be elected to serve for the ensuing year.

The following ticket was elected:—

President—CHARLES HARTSHORNE.

Directors—Messrs. Asa Packer, W. W. Longstreth, Jacob P. Jones, Thomas T. Tasker, Samuel V. Merrick and Edward Yardley.

The Quakake Railroad connects the Lehigh Valley with the Catawissa Railroad, and if extended will serve as an outlet for Mahanoy coal to New York.

Great Western Railroad of Illinois.

This road extends from the State line of Illinois and Indiana to Naples, 174½ miles, and in connection with the Quincy and Toledo Railroad, and the Logansport, Peoria and Burlington Railroad, forms the southwest line from Toledo to the Mississippi river at Burlington and Quincy. From the report of the Directors it appears that the earnings and expenses of the year ending March 31, 1862, have been as follows:

Earnings from Passengers			$212,050 76
"	"	Freight	326,638 66
"	"	Mails and Express	27,939 18
"	"	Rent of cars, &c	24,180 82
			$591,408 92
Operating expenses			231,840 35
Net earnings			$269,568 57

The ratio of operating expenses to earnings was 54 42 per cent., as against 62 64 per cent. the previous year. The net earnings for three years past have been $504,817. The number of miles run during the same time was 1,125,904; in addition to which, locomotives were run during the last year 23,065 miles on connecting roads. The earnings per mile run by all trains was $1 46 1-10 cents, against $1 32 2-10 cents the previous year; and the expenses per mile were 76½ cents, against 82.8 cents the previous year; net gain per mile run 17.2 cents.

Number of Locomotives and Cars.—Locomotives, 20; first class passenger cars, 11; second class passenger cars, 3; mail and baggage cars 7; caboose cars, 6; box cars, 242; live stock cars, 204; platform and coal cars, 120.

	Miles.
Length of road from State line to Naples	174½
Length of Meredosia branch	5½
Length of side tracks	14.8
Total length of track	194.3

The report says: "We have endeavored to keep the road and its machinery in safe and efficient condition. No passenger was injured, notwithstanding a great number of troops were carried, by day, as well as by night, who would not submit to ordinary restraint.

"There was a considerable increase in the cost

of repairs of road and bridges. Over 78,000 sleepers were purchased, and also more new rails, spikes and chairs than in any previous year. Over 400 lineal feet of new truss bridges were built, and thoroughly covered and painted. Other truss bridges were repaired, as also were trestle bridges, and some of the latter sort rebuilt."—*Western Railroad Gazette, November* 29.

Pittsburg, Ft. Wayne and Chicago Railway.

The approximate earnings of the Pittsburg, Fort Wayne and Chicago Railway during the month of November, compared with the same period last year, were as follows:

	1862.	1861.
From Freights	$236,965 01	$201,909 32
" Passengers	106,073 77	80,752 68
" Express matter.	2,571 40	4,577 57
" Mails	7,825 00	7,825 00
" Rent of railway.	7,083 33	7,083 33
" Miscellaneous	1,397 75	642 01
Total	362,016 27	$302,789 91
Earnings, Jan'y 1, to October 31	3,009,993 00	2,427,039 85
Total to Nov. 30	$3,372,009 27	$2,729,829 76

Increase for November, $59,226 36, or 19½ per cent.; increase to November 30, $642,179 51, or 23½ per cent.

Metropolitan Railroads.

The City Councils of Washington have memorialized Congress to aid in the construction of at least two railroads leading out of Washington; one to the Chesapeake Bay, and one to Hagerstown via the Point of Rocks. The memorial embraces a joint resolution of the Corporation, approved September 27, 1862; a communication from a committee of the corporation to the President of the United States, dated October 28, 1862, and a communication of the Metropolitan Railroad Company relative to terms upon which they would build the road.

It represents that a through line by this route to the West, in connection with a road from Cumberland to Connellsville, will reduce the distance to Wheeling 106 miles, and to Pittsburg 110 miles.

The present distance by railroad to Point of Rocks is	91 miles.
By the Metropolitan	40 "
Saving	51 "
From Washington to Pittsburg is	376 miles.
By the Metropolitan	266 "
Saving	110 "
From Washington to Wheeling is	401 "
By the Metropolitan	295 "
Saving	106 "

It claims a reduction of time, from Washington to Pittsburg, from 33½ hours to 29 hours, and reduces a day's journey to Harper's Ferry to two hours. The memorial presents "the urgent necessity which exists for additional means of communication between the capital and the loyal portions of the United States; that through these means the defences of Washington might be made thoroughly effective." The memorial also embodies ordinances of the City Councils on the subject, and statements showing the liability of the city being cut off in great part from supplies by reason of ice on the Potomac at certain seasons, blockade of the river by batteries or armed vessels, etc., while there is now but one railroad line to the city. All the great capitals of Europe, it is shown, have at this day several railroad lines of communication, and even the city of Richmond has five. A road to the deep waters of the Chesapeake is advocated in consequence, 21 miles long, and another to Hagerstown via Point of Rocks. They give statistics of the movement of freight and troops for Government between the city and the Point of Rocks, over the Baltimore and Ohio Railroad, claiming that there would be a large saving by way of the Metropolitan Railroad.

The memorialists state that by a road to Point of Rocks, $3,000,000 of dollars annually could be saved to the Government. The railroad company furnish one third or one-fourth the capital, and ask the Government to guaranty bonds for the remainder of the sum necessary to its construction. The cost per mile is not to exceed $50,000.

Interest and Dividends.

The Rome, Watertown, and Ogdensburgh Railroad (late Watertown and Rome) has declared a semi-annual dividend of 3 per cent, payable on and after January 15.

The New York Central Railroad Company has declared a semi-annual dividend of 3½ per cent., payable on the 20th of February.

The Chicago and Rock Island Railroad Company, a half-yearly dividend of 3 per cent., free of tax, payable Jan. 12. Transfers close on Dec. 31, to reopen on Jan. 10.

The Rockport Railroad Company has declared a dividend of 4 per cent. on its capital stock.

The Metropolitan Railroad has declared a dividend of 5 per cent., free of the Government tax, payable Jan. 5 to stockholders of the 18th inst.

The Old Colony Railroad Company has declared a dividend of 3 per cent., payable Jan. 1 to holders of stock Dec 19.

The Boston and Providence Railroad has dedeclared a a semi-annual dividend of 4 per cent, free of Government tax, payable Jan. 1.

The Boston and Worcester Railroad a dividend of 4 per cent, free of tax, payable Jan. 1.

The Providence and Worcester Railroad Company has declared a semi-annual dividend of 4 per cent, payable Jan. 1.

The Cleveland and Erie Road has declared a dividend of 5 per cent for the past six months.

The Coupons due 1st of January, 1863, on $400,000 First Mortgage Bonds of Sacramento Valley Railroad company, will be paid, on presentation, in gold coin, less 3 per cent. excise tax, at the office of Schuchardt & Gebhard.

The Illinois State Treasurer gives notice that the January interest of Illinois State stocks will be paid at the American Exchange Bank, from the 1st to the 4th proximo inclusive; after that date only at Springfield. The holders of Illinois and Michigan Canal bonds, where coupons are exhausted, are required to present the bonds for payment.

The Michigan Central Railroad Company have declared a dividend of five dollars per share, free of Government tax payable on the first of January next, to holders of stock at the close of business on the 18th instant. Payment to be made to stockholders residing in Michigan and registered at Boston, at the office of the General Receiver, in Detroit; to holders of stock registered in the City of New York, at the office of the Farmers' Loan and Trust Co., in said city, and to all others at the office of the Treasurer, in the City of Boston.

The Bank of Commerce is paying on presentation all past due coupons, including those due 1st July last, on bonds of the State of Missouri, issued to the Hannibal and St. Joseph Railroad Company.

The Hannibal and St. Joseph propose to fund the coupons for a number of years on their bonds.

A dividend of 5 per cent. was declared by the Little Miami Railroad Company on the 22d ult., payable Dec. 1, at the company's office, Cincinnati. Eastern stockholders can receive their dividends in New York funds by addressing the Treasurer.

The trustees of the first mortgage bondholders of the Vermont Valley Railroad Company, have declared a dividend of fifty per cent. of the coupons due April 1, 1857, being the balance due on said coupons, payable on and after the 15th of December, 1862, at the office of the Treasurer, at Bellow's Falls, Vt. For the convenience of bondholders in New York and elsewhere, the dividend will be paid for thirty days from the 15th of December, at the office of Alexander Hamilton Jr., No. 41 Wall-st., Jauncey-court, N. Y.

Depths and Value of Mines in England.

An English journal, after valuing the total product of the mines of Great Britain at £41,491,102 per annum, and computing that England's supply of coal will last at least seven hundred years longer, at present rates of consumption, gives the following account of the depth to which the bowels of the earth have been pierced in England:

The depth to which we mine for coal is already great. The pit at Dunkenfield, in Cheshire, is 2004 feet below the surface to the point where it intersects the "Black Mine Coal," a seam that is four feet six inches thick, and the best quality for domestic and manufacturing purposes; from this point a further depth of five hundred feet has been attained by means of an engine plane in the bed of coal, so that a great portion of the coal is raised from the enormous depth of 2504 feet.

At Pendleton, near Manchester, coal is daily worked from the enormous depth of 2500 feet; and the coal of Wigan is brought from 1773 feet below the surface. Many of the Durham colleries are equally deep, and far more extended in their subterranean labyrinths. Some of those, and others in Cumberland, are worked out far under the bed of the sea; and on both sides of the island we are rapidly extending our subterranean burrowing.

Dolcoath tin mines, in Cornwall, is now working at one thousand eight hundred feet from the surface, and is rapidly sinking deeper. The depth of Tresvean, a copper mine, is 2180 feet. Many other tin and copper mines are approaching these depths; and under the Atlantic waves, man is pursuing his labors daily at half a mile from the surface. To aid the miner in these severe tasks, the gigantic steam engines, with cylinders 100 inches in diameter, are employed in pumping water from these vast depths.

Winding machines, which are masterpieces of mechanical skill, are ever at work raising the minerals from each dark abyss, and "man engines," of considerable ingenuity—so called because they bring the wearied miner to the light of day, saving him from the toil of climbing on perpendicular ladders—are introduced in many of our most perfectly conducted mines. Our coal costs us annually one thousand lives, and more than double that number of our metalliferous miners perish from accidents in the mines, or at an unusually early age—thirty two—from diseases contracted by the condition of their toils.

By the industry of our mining population there is annually added to our national wealth con-

siderably more than £30,000,000. This, when elaborated by the process of manufacture, is increased in value ten-fold. While we are thus drawing upon that "hoarded treasure, guarded by dragons white and red," which the enchanter Martin is fabled to have concealed in the caves of the earth, we should remember how much of mental labor and muscular power is expended, and how large a per centage of human life is annually sacrificed in the contest with those hydra-headed evils which are truly personified by the dragons of the legend.

The Stamp Tax.

The people are confused and perplexed as to the requirements of the law in the use of stamps. The diversity of kinds and variety of denominations required for use upon instruments in writing, packages, preparations, etc., renders a Stamp Compendium as necessary as an Almanac. The following, from *Thompson's Bank Note Reporter*, will be found convenient for reference:

Agreements.—Of every name and nature, and all appraisments, and all memorandums between two or more parties, except such as hereafter specified under other heads, for each sheet or piece of paper, 5 cents.

Bank Checks.—Checks, drafts payable on presentation, and orders for the payment of money at sight, for any amount over $20, 2 cents. For all checks, drafts or orders for $20 and under, no stamps are required.

Bills Inland.—All time drafts, and all notes and due bills payable at specific times, or payable on demand, for sums over $20 to $100, 5 cents; to $200, 10 cents; to $350, 15 cents; to $500, 20 cents; to $750, 30 cents; to $1,000, 40 cents; to $1,500, 60 cents; to $2,500, $1; to $5,000, $1.50; and for every $2,500 and parts of the same over $5,000, $1.

Bonds.—Of indemnity, for due performance, and to account for money, 50 cents; other descriptions, 25 cents.

Certificates.—Of Stock, of Port Warden, of Marine Surveyor, for damages, and for shares of interest, for amounts exceeding $50, 25 cents; if for deposits of money, to $100, 2 cents; do. over $100, 5 cents; all other certificates, 10 cents.

Conveyance, Deeds &c.—Where the value is to $100, no stamp; to $500, 50 cents; to $1,000, $1; to $2,500, $2; to $5,000, $5; to $10,000, $10; to $20,000, $20; and for every $10,000, or parts of $10,000 in excess of $50,000, $20.

Dispatch by Telegraph.—If the charge for the first ten words is ten cents, 1 cent; if the charge for the first ten words is over ten cents, three cents.

Express.—Express receipts must be stamped. To a 25 cent charge, 1 cent; to $1 charge, two cents; all charges over $1, 5 cents.

Insurance.—Fire inland and marine policies are all included in one kind, and require a stamp for 25 cents.

Insurance, Life—Requires a stamp expressly for life insurance policies, to $1,000, 25 cents; to $5,000, 50 cents; to any amount over $5,000, one dollar.

Lease.—All amounts of rent are the same, but time varies the amount of stamp; to 3 years, 50 cents; exceeding 3 years, $1.

Legal Documents.—All processes by which any suit is commenced in any Court, 50 cents.

All processes issued by a Justice of the Peace, and criminal proceedings, are exempt.

Medicines, Perfumery, etc.—This kind of stamp is required for a very large portion of every Apothecary's shop; for a 25 cent package, vial, box or bottle, 1 cent; 50 cents, 2 cents; 75 cents, 3 cents; $1, 4 cents; and for every 50 cents, or part of 50 cents over $1, 2 cents.

Mortgage.—On real, personal or mixed estate, or property, or papers giving loans, to $500, 50 cents; to $1000, $1; to $2000, $2, to $5000, $5; to 10,000, $10; to $20,000, $15; and for every additional $10; or part thereof.

Notes.—See bills inland.

Power of Attorney, and proxy.—A simple power 25 cents; a compound power must have as many stamps as there are branches of business enumerated. Powers relating to real estate, $1; if for a double purpose, to rent and to sell, $2. Proxies are ten cents.

Probate of Will.—Letters of administration to $2,500, 50 cents; to $5,000, $1; to $20,000, $2; to $50,000, $5; to $100,000, $10; to $150,000 $20; and for each additional 50,000 or part of 50,000, $10.

Protest.—For every instrument protested, 25 cents.

Warehouse Receipts—For any goods, merchandize or property held on storage on any public or private premises, 25 cents.

Wills—require no stamps.

In the whole list we find twenty-six kinds of stamps, and the number of denominations quite beyond defining; but by using smaller stamps (of the right kind) in lieu of one large stamp the number of denominations may be reduced to about seventy-five plates or sheets.

St. Louis Alton and Terre Haute Railroad.

The following is a statement of the bonds and stock of the St. Louis, Alton and Terre Haute Railroad Company:

First Mortgage Bonds, 7 per cent.	$2,200,000
Second Mortgage Bonds, Pref. 7 pr. ct..	2,800,000
Second Mort. Bonds, Income, 7 per ct..	1,700,000
Total debt	$6,700,000
Preferred Stock, 7 per cent	1,500,000
Common Stock	2,000,000
Total Stock and debt	$10,200,000

The earnings since Jan. 1, 1862, have been as follows;

January	$74,251	July	$67,720
February	63,880	August	90,358
March	68,748	September	95,969
April	71,854	October	118,887
May	112,383	November	129,166
June	93,766		

The net earnings for the year are estimated at $600,000, or sufficient to pay interest on the entire bonded debt, and 7 per cent on the preferred stock. Interest on the bonds will be promptly paid as the coupons mature, and dividends on the preferred stock are expected during the ensuing year. The road is 218 miles in length, and is developing a business far exceeding the expectations of its managers.

The Broad Top Coal Region.

It is a source of extreme gratification to all who take an interest in the development of the mineral resources of our State, to know that the business of the Broad Top coal region is steadily increasing, and that it promises ere long to be one of the most important elements of material wealth to our Commonwealth.

The coal produced from the region is of the most superior quality, far surpassing for all ordinary purposes, that produced from the Cumberland region. The principal branch or lateral roads, connecting the mines with the Huntington road, are all being extended, and we learn that a survey is now being made preparatory to the construction of a road up, what is known as Hamilton Run—which will join the main trunk road at Coalmont.

The length of road to be here constructed will not exceed a mile and a-half, and will bring a large quantity of coal into market which has hitherto been inaccessible. Two or three years since "Coalmont," the point at which this new road commences, was almost a wilderness. It is now a thrifty and growing town; and the same may be said of all the towns in the Broad Top region. The Broad Top Railroad Company, which was for several years greatly embarrassed, we are glad to know is rapidly recovering from its difficulties, and another year will doubtless be sufficient to place it among the successful and remunerating corporations of our good old Commonwealth.—*Philadelphia News, Dec. 8.*

Railroad Earnings--Weekly.

The earnings of the Toledo and Wabash railroad in the 2d week of Dec., 1862, were ... $24,501 68
Do., 1861 ... 20,943 76

Increase ... $3,557 92

The Galena and Chicago Railroad earned the 2d week in December, 1862 ... $33,134 62
Do., 1861 ... 26,843 91

Increase ... $6,290 71

The second week of December on the Illinois Central Railroad shows an increase of $40,000 on the same week of last year.

The Michigan Central Railroad earned in the 2d week of December, 1862 ... $56,431 96
Do., 1861 ... 43,155 73

Increase ... $13,276 23

The Chicago and Rock Island Railroad shows a gain in the 2d week of December of $4,200.

The Michigan Southern Railroad earned for the 2d week of December, 1862 ... $58,580 00
Do., 1861 ... 43,080 00

Increase ... $15,500 00

The Cleveland and Toledo Railroad earned the 2d week of December, 1862 ... $40,872 00
Do., 1861 ... 24,853 00

Increase ... $16,019 00

The traffic of the Great Western Railway of Canada for the week ending Dec. 12, 1862, was as follows:

Passengers	$18,010 89
Freight and live stock	42,658 78
Mails and sundries	1,327 81
	$61,996 48
Corresponding week of last year	52,800 40

Increase ... $9,196 08

The Chicago and Northwestern Railroad earned in the 2d week of December, 1862 ... $20,209 70
Corresponding period, 1861 ... 11,318 52

Increase ... $8,891 18

The earnings of the Terre Haute and Alton Railroad for December, 1862, were ... $27,624 00
Do., 1861 ... 16,651 00

Increase (70 per cent.) ... $10,973 00

The earnings of the Chicago and Alton Railroad for the 2d week in December were:

	1862.	1861.
Passengers	$9,676 60	$4,945 10
Freights	22,124 70	11,498 36
Sundries	834 33	815 33
Total	$32,635 63	$17,258 79
Increase in 1862	15,376 84	
Total since Jan. 1	$1,167,025 03	$1,053,410 14

Baltimore and Ohio Railroad.

We learn that General Kelley went down the Baltimore and Ohio road the other day as far as North Mountain Station on a tour of inspection—North Mountain is about seventy-two miles from Cumberland, and the road is now in perfect repair between the two points, including the bridge at Back Creek. The road is now completed within seven miles of Martinsburg, and it is expected that by the first of January the whole route will be again placed in order and that the trains will be running between this city and Baltimore. The rebels destroyed the road

most effectually. For about twenty miles along the route almost every tie was totally or partially destroyed.—*Wheeling Intelligencer.*

New York State Banks.

LIABILITIES AND RESOURCES OF THE BANKS OF THE STATE OF NEW YORK, AT THE CLOSE OF SEPTEMBER, 1860,—DECEMBER, 1861,—SEPTEMBER, 1862.

LIABILITIES—	Sept. 1860.	Dec. 1861.	Sept. 1862.
Capital	$111,834,000	$109,403,000	$108,606,000
Circulation	31,759,000	30,553,000	37,557,000
Profits	13,316,000	14,152,000	14,269,000
Due other Banks	29,707,000	34,432,000	60,421,000
Due corporations	2,253,000	2,501,000	1,800,000
Treasurer of State	3,570,000	3,916,000	5,846,000
Due depositors	116,190,000	125,179,000	186,391,000
Miscellaneous	2,616,000	14,619,000	2,060,000
Total liabilities	$311,245,000	$334,755,000	$416,990,000
RESOURCES—			
Loans	$200,114,000	$191,093,000	$165,583,000
Overdrafts	423,000	368,000	507,000
Due from Banks	17,167,000	18,799,000	24,072,000
Real estate	8,866,000	9,219,000	9,593,000
Specie	21,711,000	29,103,000	39,284,000
Cash items	22,913,000	18,996,000	38,121,000
Stocks and mortgages	36,610,000	63,264,000	113,754,000
Notes of other Banks	2,610,000	2,122,000	25,174,000
Expense account	931,000	1,811,000	902,000
Total resources	$321,245,000	$334,755,000	$416,990,000

The features which claim attention in this exhibit of the bank movement of this State are the remarkable changes in the items of Stock investments, circulation, and deposits. Assuming, as we well may in Wall street, that the deposits are a part of the active circulation, it would appear that they form a fund of over two hundred and fifty millions of dollars—viz. due to country banks $60,421,000; individuals, $186,390,000; miscellaneous $9,700,000. These aggregates at the time of suspension (30 December 1861) were only 180 millions. Thus in the short space of nine months (from the close of December, 1861, to the close of September, 1862,) the circulation has increased 25 per cent., the deposits about 38 per cent.: while the loans including stocks and mortgages are only twenty-five millions in excess of those at the close of 1861.

The average bank capital of the institutions reported is about $350,000, and the capital mainly centered at the following points:

		No. of Banks.
New York City	$69,125,820	54
Brooklyn	2,500,000	7
Albany	3,091,000	8
Buffalo	2,191,000	9
Po'keepsie	1,095,000	5
Rochester	2,354,000	10
Syracuse	1,100,000	7
Troy	3,033,000	11
Utica	1,335,000	5

These are the only places having over one million of bank capital.

It will be observed that the specie is ten millions in excess of that reported at the close of 1861. This indicates that the Banks hold this temporarily, and have loaned upon the deposit, the effect of which inevitably is to keep up the price of gold.—*Hallett's Financial Circular.*

Cleveland and Mahoning Railroad.

The Mahoning *Register* states that the directors of the Cleveland and Mahoning Railroad have determined to extend the branch road recently let from Youngstown to Hubbard, as far as Sharon, Pa. The road will run through an immense coal field almost its entire length, and aid greatly in developing the underground wealth of that region.

The Census of Great Britain.

An abstract of the returns shows that on the 8th of April, 1861, the population of England and Wales, with the Isle of Man and Channel Islands, including the army at home and the navy and seamen in the ports, rivers and creeks—that is to say, all the persons in the kingdom—amounted in number to 20,209,671. The returns for Scotland having been also revised, the population of Great Britain on that day is found to have been 23,271,-965; and the returns for Ireland, when the revision of these also is completed, will bring the population of the United Kingdom to above 29,000,000. The increase in England and Wales alone since the census of 1851 has been 2,138,615, notwithstanding that in the interval 2,250,000 persons emigrated from the United Kingdom, of whom it is calculated that 640,316 were English. Since the census of 1861 the male population of England and Wales has increased 11.33 per cent, the female population 12.50 per cent. The excess of females over males, 895,159 in 1851, had grown to 513,706 in 1861; and these figures do not include the army, navy, and seamen out of the kingdom. In Scotland the disproportion is still greater; in Great Britain, with the islands in the British seas, the excess of females over males in 1861 was 687,471, to which the Irish returns, according to the unrevised abstract, have above 150,000 to add. On the census night 62,430 persons were on board vessels in the harbors, rivers, and creeks of England and Wales, without reckoning persons in barges on canals; in the metropolitan district, 8,084 persons were on board vessels in the docks and the Thames. In England and Wales 124,962 persons were in workhouses and workhouse schools, 13,456 in hospitals, 24,207 in lunatic asylums, 26,495 in prisons and reformatories, 23,598 in orphan asylums and other principal charitable institutions, without reckoning in any instance the official staff in charge of these institutions; 80,839 persons, military and families of military were in barracks. The population of the Isle of Man and the Channel Islands, which had previously been increasing, has, in the ten years under review, hardly maintained its number, except by an increase of the military force.

Atlantic and Great Western Railway.

The work upon the Atlantic and Great Western Railroad is progressing with unprecedented rapidity. Mr. Kennard is exhibiting a great amount of energy and ability, and pushing forward this enterprise which has no parallel in the history of railroad building in this country. The bridge across Mahoning, at Warren, is up and the track will be laid over it this week. The bridge over the Mahoning at Braceville is also nearly completed; also that over Duck Creek, at Leavittsburg. The iron is laid from Ravenna to Braceville, also from the Mahoning bridge in Braceville nearly or quite to the bridge at Warren. There is scarcely a doubt that before this month expires the track will be completed from Salamanca, N. Y., the point of junction with the New-York and Erie Railroad, and Akron and Warren will be less than 24 hours' travel from New-York.

Finances of Ohio.

An abstract of the report of the Ohio Treasurer shows that the receipts of the State for the fiscal year ending Nov. 15, 1862, were $6,572,307. The disbursements were $6,029,566, leaving a balance in the treasury of $482,740. The receipts exceed those of the previous year $854,579, and the disbursements were larger by $55,002.

Miscellaneous.

The Commissioner of Internal Revenue has made the following decisions: Railroad companies making cars and locomotives to replace old stock or to increase their equipments must pay a tax upon the whole value of such manufactures if their annual products exceed $600, even though the articles are manufactured for their own use.

The Courts of Pennsylvania have allowed the Pennsylvania Coal Company to build their road connecting with the Erie Railway, on lands owned by the Delaware and Hudson Canal Co.

The Camden and Amboy Railroad Company are constructing a double track between Bordentown and Camden.

At Chicago the Controller of the city sold $75,-000 municipal bonds, bearing 7 per cent. interest, at 109.

The resolution giving permission to the New Haven Railroad Company to lay a single track from their freight depot through Elm street to Leonard street was adopted.

There were two amendments to the constitution of Wisconsin voted on at the last election. One, to reduce the rate of interest from ten to seven per cent, was adopted.

The taxable property in San Francisco this year is estimated at $20,900,000. The entire population is over 90,000.

The Mayor has signed the act authorizing the Harlem Railroad Company to extend their city track through Forty-second street and up Madison avenue to Central Park.

Winona and St. Peter Railroad.

The work goes bravely on with the Winona and St. Peter Railroad. The grading from here to Stockton is nearly all levelled up, and the men are now rushing forward to the laying of ties and iron. The track is laid out as far as Mr. Denman's, and the company have iron enough on hand here to reach beyond Minnesota City. The balance is arriving daily from Lacrosse.—*Winona Republican.*

Sorghum.

The Ottawa *Free Trader* says that there are about twenty sorghum mills in LaSalle county, and that they have manufactured full 150,000 gallons during the present year. This is more than the county can consume, and will leave a handsome margin for export.

German Settlement in Upper Canada.

The government have concluded an arrangement with F. Telgmann, Esq., as agent for a party of Prussian emigrants, for the purchase of 60,000 acres of land in the county of Frontenac, on which to form a settlement. Active preparations are at once to commence for the reception of the immigrants and their families, who will arrive out in the forthcoming spring.—*Kingston* (Canadian) *News.*

Pennsylvania Central-Pittsburgh to Boston.

The Pennsylvania Railroad Company will probably be enabled, in a short time, to make a through connection between Pittsburgh and Albany and Boston, avoiding both Philadelphia and New York. The route will be as follows: Pittsburgh to Tyrone, Pennsylvania Central Railroad; Tyrone to Lock Haven Railroad; Lock Haven to Williamsport, Philadelphia and Erie Railroad; New York to Elmira, Elmira Railroad; Elmira to Binghamton, New York and Erie Railroad; Binghamton to Albany [in progress,] Albany and Susquehannah Railroad; Albany to Boston, Western Railroad.

The total distance from Pittsburg to Boston will be about 650 miles, of which the Pennsylvania Central Railroad will control over one-third

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.
United States Loans.				
Registered Bonds / Coupon Bonds — Under Act 15th April, 1842	$2,333,364	6	1862	105
Registered Bonds / Coupon Bonds — Under Act 28th June, 1847	9,415,250	6	1862	103
Registered Bonds / Coupon Bonds — Under Act 31st December, 1848	8,908,842	6	1867	99
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,161,000	6	1868	103⅜
Registered Bonds / Coupon Bonds — Under Act 14th June, 1858	20,000,000	5	1865	95
Registered Bonds / Coupon Bonds — Under Act 22d June, 1860	7,022,000	5	1874	91⅛
Coupon Bonds (Oregon War Debt), Under Act June, 1861	307,900	5	1871	91⅛
Registered Bonds / Coupon Bonds — Under Acts 8th Feb. and 17th July, 1861	50,000,000	6	1881	94
Treasury Bonds (coupon) / Treasury Bonds (coupon) — Under Acts 17 J'y & 5 Aug '61	55,000,000 / 53,890,000	6	1881	97⅜
Registered Bonds / Coupon Bonds — Under Act 25th February, 1862; redeemable at pleasure after 5 years	20,000,000	7.3	1864	101⅛
Treasury Notes—		7.3	1864	101⅛
Under Acts 26 June, '60, and 8 Feb. and 2 March, '61	7,757,600	6	1862	100
Under Acts 2 Mar. '61, & 17 Mar. '62 / Under A's 17 Ju. & 5 Au. '61 & 17 Ma. '62 — convert. into 20 / y'r b'ds due '81	10,000,000 / 50,000,000	6	2 y'rs	127
Under Act 25 Feb., 1862, conv. into 6 per ct. bonds due '82		---	Dem.	----
Certificates of Deposit, under Acts 25 Feb. & 17 March, 1862	50,000,000	---	"	----
Certificates of Indebtedness, under Acts 10 & 17 Mar., 1862	100,000,000	5	10 d's	----
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]		6	1 year	95½
State Loans.				
Alabama—Coupon Bonds	3,423,000	5	1877	----
Arkansas—Coupon Bonds	1,471,000	6	1868	----
" — " "	38,000	5	1868	----
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	------	112
" — " " (War) "	292,242	7	------	----
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	106½
Georgia—Coupon Bonds	525,000	7	'62-'74	----
" — " "	2,073,750	6	'68-'80	80
Illinois—Liquidation Bonds of 1849	250,890	6	1865	100
" —Internal Improvement Certificates of 1837	2,048,357	6	1870	104½
" —Interest Bonds: new Int. Improvement Stock	1,682,966	6	1877	105
" —Interest Stock of 1857	786,223	6	------	97
" —New Refunded Stock of 1859	1,792,030	6	'60-'77	107⅛
" —University Fund Interest Bonds of 1861	650,000	6	1879	105
" —War Fund Bonds of 1861	1,020,409	6	1879	105
" —Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	99⅜
" — " " " not registered	1,525,655	6	1860	98
Indiana—Inscribed Certificates (State)	5,322,000	5	18--	80
" — " " "	2,954,298	2½	18--	55
" —Canal Preferred Certificates	4,079,590	5	18--	----
" — " (special) Certificates	1,216,737	5	18--	----
" —Deferred Certificates (State)	1,242,500	5	18--	----
" —Deferred (special) Certificates (State)	479,076	5	18--	----
" Coupon (War Fund) Bonds S. F.	1,334,000	6	1881	98
Iowa—Inscribed Certificates	200,000	7	1868	----
" —War Loan: Coupon Bonds	800,000	7	1876	----
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	99½
" — " " (banks)	600,000	5	18--	----
" —War Debt (loan from banks)	1,515,000	5	1862	----
Louisiana—Coupon Bonds (State)	2,064,300	6	Var.	55
" — " " (bank)	5,394,533	6	Var.	----
" — " " (railroads)	2,447,000	6	Var.	----
" —War Debt: Bank Loans	670,000	6	Var	----
Maine—Coupon Bonds	699,000	6	Var.	107
" —War Loan of 1861	----------	---	------	----
Maryland—Inscribed Certificates	5,964,251	6	Var.	112
" — " " (sterling)	8,857,222	5	Var.	72
" —War Loan of 1862	2,500,000	6	1881	104
" —Coupon Bonds	----------	6	1870	109
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	5	------	----
" — " " of 1861 (funding)	53,000	5	'61-'72	----
" — " " of 1861 "	247,000	6	'68-'72	116
" —Union Fund Loan of 1861	2,217,500	5	'71-'76	----
" —Inscribed Certificates (loans to R. R. Co's)	5,824,435	5	Var.	----
Michigan—Coupon Bonds	2,004,499	6	1863	101½
" — " "	216,000	6	1878	102
" —War Loan: Coupon Bonds 1861	565,500	7	1881	105
Minnesota—Coupon Bonds (State)	250,000	8	1867	105
" — " " (loans to Railroad Companies)	2,275,000	7	1883	----
" —War Loan of 1861	----------	---	------	----
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56
Missouri—Coupon Bonds	439,000	6	'63-'83	53
" — " "	100,000	6	1862	52½
" — " " (loans to Railroads)	23,101,000	6	'72-'86	72
" —War Loan 1861	----------	---	------	----
New Jersey—Inscribed Certificates	164,750	6	Var.	----
" —War Loan of 1861	531,480	6	'65-'71	103
New York—Certificates	----------	6	'61-'62	103
" — "	----------	6	'64-'65	108
" — " State Loan	$6,756,654	6	65-'66	112
" — " Railroad Loan	339,000	6	'72-'75	121
" — " Canal Debt—(old)	9,739,025	6	1874	120
" — " " " —(new)	13,200,000	5½	1885	----
" — " " " —(misc.)	642,585	5	'68-'74	110
" — " " " —(floating)	2,500,000	5	1863	103¼
" — "	----------	4½	1864	----
" — "	----------	7	1864	108⅛
" —War Loan of 1861	----------	7	1870	120
North Carolina—Coupon Bonds	9,129,555	6	18--	70
Ohio—Inscribed Certificates	6,413,325	6	1881	115
" — "	1,025,000	5	1865	99½
" — " "	2,183,581	6	1870	108¼
" — " "	1,600,000	6	1875	108
" — " "	2,400,000	6	1886	113
" —War Loan (1861)	1,500,000	5	1868	----

Description.	Amount.	Interest.	Due.	Price.
Pennsylvania—Coupon Bonds / " —Inscribed Certificates (1st January, 1862	37,687,760	5	'61-'82	98½
" — " "	400,630	5	'61-'82	94
" — " "	388,200	6	1879	105½
" — " "	100,000	4½	'63-'82	----
" —War Loan (15 May, 1861)	2,612,150	4	1877	----
South Carolina—Inscribed Certificates	1,708,017	6	1871	----
" —Coupon Bonds (sterling)	484,444	I	'68-'90	----
" — " " (R. R.)	1,310,000	5	1868	----
Rhode Island—War Loan (1861)	100,000	6	1877	----
Tennessee—Coupon Bonds (banks)	1,125,000	5½	1863	----
" — " " (internal improvement)	2,063,808	5	Var.	----
" — " " (R. R.)	12,193,000	5	Var.	----
" —War Loan (1861)	----------	6	Var.	53½
Vermont—Inscribed Certificates	175,000	6	1881	----
" —War Loan (1861)	----------	6	1871	111
Virginia—Inscribed Certificates	404,000	---	18--	----
" — " " (Sinking Fund)	18,264,642	5	Var.	----
" —Coupon Bonds (Sinking Fund)	12,624,500	6	Var.	----
" — " " (sterling)	1,865,000	6	'85-'93	61
Wisconsin—Inscribed Certificates	100,000	5	1892	----
" —War Loan: Coupon B'ds ($100, $500, and $1,000)	1,000,000	6	Var.	----
City Loans.		5	'77-'86	----
Albany—Coupon Bonds, (municipal)	150,000	5	'64-'74	----
" — " "	265,000	6	'62-'76	----
" — " " (Alb. Northern R. R.)	300,000	6	1879	----
" — " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	----
" — " (S. F.) " (Western R. R.)	1,000,000	6	'66-'76	----
Alleghany—Coupon (S. F.) Bonds	400,000	4	------	----
Baltimore—Inscribed Certificates (Pittsb. & Conn. R. R.)	1,000,000	6	1886	105
" — " " (Balt. & Ohio R. R.)	5,000,000	6	------	100
" — " " (Water Works)	3,400,000	6	------	101
" — " " (Bank Stock)	553,966	6	------	----
" — " " (Improvement Stock)	4,963,215	6	------	----
Boston—Coupon (S. F.) Bonds (Municipal)	2,412,576	5	Var.	111
" —Coupon Bonds (Water)	6,243,850	5	Var.	111
Chicago—Coupon Bonds (Municipal)	860,000	6	18--	98
" — " " "	609,000	7	18--	108½
" — " " (Sewerage)	822,000	7	18--	----
" — " " (Water Works)	1,133,000	7	18--	----
New York—Public Building Stock, No. 3	250,000	5	1868	----
" —Tompkin's Market Stock	162,000	6	1873	----
" —Central Park Fund Stock	3,058,000	6	1897	103
" — " " " "	720,000	5	1898	----
" — " " Improvement Fund Stock	3,500,000	6	1876	107
" — " " " " "	2,140,000	5	1887	109½
" —Public Education Stock	150,000	5	1873	----
" —Floating Debt Fund Stock	2,320,000	5	1878	----
" —Union Defence Fund Redemption Bonds	1,000,000	5	1864	----
" —Vol. Soldiers' Family and Fund Bonds	500,000	6	1863	----
Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	----
St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'75	81
" — " " (Municipal)	1,136,200	6	'61-'80	----
" — " " (Buildings, etc.)	532,000	6	'68-'95	----
" — " " (Sewers)	425,000	6	'70-'88	----
" — " " (Improvement Old Limits)	260,000	6	'71-'87	----
" — " " (Water Works)	497,000	6	'71-'88	----
" — " " (Harbor Improvement)	239,000	6	'63-'86	----
" — " " (Wharf Improvement)	166,000	6	'67-'81	----
San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,354,300	10	1871	----
" — " " " (Fire)	178,500	10	1896	----
" —Coupon Bonds (Municipal)	329,000	6	1875	----
" — " " (City and County)	1,134,500	6	1888	----
Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	----
" — " " " "	180,000	6	1867	----
County Loans.				
Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	----
Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	----
Belmont, O.—Coupon Bonds	78,000	7	1862	----
Clinton, O.—Coupon Bonds	201,417	6	18--	----
Jefferson, O.—Coupon Bonds	285,000	7	18--	----
Muskingum, O.—Coupon Bonds	564,000	7	18--	----
New York, N. Y.—County Court House Stock	250,000	6	'75-'78	----
Pickaway, O.—Coupon Bonds	201,000	7	18--	----
Ross, O.—Coupon Bonds	343,880	7	18--	----
Scioto, O.—Coupon Bonds	110,000	7	18--	----
Washington, O.—Coupon Bonds	200,000	7	1868	----
Canal Loans.				
Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,348	6	1886	93½
Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	104
Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	----
" " Interest Certificates	161,990	5	1865	----
Illinois & Michigan: State Stock Registered	2,224,764	6	1861	99
Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	----
" " " Unsecured Bonds	2,773,726	6	'63-'65	----
Monongahela Navigation: Mortgage Bonds	182,000	6	1870	----
Morris: 1st Mortgage Coupon Bonds	655,250	6	1876	----
North Branch: 1st Mortgage Coupon Bonds	590,000	6	1876	----
Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,330	6	1872	69½
" " 2d " " "	3,980,670	6	1882	69½
" " Improvement " "	586,500	6	1870	----
Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	5	1864	----
" " 2d Mortgage Bonds, Coupon	993,000	6	1878	36
" " Preferred Interest Bonds	227,589	6	1864	38
Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	43
West Branch & Susquehanna: 1st Mort. (S.F.) Coupon B'ds	450,000	6	1878	102½
Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	----
Preferred and Guarantied Railroad Stocks.				
Erie Preferred	8,000,000	---	------	94½
Housatonic Preferred	1,180,000	8	------	----
Michigan Southern & Northern Indiana, guarantied	2,893,000	---	------	83
Milwaukee & Prairie du Chien, 1st preferred	1,095,000	---	------	103
" " " 2d "	1,060,800	---	------	81½
New York & Harlem, Preferred	1,020,000	---	------	52½
Philadelphia & Reading, Preferred	1,551,800	7	------	59

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1860	34,047	35,178	49,960	45,278	46,005	44,606	44,040	57,188	66,668	70,815	60,697	86,885	591,314
1861	36,633	37,426	49,194	58,881	56,174	45,998	46,417	43,516	51,212	73,587	59,406	78,949	659,392
1862	64,573	56,085	81,145	71,028	65,072	60,154	58,160	64,129	70,077	82,571	84,203	------	---------
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,890	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	214,051	205,599	166,192	2,040,710
1862	152,459	119,973	121,272	149,342	152,585	225,082	220,211	212,812	270,816	------	------	------	---------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	84,937	938,641
1861	81,581	75,621	78,361	65,858	76,200	65,761	73,474	136,897	141,174	122,487	104,154	10,296	1,066,464
1862	67,610	62,350	138,238	75,277	86,749	58,223	89,216	102,763	114,612	110,350	106,089	------	---------
Chicago and Rock Island:													
1858	72,045	67,807	92,064	92,120	80,595	95,466	82,374	83,385	94,985	92,760	73,553	60,480	987,465
1859	60,058	54,497	68,116	71,722	73,574	72,892	67,076	87,488	120,053	126,090	100,440	82,252	984,577
1860	72,884	66,703	77,408	89,170	104,272	100,483	82,895	130,049	134,560	145,389	92,573	75,457	1,161,063
1861	83,030	63,975	77,007	76,609	102,163	90,021	88,410	139,542	144,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,076	71,076	89,172	86,841	114,057	139,216	145,897	153,147	137,408	------	---------
Chicago and Northwestern:													
1858	20,447	18,272	25,393	38,535	40,893	43,899	39,924	27,761	37,499	36,332	31,144	22,723	382,863
1859	18,569	19,585	22,970	25,881	28,291	28,066	24,326	28,526	51,340	55,831	55,403	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,341	53,554	675,764
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,351	86,429	104,382	93,022	62,263	101,060	125,095	107,735	------	---------
Cleveland, Columbus and Cincinnati:													
1858	70,492	68,138	88,523	93,872	82,966	85,387	90,372	112,138	114,218	106,055	104,966	84,944	1,101,973
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,549	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,619	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	------	------	1,256,004
1862	132,620	112,606	163,912	114,885	119,984	122,524	131,087	168,834	170,565	172,296	------	------	---------
Cleveland and Toledo:													
1858	65,211	54,975	90,957	84,149	62,555	57,293	52,385	60,689	83,924	79,458	75,698	71,315	838,809
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,078	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,286	66,578	84,603	94,406	82,467	82,400	889,499
1861	85,239	73,918	86,663	90,324	65,302	63,137	52,269	60,285	84,840	98,528	88,401	106,258	955,959
1862	106,263	88,468	103,175	87,915	77,313	73,023	69,938	79,655	100,072	113,780	124,639	------	---------
Cleveland and Pittsburg:													
1861	62,208	59,964	83,408	99,511	101,792	104,167	115,316	85,163	120,977	108,112	107,824	113,175	1,161,617
1862	84,858	78,447	90,800	100,695	116,973	123,000	178,432	126,000	------	------	------	------	---------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	283,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,393	372,296	380,343	249,953	330,657	361,819	359,114	435,235	465,950	506,608	414,764	4,661,049
1860	354,000	315,000	433,311	457,161	393,409	393,409	319,455	477,642	609,124	587,242	561,448	412,723	5,285,424
1861	404,507	351,932	458,560	547,174	506,610	430,063	372,705	419 010	515,948	719,354	734,148	708,136	6,268,104
1862	695,607	603,030	686,615	605,755	575,344	516,190	587,010	609,881	764,448	810,985	903,016	------	---------
Galena and Chicago:													
1858	85,320	74,181	103,912	141,334	157,954	210,728	157,285	122,351	161,949	141,658	103,613	87,082	1,547,561
1859	62,421	66,943	92,921	88,708	122,003	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,366,441
1860	60,653	62,698	80,798	93,254	115,565	93,449	80,105	166,541	219,528	152,168	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	209,276	211,326	172,700	122 309	1,721,296
1862	100,979	105,423	74,346	90,180	118,194	162,923	190,456	121,199	185,370	208,275	158,055	------	---------
Hudson River:													
1858	176,573	163,837	179,423	112,614	128,132	95,219	114,731	139,469	140,572	140,763	137,094	197,961	1,726,748
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,978	174,157	157,443	282.0 3	1,938,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,076,822
1861	223,157	205,343	167,660	139,751	150,505	122,653	114,504	134,299	148,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	208,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	------	---------
Illinois Central:													
1858	130,061	116,470	163,848	179,991	161,090	154,193	124,299	202,953	218,861	184,776	156,038	153,999	1,946,579
1859	132,936	134,311	154,690	153,614	141,854	149,592	139,102	181,612	246,329	245,392	250,742	192,322	2,120,006
1860	187,417	186,189	213,080	192,282	217,202	183,548	166,000	233,418	257,694	306,711	141,605	227,310	2,776,333
1861	319,634	370,268	226,936	192,054	199,488	173,941	184,279	208,982	289,864	284,020	243,248	193,761	2,965,768
1862	172,187	150,809	161,801	183,484	192,037	210,566	249,929	334,946	400,436	385,357	369,718	------	---------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,760	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	103,003	84,287	76,519	112,485	171,053	116,936	69,276	1,016,822
1862	61,055	54,786	57,920	56,353	125,999	112,000	119,000	123,576	138,152	------	------	------	---------
Milwaukee and Prairie du Chien:													
1860	37,529	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,837	49,102	112,266	141,771	107,117	90,468	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,407	47,010	61,759	130,211	144,915	108,721	76,163	109,661	164,369	122,272	------	---------
Michigan Southern & Northern Indiana:													
1859	101,345	106,823	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,173	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,988	127,273	196,821	2 3,851	276,722	203,492	134,972	2,066,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,699	276,181	231,265	189,077	2,169,077
1862	163,152	153,728	153,100	193,120	202,000	191,000	181,000	226,819	276,109	345,018	304,084	------	---------
Michigan Central:													
1858	122,390	107,502	165,936	223,010	185,727	170,947	143,872	176,061	234,574	209,868	146,296	130,108	2,016,183
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,363	150,366	210,887	216,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,382	1 3,540	251,423	300,474	146,182	159,022	2,025 142
1861	142,334	119,764	151,471	172,614	149,550	133,520	123,377	144,982	236,844	30 ,333	242,049	200,134	2 124,814
1862	230,159	159,658	151,902	175,696	186,039	174,001	174,189	210,024	2 5,953	322,389	307,475	------	---------
New York Central:													
1858	430,376	390,431	537,858	668,425	510,197	432,105	458,664	538,048	653,373	652,661	600,920	510,425	6,384,573
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,720	743,599	709,671	637,782	520,296	6,503,763
1860	387,128	402,530	561,078	595,141	551,700	495,943	544,494	692,382	868,985	811,458	730,746	523,047	7,154,622
1861	489,065	424,793	627,051	588,688	677,073	558,743	523, 38	562,076	696,175	927,036	952,960	572,985	7,906,763
1862	749,163	631,956	710,814	770,223	786,114	610,417	749,571	752,841	892,744	1,004,721	963,185	------	---------
New York and Harlem:													
1858	79,124	78,611	93,148	86,000	77,669	82,529	88,582	94,406	81,135	87,349	83,221	93,188	1,022,962
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,686	88,598	90,463	89,577	93,378	100,6 9	104,113	105,473	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,639	83,856	97,337	92,802	91,958	89,306	97,858	91,111	90,884	1,126,619
1862	100,923	96,839	103,020	94,957	94,157	87,504	101,657	103,223	99,435	107,093	99,135	------	---------
Norwich and Worcester:													
1861	16,260	16,524	21,454	24,488	23,860	18,611	25,666	29,531	31,968	35,494	28,958	29,466	302,260
1862	22,069	18,864	24,250	26,748	27,098	30,422	32,495	38,426	40,319	40,087	35,920	------	---------
Philadelphia and Reading:													
1858	103,492	116,687	168,102	203,965	216,784	207,573	257,455	247,069	254,740	269,464	242,052	234,876	2,522,259
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,562	241,695	264,622	283,646	288,619	246,977	2,735,315
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	384,911	368,956	321,108	249,061	3,315,500
1861	161,106	160,538	191,266	252,154	268,917	270,051	289,987	2 5,358	294,456	276,209	291,763	278,219	2,906,830
1862	192,216	217,161	244,423	258,674	283,906	254,285	388,725	414,707	448,994	463,873	------	------	---------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,325,554
1861	217,242	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	283,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,249	362,613	------	---------
Toledo and Wabash:													
1858	45,780	34,743	59,107	91,556	56,531	46,933	76,710	112,024	104,119	95,915	61,981	41,726	827,125
1859	39,097	39,440	62,787	68,027	60,026	57,883	59,141	72,295	75,789	74,421	61,889	46,340	737,165
1860	43,867	43,003	64,605	74,167	68,731	66,001	83,836	124,381	104,408	124,393	77,663	50,848	926,908
1861	59,604	47,045	62,514	76,514	70,310	80,104	93,453	138,504	142,587	162,858	137,086	92,574	1,172,103
1862	82,235	47,142	56,006	83,582	106,845	113,677	116,214	168,219	170,380	172,870	147,548	------	---------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Miss. Rivers:						
State (Ala.) Loan	123,171	7				
Mortgage	109,500	7				
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	468,600	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	536,100	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'65-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	77
N. York " 1st Mortgage	1,250,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	97
City of Portland Loan (Coup.)	2,000,000	6	Various.	N.Y., P.& Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5			1838	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	96¾
" " " 1850.	700,000	6	Jan. & July.	"	1880	101¼
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	102¼
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	103
Balt. City Loan of 1855	5,000,000	6	Semi-ann'ally.	"	1890	107
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	55
2d Mortgage	162,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1877	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	
3d Mortgage (do)	581,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	
1st Mortgage	300,000	7	" "	New York.	1860	91½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	380,000	7	May & Nov.	" "		
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107
Income ⅓ in '59, ⅓ in '62)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
Mortgage	367,000	6	Semi-annual.	New York.	1864	101
Mort. (chgd from Sterl'g)	885,000	5	"	London.	1889	95¼
Mortgage	800,000	6	"	New York.	1883	
Mortgage	1,700,000	6	"	"	1875	101½
Sterling (£210,000)	1,008,000	5	"	London.	1864	
Sterling (£225,000)	1,080,000	6	"	"	1864	
New Loan (iss'd $337,000)	2,500,000	6	"	New York.	1870	104
Catawissa:						
Loan of 1860	34,000	5	May & Nov.	Philadelphia.	1880	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'85-'70	110
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	81
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	80
2d Mortgage	800,000	7	June & Dec.	New York.	1865	75
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	15
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '63, '75, '77, '80	843,200	6	Jan. & July.	Boston.	var.	101
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	317,000	8	Jan. & July.	New York.	1883	117
" " " inconvertible	2,690,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	922,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	230,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	248,000	7	" "	" "	1864	
" " " 2d Mort.	204,000	8	May & Nov.	" "	1868	
" " " Plain	28,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,100,000	7				
1st Mortgage pref. S. F.	600,000	7				
Income Bonds	1,050,000	7				
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	70
Real Estate	188,864	7			1868	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	111
Chicago and Northwestern:						
1st Mortgage (preferred)	1,250,000	7	Feb. & Aug.	New York.		102
1st Mortgage (general)	3,600,000	7	" "	" "		78
Bonds issued for coupons of do.	750,000	7	May & Nov.	" "		83
2d Mortgage	2,000,000	6	" "	" "		33¼
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "		86
Green Bay Extension Bonds	300,000	7	" "	" "		
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	394,000	7	Jan. & July.	New York.	1867	100
2d Mortgage	950,000	7	May & Nov.	" "	1880	96
*Cincinn., Wilm. and Zanesville						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1880	
2d Mortgage	574,000	7				
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.		105
2d Mortgage	499,200	7				
3d Mortgage	362,800	8				
Clev., Painesville and Ashtabula						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1876	90
4th Mort. (M. L.) or 3d Extension	154,000	7	" "	" "		74
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'80	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	299,000	7	April & Oct.	New York.	1867	65
Junction 1st Mortgage 2d Div.	219,000	7	June & Dec.	" "	1872	65
Junction 2d Mortgage	221,000	7	May & Nov.	" "	1862	
Tol., Nor. and Clev. 1st Mort.	521,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	293,200	7	" "	" "	1863	75
Junction Income	27,500	7	June & Dec.	" "	1862	
C. and T. Income Mortgage	104,400	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	174,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	256,000	7	" "		1864	
C. and T. Dividend (convert.)	151,495	7	April & Oct.	New York.	1865	75
C. and T. Income (convertible)	39,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,545,000	7	Jan. & July.	" "	1885	103¾
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	115,900		June & Dec.	New York.	var.	93½
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	110
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,700,000	8	" "	" "	1881	
Dayton and Western:						
1st Mortgage	300,000	7	March & Sept.	New York.	1880	50
2d Mortgage		7	" "	" "	1880	40
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	95
Guaranteed	100,000	6	" "	" "	1875	
State Loan	170,000	6	" "	" "	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage	900,000		April & Oct.	New York.	1871	115
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	106
2d Mortgage	2,516,500		March & Sept.	" "	1881	108½
Income (due 1862, '65 and '67	14,101				var.	88
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Pacific:						
New Construction	800,000					
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	100¾
2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	98
3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	110
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennes.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,971,000	7	Feb. & Aug.	New York.	'62-'63	109
1st Mortgage (Extended)	22,000	7	" "	" "	1882	110
2d Mortgage (S. F.) Coupon	1,411,000	7	May & Nov	" "	1875	110
*Great Western, Ill:						
1st Mortgage Eastern Division	1,000,000	10				
" Western "	1,350,000	7				
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.		'73-'87	71
Land Security	5,000,000	7	April & Oct.	New York.	1881	54½
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	
2d Mortgage	1,200,000	7	April & Oct	" "	1889	
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	103
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1873	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	118
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	114½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	103½
Convertible	1,002,000	7	" "	" "	1867	97
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	10,798,500	7	April & Oct.	London.	1875	110½
Construction	4,115,000	6	" "	New York.	1875	110½
Eight per cent. bonds	326,000	8	March & Sept.	" "	1865	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	578,000	10	" "			
Income	281,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	85
2d Mortgage	400,000	7	" "	" "		85
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	649 000	7	Jan. & July.	New York.	1870	
2d Mortgage	314,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	685,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	272,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Lee County, 20 years	150,000	8				
Keokuk, Mt. Pleas't and Muscat.						
Lee County	150,000	8				
City of Keokuk	200,000	8				
Henry and Louisa Company's	50,000	8				
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	108
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†				30
2d Land Grant (Western Div.)	353,600	†				30
3d Mortgage (whole road)	1,700,000	†				
Farm Mortgage	1,087,700	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6				
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	91
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7			1882	
Mortgages on Land	473,809	7				
Louisville and Frankfort:						
Louisville Loan	174,000					
1st Mortgage	248,000					
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6				
1st Mortgage	2,000,000	7	Feb. & Aug.	New York.	1883	
Lebanon Branch 1st Mortgage	400,000	7				
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester:					var.	
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
Mortgage Bonds	285,789	7			1891	90
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	387,499	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	6	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	113
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	116
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	850,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	904,000	7	Feb. & Aug.	" "	1861	103
Erie and Kalamazoo	300,000	7	March & Sept.	" "	1862	
Michigan Southern, conv.	44,000	7	" "	" "	1863	85½
Northern Indiana, conv.	100,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	128,000	7	" "	" "	1863	88
Goshen Air Line	1,116,000	7	" "	" "	1868	102
Detroit and Toledo	684,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	3,030,000	7	May & Nov.	" "	1885	103
2d General Mortgage	2,572,000	7	" "	" "	1877	93
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
Milwaukee and Chicago:						
1st Mortgage	400,000	8				
2d Mortgage	200,000	7				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,454,000	7	April & Oct.	New York.	1891	105
1st Preferred stock	1,060,000					103
2d Preferred stock	1,020,000					81½
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7				
2d Mortgage (S. F.)	400,000	8				
Oskaloosa Division	1,425,000	7				
Land Grant	7,000,000	7				
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Morris Canal and Banking Co.:						
Mortgage Bonds	655,250	6	April & Oct.	Jersey City.	1876	99
Preferred Stock	1,175,000	10				125½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000		Jan. & July.	New York.	1869	
New Jersey:						
Company's (various)	688,000		Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	85,000	7		New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4 '8	
1st Mortgage Coupon	2,865,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	7,350,000	6	May & Nov.	New York.	1883	110
Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	" "	1876	114½
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	110½
Real Estate (S. F.) Bonds	165.000	6	" "	" "	1883	100
Real Estate Bonds	252,975	6	" "	" "	1883	
Bonds of June, 1854	3,000,000	7	June & Dec.	" "	1864	110
Convertible Bonds	990,000	7	Feb. & Aug.	" "	1876	115½
B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	" "	1883	107
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	116
2d Mortgage	4,000.000	7	March & Sept.	" "	1879	113
3d Mortgage	6,000,000	7	" "	" "	1883	108
4th Mortgage	4,900.000	7	April & Oct.	" "	1880	101
5th Mortgage	1,792,500	7	June & Dec.	" "	1888	97½
New York and Harlem:						
1st Mortgage	2,950,000	7	May & Nov.	New York.	1873	106
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	105
3d Mortgage	862,300	7	Jan. & July.	" "	1867	92
New York and New Haven:						
Plain Bonds, Coupon	$12,000	7	June & Dec.	New York.	1866	94
Mortgage Bonds, Coupon	978,000	6	April & Oct.	" "	1875	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$276,400	6	Feb. & Aug.	New York.	1863	----
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Real Estate	35,910					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	98
Northern (Ogdensburg):						
1st Mortgage	1,494,000	7	April & Oct.	New York.	1859	95
2d Mortgage	3,077,000	7†	" "	" "	1861	6½
North Missouri:						
State Loan (30 years)	4,350,000	6				
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	86
Chattel Mortgage	360,000	10	" "	"	1857	102
Northern (N. H.):						
Bonds due 1864 and 1874	235,800	6	April & Oct.	Boston.	'64-'74	----
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7			'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	New York.	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1858	----
2d Mortgage	258,000	†	April & Oct.	" "	1860	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,013,000	6				43
State Loan (S. W. Branch)	4,000,000	6				----
Construction	4,500,000	6				----
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug	"	1872	----
Pennsylvania:						
1st Mortgage	4,990,000	6	Jan. & July	Philadelphia.	1880	109
2d Mortgage	2,421,000	6	April & Oct.	"	1875	107
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,100,000	5	Jan. & July	Harrisburg.	1894	94
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,800	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersburg:						
Mortgage (due 1863 to 1872)	103,000	7			var.	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	274,800	6	Jan. & July.	Philadelphia.	1865	----
Loan of 1852	100,000	6	June & Dec.	"	1868	103
Philadelphia and Reading:						
Bonds of 1838, (unconvertible)	403,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,103,600	6	April & Oct.	"	1870	103½
" 1861, "	436,000	6	Jan. & July	"	1871	----
" 1843, "	1,548,300	6	" "	"	1880	108½
" 1844, (convertible)	863,000	6	" "	"	1880	110
" 1848, "	124,000	6	" "	"	1880	99
" 1849, "	83,000	6	" "	"	1880	102
" 1857, "	3,586,500	6	" "	"	1886	101
" 1856, "	1,475,000	7	" "	"	1886	101
Bonds and Mortg's—real estate	592,200					
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,300,000	6	Jan. & July	Philadelphia.	1884	107
Improvement	119,000	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
City of Pittsburg Bonds	500,000					
Alleghany Co. "	750,000					
Connellsville "	100,000					
McKeesport "	100,000					
Baltimore City "	94,000				1886	
Baltimore City Stock	906,000				1889	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1880	----
Real Estate Bonds	100,000				'68-'83	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage	5,250,000	7	Jan. & July.	New York.	1911	107
2d Mortgage	5,160,000	7	" "	" "	1911	94
3d Mortgage	2,000,000	7	" "	" "	1911	69
Bridge Bonds, O. & P. R. R. Co.	188,000	7			1876	----
Chicago Depot Bonds	337,173	6			1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	†			1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$380,000	8		New York.		----
1st Mortgage (West'rn Division)	757,000	8		" "		----
Raleigh and Gaston:						
Coupon	100,000				1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	150,000				1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	45
2d Mortgage	937,500	7	" "	"	1863	2
3d Mortgage	435,050	7	" "	"	1863	1
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	80,550	10			1856	----
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1863	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	124,083	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1868	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000					----
South-Western (Ga.):						
1st Mortgage	631,000				1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000					----
2d Mortgage	450,000					----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
Chicago and Alton:						
1st Mortgage	2,000,000	7		New York.		99½
2d Mortgage	1,535,000	7		" "		----
3d Mortgage (Income)	1,000,000	10		St. Louis.		----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000					----
St. Louis City Subscription	500,000					----
St. Louis County Subscription	1,000,000					----
Sunbury and Erie						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	105½
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
Alton & Terre Haute:						
1st Mortgage (convertible)	1,000,000	7	Feb. & Aug.	New York.	'62-'72	100
2d Mortgage (preferred)	2,000,000	7	" "	" "	'68-'70	85
Tennessee and Alabama:						
State (Tenn.) Loan	814,000					----
Terre Haute and Richmond:						
1st Mortgage (convertible	230,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	98½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	98½
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1869	81
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1890	81
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	25
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	2
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond and New York.	1880	85
Mortgage (coupons)	198,000	6	" "		1872	82½
Mortgage, (coupons)	925,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6		New York.	1887	----
1st Mortgage	500,000	6		" "	1872	85
2d or Enlarged Mortgage	1,000,000	6			1884	81
Salt Works Br. Mort. due '58-'61	203,000	6			var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7			1880	87½
2d Mortgage	25,000	7			1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£999,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1876	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	98½
Wilmington and Manchester:						
1st Mortgage	500,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6			1868	----
Company's, endorsed by State	150,000	6			1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (–) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,701	54.0	.....	101,102	37,868	—	.....
28 Feb. '59	39.3	.....	.....	58.1	2	2	16	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	39.3	.....	55,791	31,892	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	—	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,000	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,508	116.9	.....	505,166	260,269	6	.....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	88.5	—	—	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	.....
								CONNECTICUT.													
31 July '60	23.8	—	2.8	—	4	4	43	Danbury and Norwalk	343,103	59,373	—	307,010	96,500	.....	.....	23.8	45,543	77,928	34,866	16	.....
30 Sep. '61	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,575	4,443,584	122.4	229,088	300,412	97,999	—	.....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,216,846	254,000	102,888	2,350,000	927,000	—	4,063,215	73.0	374,460	747,300	380,.99	11½	142
31 Dec. '61	74.0	—	.....	—	11	12	258	Housatonic	2,247,708	207,320	8,559	2,000,000	189,000	43,747	2,567,500	120.0	189,388	225,262	25,565	—	.....
31 Dec. '60	57.0	—	1.3	—	7	11	179	Naugatuck	1,381,800	*	—	1,031,800	289,760	21,408	1,342,958	57.0	187,813	263,209	94,591	8	.....
31 Dec. '60	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	—	—	.....
31 Dec. '60	46.0	8.8	4.9	—	—	—	—	New Haven and Northampton	1,400,000	*	—	922,500	500,000	—	1,422,500	55.2	120,671	149,317	149,317	5	.....
31 Dec. '61	66.0	—	5.2	—	7	7	111	New London Northern	686,074	*	—	602,158	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2	90
31 Mar. '62	61.3	1.0	63.8	—	32	74	368	New York and New Haven	4,643,649	710,403	—	3,000,000	1,880,000	—	5,626,549	117.4	459,8.0	808,060	301,979	—	.....
30 Nov. '61	59.4	7.0	8.5	—	14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477	.....	66.4	.....	288,512	108,626	—	72
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '61	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	43,525	744,520	—	5,024	749,543	5.0	.....	22,308	7,915	6½	.....
								FLORIDA.													
.. .. '62	164.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
.. .. '62	59.9	—	5.0	—	.....	.....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '62	100.0	3.9	10.0	153.5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,270,000	126,000	—	1,597,395	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.6	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	21.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879 465	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123 345	232.0	.....	1,159,188	525,038	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404 616	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026 868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,336,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,918	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.		138.0	.....	832 343	454,541	—	.....
								ILLINOIS.													
31 Dec. '61	220.0	—	.....	—	50	30	763	Chicago, Alton and St. Louis	10,000,000	.....	.....	8,500,000	4,500,000	.....	10 000,000	220.0	.....	1,098,465	452,693	4	.....
30 Apr. '62	138.0	—	26.0	—	62	31	1,150	Chic., Burlington and Quincy	6,168,777	1,405,998	4,338,740	4,791,540	6,024 760	.....	12,176,115	168.0	1,067,025	1,551,227	679,772	—	87
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,063	45.0	14 mo.	243,282	135,284	—	.....
1 Apr. '62	242.0	—	.....	29.0	36	23	647	Chicago and Northwestern	11,135,666	456,637	—	2,955,936	8,035,000	264,670	11,817,527	213.0	.....	849,719	414,828	—	.....
31 Mar. '62	181.8	—	.....	—	59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000	—	7,545,220	228.4	765,949	1,054,704	415,971	3	84½
10 Nov. '58	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	—	84.0	.....	.....	.....	—	.....
31 Dec. '61	121.0	138.5	74.5	—	66	63	1,369	Galena and Chicago Union	8,059,729	1,311,917	—	6,028,400	3,414,702	—	10,502,318	361.8	1,123,464	1,720,206	811,185	5	82½
31 May, '61	175.0	—	.....	—	.....	.....	.....	Great Western	5,022,926	*	—	1,600,000	2,391,000	.....	.....	175.0	.....	485,943	181,529	—	.....
31 Dec. '61	454.8	252.5	.....	—	112	94	2,347	*Illinois Central*	27,497,988	*	—	15,829,095	16,277,500	172,929	33,504,024	708.3	2,458,028	2 965,758	1,150,903	—	79
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. ..	148.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,408	.....	.....	148.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	.....	—	.....	.....	.....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper.	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '58	186.0	—	.....	—	.....	.....	.....	Peoria and Oquawka	5,400,000	*	—	1,569.889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '61	100.0	—	.....	—	.....	.....	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000.000	100 0	oper. by	Bur. &	Quincy	—	.....
.. .. ..	1.0	—	.....	—	.....	.....	.....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper.	by Chic.	& R. Is.	.....	—	.....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,885,252	208.3	.....	822,767	.....	—	.....
								INDIANA.													
.. .. ..	108.0	—	.....	—	.....	.....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	.....	73.0	.....	.....	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	.....	.....	.....	Evansville and Crawfordsville	2,233.413	*	2,750	986,061	1,219,100	51,772	2,283,745	109.0	.....	249,867	119,342	—	.....
31 Dec. '60	72.4	—	.....	—	19	15	374	Indiana Central	1,667,039	274,061	26.641	610,050	1,178,000	40,550	2,108,011	109.0	36),122	400,397	183,609	—	50
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,367,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	57
31 Dec. '61	84.0	—	.....	—	—	—	—	Ind., Pittsburg and Cleveland	1,838,473	*	10,000	836,971	1,022,400	11,086	2,082,845	84.0	.....	331,814	166,909	—	.....
31 Dec. '61	78.0	—	11.0	—	15	16	119	Jeffersonville	1,553,509	*	278,334	1,015,907	706,000	75,505	2,188,881	108.0	303,161	297,988	121,416	—	.....
.. .. '59	64.0	—	.....	—	.....	.....	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
31 Dec. '60	86.0	49.0	.....	—	23	.....	.....	Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,989	3,060,128	135.0	201,402	280,563	99,080	—	.....
.. .. '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,490	—	.....
.. .. '58	74.0	—	.....	—	.....	.....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '61	73.0	—	.....	—	18	17	296	Terre Haute and Richmond	1,611,450	*	121,548	1,381,450	230,000	4,690	1,975,801	73 0	325,707	377,692	216,184	10	125
								IOWA.													
1 Jan. '58	75.5	—	.....	201.5	.....	.....	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	.....	.....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,034	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '61	111.0	—	.....	269.0	7	7	102	Dubuque and Sioux City	2,789,300	47,533	—	2,469,777	—	287,143	2,870,015	111.0	107,646	200,160	81,779	—	.....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	.....	246,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	670,000	.....	.....	38.5	11 mo's.	458,821	21,556	—	.....
1 Jun. '59	11.2	—	.....	57.3	.....	.....	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,.52	1,022,608	11.2	.....	.....	.....	—	.....
.. .. '59	55.0	52.6	.....	312.0	.....	.....	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,376,993	111.8	.....	426,406	227,534	—	85
30 Jun. '57	20.0	—	.....	113.0	.....	.....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	.....	22.0	—	—	—	Lexington and Danville	766,500	—	—	694,444	71,000	.....	.....	13 0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '61	29.0	—	.....	—	13	10	230	Lexington and Frankfort	591,121	52,300	—	514,433	180,000	—	738,31.	29.0	.....	108,944	43,267	—	50
30 Jun. '61	68.1	—	.....	—	.....	.....	.....	Louisville and Frankfort	1,383,526	126,735	6,540	1,104,687	414,519	—	1,649,551	65.1	244,773	245,911	98,679	4	66
1 Oct. '60	185.0	84.0	16.9	—	80	20	455	Louisville and Nashville	8,530,718	*	—	5,538,481	2,255,500	661,269	9,455,250	269 0	613,808	716,478	371,122	—	—
.. .. '59	18.8	—	—	70.2	—	—	—	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	22.0	—	.....	—	.....	.....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
.. .. ..	27.0	—	.....	—	.....	.....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	389,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	206.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,666,000	1,180,717	.....	206.0	.....	1,232,624	555 434	—	.....
31 Aug. '60	53.7	—	.....	135.3	.....	.....	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,000	108,434	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign work.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 May, '59	36.5	—	.....	—	4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	757,381	36.5	.....	40,155	24,676	—	—
31 May, '61	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0	.....	318,505	94,088	—	6
31 Dec. '60	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,472,000	7,000	7,983,475	149.0	.....	707,144	177,318	6	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412			180,497	300,000	75,000						—	—
31 May, '61	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566	—	—
31 May, '61	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	189,475	245,348	115,732	6	110½
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*		169,200	556,600			37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,541,011	286.8	.....	3,922,203	2,305,788	6	77
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000			1,824,806	39.0	187,427	462,880	290,840	9	125
31 Dec. '61	138.0	4.0	16.4	—	41	30	1,410	Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	736,145	—	35
								MASSACHUSETTS.													
30 Nov. '61	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000			601,360	ope	rat. by	Housat.	42,000	7	—
30 Nov. '61	26.7	1.8	43.4	—	21	26	566	Boston and Lowell	2,428,592	*		1,830,000	440,000	22,382		57.7	.....	449,051	128,733	7	106
31 May, '62	74.3	8.8	49.7	—	36	53	604	Boston and Maine	3,880,389	412,569	465,758	4,076,974		75,150	4,908,723	119.3	599,048	732,427	290,406	6	122
30 Nov. '61	47.0	7.0	32.5	—	22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	122,720			61.8	.....	588,871	272,429	8	128
30 Nov. '61	44.6	24.0	60.1	—	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000		126,104		83.6	.....	928,932	408,594	8	128
30 Nov. '61	46.0	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,689	163,400			47.2	.....	95,871	34,072	—	30½
30 Nov. '61	50.0	2.3	8.8	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	300,000			52.3	.....	250,836	122,956	6	104½
30 Nov. '61	44.2	36.4	25.8	—	28	47	429	Eastern	3,985,684	315,165	264,102	2,853,400	1,885 000	34,000	4,908,862	120.7	432,100	565,939	246,402	4	92
30 Nov. '61	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416		299,107	280,261	197,428	776,796	—	—	56,060	10,188	—	67
30 Nov. '61	60.9	30.9	73.5	—	29	28	655	Fitchburg	3,189,851	250,149		3,540,000				71.6	.....	543,158	217,054	6	109
30 Nov. '61	14.0	—	2.4	—	3	3	37	Fitchburg and Worcester	293,658	40,226		217,825	55,450	5,900	333,884	26.4	.....	33,820	7,663	6	97
30 Nov. '61	25.0	—	3.0	—	—	—	—	Hampshire and Hampden	596,651			292,950	303,014	97,706		ope	r. by N.	H. & N'h	.....	—	—
30 Nov. '61	12.3	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	75,000	15,655	383,158	ope	r. by B.	and L'll	.....	6	—
30 Nov. '61	14.5	—	17.2	—	12	12	324	Nashua and Lowell	558,920	95,683		600,000			698,563	27.7	.....	204,374	48,542	8	120½
30 Nov. '61	20.1	1.5	1.0	—	7	16	146	New Bedford and Taunton	553,014	*		500,000	213,000	108,500		21.6	.....	123,015	24,907	2	77
30 Nov. '61	27.0	—	2.4	—	—	—	—	Newburyport	597,386			220,340	234,900	140,902		—	—	—	—	—	—
30 Nov. '61	21.5	—	0.3	11.5	—	—	—	N. York and Boston Air Line	744,130			283,037	459,693	133,585		—	—	18,291	—	—	6
30 Nov. '61	79.5	7.7	26.5	—	27	46	358	Old Colony and Fall River	3,434,164	*		3,015,100	81,000	121,778		87.3	.....	505,320	219,608	6	123
30 Nov. '61	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000				—	—	36,538	19,060	6	—
30 Nov. '61	43.4	1.0	14.9	—	12	18	308	Providence and Worcester	1,442,470	256,521	39,800	1,600,000	147,000			44.4	.....	308 238	139,447	8	107½
30 Nov. '61	16.9	—	1.7	—	5	3	1	Salem and Lowell	381,470	82,543		243,305	226,900	270		ope	r. by B.	and L'll	.....	—	—
30 Nov. '61	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	150 000	2,768		11.5	.....	50,155	11,578	—	6½
30 Nov. '61	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	448,700			448,700				ope	r. by Ho	usaton.	31,409	7	—
30 Nov. '61	11.1	0.6	1.1	—	7	18	144	Taunton Branch	250,000			250,000				11.7	.....	129,091	16,204	7	100½
30 Nov. '61	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....			.....	.....	.....		ope	r. by T.	and B.	.....	—	40½
30 Nov. '61	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,268,415	*		2,214,225	991,125			77.0	.....	200,648	95,709	—	193
30 Nov. '61	156.0	17.3	118.1	—	72	59	1,183	Western (incl. Alb. & W.S. etc.)	11,135,152	*		5,150,000	6,271,520	75,854	14,242,462	217.9	.....	1,894,588	812,997	8	145
30 Nov. '61	45.7	—	9.2	—	10	8	149	Worcester and Nashua	1,278,898	*		1,141,000	150,000	812		45.7	.....	195,669	88,188	8.3	66
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '62	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G		r. Tr'k R.	R. Co. of	Canada		.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	—
-- --	--	--	--	--	.....	.....	.....	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
-- --	--	--	--	183.0	.....	.....	.....	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 May, '62	284.8	—	28.4	—	98	85	2,569	Michigan Central	12,487,239	*	1,122,764	6,057,710	7,999,489	.....	14,371,173	329.3	1,338,658	2,361,241	1,212,088	3	91½
31 Mar. '62	246.0	281.0	.....	—	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,687	18,988,595	527.0	1,775,728	2,250,518	1,137,548	—	40½
-- --	--	--	--	80.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MINNESOTA.													
-- -- '62	—	—	—	620.0	—	—	—	*Minnesota and Pacific*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '62	—	—	—	175.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '62	—	—	—	112.5	—	—	—	*Minneapolis and Cedar Rapids*	.....	.....	.....	.....	600.000	191,120	.....	.....	.....	.....	.....	—	—
-- -- '62	—	—	—	200.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	800,000	.....	.....	.....	.....	.....	.....	—	—
-- -- '62	—	—	—	60.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,483	—	—
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
30 Nov. '61	37.0	—	.....	51.0	—	—	—	*Cairo and Fulton*	.....	.....	.....	.....	.....	.....	.....	37.0	.....	.....	.....	—	—
31 Aug. '60	206.8	—	.....	—	.....	.....	.....	*Hannibal and St. Joseph*	12,364,134	*	—	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's.	961,856	487,333	—	48
31 Mar. '62	168.8	—	16.8	68.0	22	20	335	*North Missouri*	5,034,145	504,658	—	2,594,100	4,350,000	27,112	7,236,452	168.0	263,212	253,677	78,220	—	—
-- --	--	--	--	.....	.....	.....	.....	*Platte County*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
28 Feb. '61	189.0	—	.....	93.0	28	26	375	*Pacific*	9,959,077	626,357	—	3,864,336	7,013,000	674,859	18,614,439	189.0	327,708	683,644	277,629	—	—
28 Feb. '61	77.0	—	.....	206.0	—	—	—	*South-Western Branch*	4,201,216	—	—	68,413	3,860,000	.....	.....	114.0	311,665	67,866	1,516	—	—
30 Sep. '61	86.5	3.6	.....	—	10	13	222	*St. Louis and Iron Mountain*	5,188,075	344,006	75,000	1,971,127	3,501,000	27,388	5,499,515	90.1	226,850	212,946	67,024	—	—
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	—	—	—	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	—
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	253,000	227,720	86,338	—	20
30 Nov. '59	53.6	—	8.0	—	18	11	289	Cheshire (preferred)	2,753,697	322,267	—	2,085,925	738,200	84,327	3,163,781	63.6	.....	327,741	125,159	—	18
30 Nov. '59	28.1	—	2.5	—	4	4	26	Cocheco	825,200	*	—	389,047	420,853	13,070	858,264	28.1	.....	51,698	21,866	—	—
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000			1,564,506	61.3	334,582	459,659	128,366	8	60½
30 Sep. '59	46.8	—	.....	—	—	—	—	Concord & Portsmouth, guar.	250,000	*	—	250,000			250,000	ope	r. by Con	cord.	15,000	—	120
31 Mar. '59	14.6	—	.....	—	—	—	—	Contoocook River	200,000		—	200,000			200,000	14.6	4,182	16,603	1,528	—	—
30 Nov. '59	16.5	—	.....	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma ss.	—	—	93½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	209,927	42,219	477,476	20.5	30,960	24,027	12,450	—	—
31 Mar. '59	26.8	—	.....	—	—	—	—	Manchester and Lawrence	1,000,000	—	—	863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	110
31 Mar. '59	52.7	—	4.0	—	2	4	80	Merrimac and Conn. Rivers	1,109,860	138,715	—	595,587	383,400	303,517	1,282 504	52.7	.....	59,774	21,166	—	—
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	62½
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832	—	500,000	750,000	282,516	1,512,416	24.7	49,000	63,874	19,897	—	—
								NEW JERSEY.													
31 Dec. '61	64.2	—	.....	—	.....	.....	.....	Belvidere Delaware	3,124,656	*	—	997,862	2,082,000	186,192	3,236,054	76 0	.....	241,503	78,855	—	—
31 Dec. '61	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	5,918,658	*	6,000,000	2,710,800	7,166,000	.....	12,171,200	124.2	.....	2,058,989	913,829	12	152½
31 Dec. '61	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic (Pref.)	1,833,935	*	—	499,363	1,037,376	92,211	2,028,950	60.2	.....	99,433	*0,076	—	12
31 Dec. '61	64.0	—	48.0	—	39	21	284	Central of New Jersey	5,254,576	504,500	—	3,630,000	3,000,000	29,057	5,970 496	64.0	662,393	1,201,895	673,443	10	155
1 Jan. '62	2.9	—	2.9	—	—	—	—	Long Dock	2,553,554	—	—	600,000	973,810	779,744	2,553,554	—	Leased	to Erie	Co.	—	—
31 Dec. '61	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,627,362	*	57,000	1,157,800	340,000	—	1,757,991	53.0	.....	210,984	89,035	7	—
31 Dec. '61	33.8	—	.....	—	.....	.....	.....	New Jersey	3,609,089	400,378	1,249,621	4,397 820	688,000	—	5,628,981	33.8	.....	992,767	579,981	10	145
31 Dec. '61	21.3	—	.....	2	6	17		Northern New Jersey	411,929	*	—	156,850	200 000	70,786	427,636	21.2	.....	59,*04	9,754	—	—
31 Dec. '61	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000			630,000	ope	r. by N.	Y. & E.	58,400	8	—
31 Dec. '61	15.0	—	.....	—	—	—	—	Paterson and Ramapo	349,089	*	—	248,000	100,000	1,089	350,000	ope	r. by N.	Y. & E.	26,500	5½	25
31 Dec. '61	24.0	—	.....	—	—	—	—	Warren	1,876,713	*	—	1,276,000	600,000	713	1,876,713	24.0	.....	220,827	105,997	6½	98
31 Dec. '61	38.5	—	.....	47.0	—	—	—	West Jersey	780,455	—	—	556,370	.....	23,076	789,946	—	—	34,802	17,157	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total. Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by loco motives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '61				140.0				Albany and Susquehanna	698,677			647,191		17,239	664,428						
30 Sep. '60	32.9	—	3.8	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	.....	ope	r. by Re	na. & S	arat.	—	.....
30 Sep. '61	38.0	—	6.0	—	—	—	—	Albany and West Stockbridge	2,388,359	—	—	1,000,000	1,388,359	.....	2,388,359	ope	r. by W	estern.	.....	6	100
30 Sep. '61	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	*	—	250,000	220,000	.....	470,000	14.8	2o,075	31,546	16,871	—	.....
30 Sep. '61	14.5	—	9.3	—	1	47	12	Brooklyn Central and Jamaica	629,458	106,697	—	492,050	161,480	97,690	750,220	28.8	677,687	122,108	37,512	8	.....
30 Sep. '61	28.3	—	26.9	2.0	—	169	—	Brooklyn City	1,064,289	284,337	—	1,000,000	174,000	30,000	1,204,000	55.2	2,862,023	514,891	123,021	8	.....
30 Sep. '61	142.0	—	14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147	*	208,817	850,000	2,412,534	212,072	3,633,570	176 0	483,412	593 845	187,704	—	.....
30 Sep. '61	68.3	—	14.5	—	28	32	328	Buffalo and State Line	2,267,838	521,376	—	1,980,600	1,049,000	.....	3,009,600	82.8	367,365	940,042	417,458	10	150
30 Sep. '61	34.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	.....	.....	.....	343,500	300,000	41,600	685,100	72.7	66,186	59,884	10,732	—	.....
30 Sep. '61	17.3	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	.....	.....	380,000	19.4	oper. by	Erie.	24,000	—	.....
30 Sep. '61	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	.....	.....	500,000	49.7	oper. by	Erie.	30,000	—	.....
30 Sep. '61	17.3	—	3.0	—	—	—	—	Hudson and Boston (West'rn)	175,000	—	—	175,000	.....	.....	175,000	20.3	oper. by	West'rn	.....	—	.....
30 Sep. '61	144.0	4.0	115.0	—	61	117	688	Hudson River	10,709,154	1,340,445	—	3,758,466	9,137,000	773,411	13,668,877	259.0	1,116,758	1,989,013	566,461	—	77
30 Sep. '61	94.0	6.5	—	—	15	40	126	Long Island	2,566,328	354,611	—	1,852,715	777,998	2,680	2,633,393	100.5	243,196	297,646	137,347	—	21¼
30 Sep. '62	297.8	258.1	379.0	—	229	231	3,305	New York Central	26,267,149	5,257,077	782,580	24,000,000	14,279,543	.....	41,866,825	654.9	5,868,772	9,356,825	3,749,077	64	103¾
30 Sep. '61	446.0	129.0	286.0	—	220	142	2,894	New York and Erie	31,608,278	4,188,623	—	11,000,000	25,326,505	2,074,795	38,401,300	861.0	3,817,175	5,911,616	1,979,108	—	62¾
30 Sep. '61	8.0	—	—	—	2	6	5	New York and Flushing	244,412	34,756	—	120,000	135,000	6,000	261,000	8.0	204,098	26,617	14,694	—	.....
30 Sep. '61	130.7	4.2	29.0	—	34	78	448	New York and Harlem	7,385,739	650,804	—	5,717,100	5,537,664	43,789	11,298,553	163.0	1,200,243	1,144,980	391,253	—	23¼
30 Sep. '61	99.0	—	—	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	.....	.....	1,000,000	ope	r. by Ce	ntral.	60,000	6	.....
30 Sep. '61	118.0	3.7	17.7	—	28	14	450	Northern (Ogdensburg)	4,091,429	725,322	—	.....	4,571,900	.....	4,571,900	139.5	358,160	425,637	90 061	—	.....
30 Sep. '61	35.9	—	2.2	—	6	10	49	Oswego and Syracuse	718,285	82,629	—	396,340	213,500	4,875	614,715	38.1	70,714	116,302	62,554	8	.....
30 Sep. '61	75.3	—	2.2	—	6	4	33	Pottsdam and Watertown	1,529,508	71,518	—	665,419	1,000,000	192,748	1,858,167	47.5	98,256	91,789	32,437	—	.....
30 Sep. '61	25.2	—	2.0	—	6	13	70	Rensselaer and Saratoga	762,980	157,048	—	610,000	249,750	.....	859,750	27.2	142,758	267,682	125,886	6	.....
30 Sep. '61	19.4	—	1.2	31.3	—	—	—	Rochester and Genesee Valley	65o,249	1,776	—	557,600	160,000	13,480	721,080	ope	r. by B.	N. Y. &	E. 4,996	—	.....
30 Sep. '61	18.0	—	1.0	—	1	1	30	Sacketts Harbor, Rome & N.Y.	75,240	1,322	—	30,889	.....	57,262	88,151	19.0	23,667	4,731	.....	—	.....
30 Sep. '61	21.0	—	1.5	—	2	3	10	Saratoga and Schenectady	480,684	—	—	300,000	73,000	.....	§373,080	ope	r. by Ren	s. & Sar.	.....	5	.....
30 Sep. '61	40.8	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,623	77,584	—	500,000	376,000	15,398	891,398	51.3	109,788	142,192	31,689	—	.....
30 Sep. '61	13.0	—	0.3	—	2	6	6	Staten Island	267,159	36,443	—	63,102	193,687	70,919	327,708	13.3	.....	16,543	8.894	—	.....
30 Sep. '61	81.0	—	7.6	—	13	12	117	Syracuse and Binghamton	2,857,713	2,654	—	1,200,130	1,643,153	113,739	2,957,022	88.6	296,157	231,270	137,347	—	.....
30 Sep. '61	34.9	—	3.5	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	38.4	247,808	271,158	134,958	—	.....
30 Sep. '61	6.0	—	—	—	—	—	—	Troy and Greenbush	258,835	36,073	—	274,400	.....	.....	.....	ope	r. b. Hud	s. River.	.....	6	.....
30 Sep. '61	2.1	—	—	—	—	—	—	Troy Union	752,801	—	—	30,000	680,000	.....	710,000	ope	r. by oth	er Co's.	.....	—	.....
30 Sep. '61	34.9	—	2.6	51.3	4	6	39	Utica and Black River	837,656	32,755	—	811,560	.....	.....	811,560	37.81	23,318	65,344	26,786	—	.....
30 Sep. '61	5.3	—	—	5.0	—	—	—	Warwick Valley	141,748	—	—	96,000	45,500	11,625	153,125	.....	oper. by	Erie R.	W. Co.	—	.....
30 Sep. '61	96.7	—	11.0	—	16	18	282	Watertown and Rome	1,948,805	327,804	—	1,499,000	730,500	101,947	2,330,947	107.7	216,433	353,441	164,672	6	80
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
-- -- '58	223.0	—	.....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
-- -- '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,787	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	.....	70,860	364,072	.....	.....	.....	.....	—	.....
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	—	.....
31 Dec. '61	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,359,813	1,231,750	51,243	3,300,668	118.2	.....	404,533	168,663	—	.....
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,561	—	.....
31 Mar. '62	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,918,727	504,892	79,947	2,156,800	1,344,000	.....	3,818,784	198.3	.....	646,205	329,714	7¼	112¼
31 Dec. '60	30.0	—	.....	69.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	28
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '61	135.4	5.8	.....	—	22	31	455	Cleveland, Columbus and Cinc.	4,030,736	637,216	563,566	4,746,200	510,000	.....	5,917 359	141.2	707,160	1,263,253	704,819	10	145
31 Dec. '61	67.0	—	.....	18.0	12	6	285	Cleveland and Mahoning	2,565,666	277,752	301,487	1,167,474	1,712,000	289,675	3,341,020	67.0	246,620	375 791	233.174	—	80
31 Dec. '61	95.4	1.2	37.9	—	30	42	512	Clev., Painesville & Ashtabula	3,431,170	555,388	607,724	3,000,000	1,653,000	30,000	4 888,060	96.6	578,991	1,244,975	734.991	10	114
30 Nov. '61	101.0	102.5	.....	—	45	30	896	Cleveland and Pittsburg	8,218,373	*	—	3,846,324	4,231,637	334,952	8,412,914	203.5	800,525	1,114,941	456,904	—	48¼
31 May '62	109.2	79.4	.....	—	32	45	431	Cleveland and Toledo	6,699,373	504,420	95,679	3,343,800	3,850,595	148,860	7,628,820	188.6	610,292	1,008,637	543.488	3	72¾
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,768	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	.....	72.0	144,000	84,000	17,760	—	50
30 Nov. '61	64.5	—	10.4	—	14	11	190	Columbus and Xenia	1,407,347	250,262	558,862	1,490,800	818,900	50,300	2,186,717	ope	r. w. Lit.	Miami.	177,371	3	87¼
31 Mar. '62	144.0	—	7.9	—	16	9	327	Dayton and Michigan	5,399,278	127,387	4,800	2,448,965	2,623,700	301,316	5,586,705	144.0	365,470	400,148	222.951	—	.....
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	.....	36.6	.....	62,026	3,565	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	.....
31 Dec. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	128,170	33.412	—	.....
-- -- '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	.....
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	89,352	.....	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31.126	10.460	—	.....
30 Nov. '61	83.5	—	37.8	—	28	22	380	Little Miami	3,532,266	500 524	412,002	2,981,267	1,400,000	.....	4,960,780	138.0	814,908	1,396,991	632,114	8	130
31 Jan. '62	182.0	21.6	.....	—	37	25	577	Marietta & Cincinnati, re-org.	9,792,293	*	—	6,781,699	235,789	106,895	9,792,293	226.6	.....	434,290	99,554	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1¼
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906.736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '62	158.9	52.0	.....	—	33	24	394	Sandusky, Dayton and Cinc.	3,987,898	605,900	232,179	2,697,090	2,569,258	41,126	5,377,413	206.9	401,452	438,163	107,033	—	.....
31 Dec. '61	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,279	*	—	848,770	1,375,350	105,510	2,603,120	125.0	215,280	171,712	37 610	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	63,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	*	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
31 Aug. '61	242.4	—	.....	—	35	18	668	Toledo and Wabash	8,284,595	*	14,455	2,229,350	6,064,012	55,247	8,668,477	250.0	855,502	1,012,236	490,559	—	36
								PENNSYLVANIA.													
31 Jan. '62	45.0	—	3.0	186.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	.....	106,924	55,029	—	.....
31 Aug. '61	24.5	—	23.8	—	18	2	604	Beaver Meadow	1,025,490	280,861	—	1,816,150	1,500	.....	1,817,650	24.5	174,288	345.505	194,589	10	67
31 Dec. '61	68.5	—	3.5	—	22	14	300	Catawissa	3,07i,000	305,000	—	3,350,000	34,000	50,350	3,472,746	146.0	289.137	219,548	22,490	—	4¼
30 Sep. '61	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,126,574	*	—	956,300	270,500	.....	1,368,919	52.5	181,087	249.778	159,531	8	.....
31 Dec. '61	110.8	2.3	36.0	—	74	17	4,422	Del., Lackawanna and West'n	9,178 466	*	423,200	5,293,552	4,915,500	744,579	11,780,945	202.0	.....	2,169,946	1,339,680	—	130
30 Nov. '61	35.8	—	2.5	—	6	3	74	East Pennsylvania	669,319	94,810	—	490,700	598,400	27,612	1,116,712	35.8	.....	131,582	65,016	—	.....
31 Mar. '62	78.0	—	6.0	—	16	8	125	Elmira and Williamsport	2,138,037	*	—	1,000,000	1,000,000	55,256	2,214,873	78.0	252,639	307,496	130,149	—	19¼
30 Sep. '61	18.6	—	4.0	—	.....	.....	.....	Erie and Northeast	700,000	*	—	600,000	400,000	.....	1,000,000	ope	r. b. Buf.	& S. L.	.....	10	.....
31 Aug. '61	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	41,341	—	1,182,550	700,000	.....	1,882,550	55.5	oper. by	Penn.	R.R.Co.	14¼	60
31 Aug. '61	76.0	—	1.2	44.1	3	2	17	Hempfield	1,616,459	*	—	1,809,565	500,000	100,000	2,409,565	32.3	21,477	25,427	4,263	—	.....
31 Aug. '61	34.2	14.2	3.0	—	8	1	2	Huntingdon and Broad Top	1,358,179	*	—	508,311	1,142,262	172,089	1,822,612	45.2	122,047	178,941	62,897	—	.....
30 Sep. '61	80.0	—	7.5	—	9	4	583	Lackawanna and Bloomsburg	2,329,586	*	—	710,000	1,566,600	350,000	2,626,600	80.0	176,982	217,310	114,774	—	.....
30 Nov. '61	46.0	—	17.3	20.2	20	8	842	Lehigh Valley	3,738,601	*	—	2,258,350	1,485,000	52,258	3,770,608	46.0	339,089	339,084	334,976	8	63¼
30 Nov. '61	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,171,965	*	—	2,256,100	909,000	77,457	3,411,690	ope	r. by Ca	tawissa	R.R.Co.	—	25¼
31 Dec. '61	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	*	4,455,000	2,479,950	3,413,871	852,608	9,406,699	.....	.....	528,246	326,938	6	54¼
31 Dec. '61	130.0	—	60.5	—	—	2	3,026	Mine Hill and Schuylk. Haven	2,973,898	278,357	.....	3,248,600	.....	.....	3,248,600	130.0	293,692	619,043	335,671	11	50¾
30 Nov. '61	55.6	10.1	9.7	—	18	21	504	North Pennsylvania	5,462,399	406,187	—	3,147,130	2,860,000	22,820	6,205,067	65.7	247 062	364 295	292,124	—	10
31 Dec. '61	331.1	28.1	391.7	—	229	119	3,651	Pennsylvania	26,541,156	447.522	1,421,980	12,264,100	16,637,400	1,322,915	34,234,569	423.0	4,413,036	7,360.001	3,646,988	6	58
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	.....	250,000	50,000	.....	20.0	.....	1,637	.....	—	.....
30 Sep. '61	17.0	7.0	42.0	—	15	34	108	Phila., Germant'n & Norristo'n	1,367,654	236,439	—	1,243,500	374,800	.....	1,618,300	24.0	249,960	219,965	110,887	7	54
30 Nov. '61	147.4	4.0	61.0	—	148	65	6,673	Philadelphia and Reading	20,999,768	3,481,451	645,170	11,548,929	12,411,800	.....	25,275,433	151.4	1,795,927	2,905,888	1,412,905	.....	87¼
30 Nov. '61	28.2	—	—	—	—	—	—	Philadelphia and Trenton	608,882	—	—	999,200	250,000	.....	1,249,200	28.0	oper. by	Cam. &	Amboy	8	150

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
1 Oct. '61	98.0	6 0	—	—	92	109	565	Phila., Wilmington and Balt.	7,021,718	744,425	142,340	5,800,000	2,475,500	140,998	8,742,000	209.5	439,780	1,516,985	675,484	6	53½
31 Oct. '61	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,903	—	1,764,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,21	—	—
31 Dec. '61	467.5	—	68.7	—	104	80	1,261	Pitteb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1 847 32	18,999 5s1	467.5	2,434,641	3,031,787	1,299,721	—	84
30 Sep. '59	31.0	—	....	11.0	....	....	....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '61	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	.....	.....	.....	—	—
30 Nov. '61	9.2	15.3	4.9	—	—	—	—	Schuylkill Valley	573,616	*	—	573,050	.....	.....	573,616	24.5	oper. by	Ph. & R	eading.	5	—
31 Nov. '61	28.0	1.2	2.0	—	4	1	445	Shamokin Valley & Pottsville	965,089	99,460	363,004	500,000	822,117	5,435	1,327 552	.....	.....	105,568	55,143	—	—
30 S p. '61	148.0	—	8.5	233.0	14	9	176	Sunbury (Phila.) and Erie	10,709,009	*	—	4,520,175	4,644,000	1,776,123	10,940,298	148.0	236,825	341,582	149 032	—	20
30 Sep. '61	29.6	—	2.1	—	4	3	70	Tioga	718,918	77 999	—	367,300	396,500	65,728	.....	29.6	68,543	101,499	64,2 0	6	47½
30 Sep. '61	26.4	—	3.0	—	5	11	22	Westchester and Philadelphia	1,299,617	73,655	—	683,150	1,010,653	11,651	1,705,454	26.4	100,659	126,593	59,624	—	—
								RHODE ISLAND.													
1 Jan. '60	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	276,900	.....	.....	62.0	240,449	331,522	108,782	5	55
30 Nov. '61	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	448,000	*	—	4 7,- 17	8,500	.....	.....	13.6	.....	26,454	6,914	—	—
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	—
31 Dec. '58	54.0	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,046	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	—
— — '58	40.3	—	....	—	—	—	....	Cheraw and Darlington	600,000	*	—	460,000	200,000	.....	.....	49.3	.....	.....	.....	—	—
1 Jan. '59	143.2	21.3	....	—	—	—	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,556	2,919,584	164.5	.....	341,190	125,871	—	—
31 Aug. '58	22.5	—	....	—	—	—	....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	—
31 July '58	32.0	—	....	—	—	—	....	Laurens	543,403	*	—	400,000	108,218	.....	575,729	32.0	.....	27,568	8,527	—	—
28 Feb. '59	102.0	—	....	—	—	—	....	North-Eastern	2,011,662	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,843,833	.....	.....	.....	.....	1,499,636	701,943	7	—
31 July '58	25.1	—	....	41.9	—	—	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	—	—	....	Central Southern (Tenn.)	1,021,439	58,123	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859.	.....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	—
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860.	271.6	19.4	20.0	—	43	37	867	Memphis and Charleston	5,866,578	878,089	129,364	3,809,849	2,059,000	280,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,618	.....	59.4	69,870	177,256	60,029	—	—
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,392	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,066,644	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	—
1859.	.....	—	....	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	67,950	127,963	87,243	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,982	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	....	158.0	....	....	....	Buffalo Bayou, Braz. & Col'rdo	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56.0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	278-000	240,000	171,556	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,346	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
— — '59	28.0	—	—	756.0	—	—	....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	—
								VERMONT.													
31 May, '61	90.7	—	8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422	—	1,280,400	800,000	60 589	.....	90.7	118,219	183,750	92,683	—	80
31 Aug. '60	119.6	—	13.0	—	26	18	600	Rutland and Burlington	3,989,708	617,748	—	2,233,376	3,172,550	579,119	6,385,045	119.6	349 440	334,368	113,318	—	—
31 Aug. '60	62.0	....	4.0	—	10	6	174	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	.....	62.0	142,839	150,318	30,288	—	—
31 Aug. '60	119 0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	706,817	775,569	127,727	—	—
31 Aug. '60	47.0	—	2 8	—	—	—	—	Vermont and Canada	1,350,695	.....	.....	1,350,000	.....	.....	1,280,695	oper	r. by Vt.	Central	.....	—	130
31 Aug. '60	23.7	—	0.7	—	3	4	43	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	.....	23.7	47,950	45 930	8,522	—	—
31 Aug. '60	84.0	10.5	....	—	—	—	....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	oper	r.b.Troy	& Bost.	85,858	....	....
								VIRGINIA.													
31 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,138	83,131	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	76	Norfolk and Petersburg	2,006,373	122,158	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382	—	—
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,160	*	—	488,505	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	3
30 Sep. '60	88.3	69.4	10 0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '58	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	218,852	7†	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,720,087	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,900	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	635,750	204,508	26,853	.....	43.5	1,058,064	163,753	79,585	6	60
30 Sep. '5	23.7	—	0.2	14.6	2	—	28	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	644,200	472,511	52,926	1,639,648	80.0	.....	240,448	121,063	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	196.0	280 968	634,081	359,130	5	47½
30 Jun. '60	504.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,235,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '58	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '61	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2 460,000	.....	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,455	82,182	—	—
— — '57	42.0	—	....	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	—
31 Dec. '61	191.9	42.5	28.3	—	45	37	643	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,467,000	58,549	8,036,604	234.4	.....	1,108,354	436,039	—	32½
— — '57	50.0	—	....	86.0	....	....	....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	—
10 May, '61	104.0	—	....	38 8	8	7	321	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	104.0	228,627	229,850	68,438	—	—
— — '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	—
								CANADA.													
31 July '62	161 0	—	....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,983,000	*	—	11,730,000	188,000	—	11,938,000	16.10	.....	235,420	55,495	—	—
— — '62	49.0	—	....	—	16	17	214	Montreal and Champlain	.....	.....	.....	.....	.....	.....	.....	49.0	.....	.....	.....	—	11
— — '62	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
— — '62	329.0	128.0	....	—	92	126	1,68	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	.....	46,954,261	761.0	2,049,997	1,069,219	4,000	6	88
30 Sep. '58	324.0	137.0	....	78.0	204	130	2,39	Great Western (half year)	23,846,480	*	1,250,000	16,750,785	39,120,440	.....	26,104,725	357.0	.....	1,221,145	585,885	1½	—
— — '62	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	24.0	.....	.....	.....	—	—
31 Dec. '61	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	—
— — '6.	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	—	—
— — '61	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								NEW BRUNSWICK,													
31 Oct. '61	108.0	0.5	12 0	—	14	18	236	European & North American	4,648,564	*	—	4,637,852	—	—	4,637,852	108 0	.....	130,678	36,432	—	—
1 July, '61	60.0	—	....	—	....	....	....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,729,232	60 0	.....	132,555	36,670	—	—
								NOVA SCOTIA.													
31 Dec. '61	61.5	—	....	60.1	....	....	—	Nova Scotia	4,268,717	*	—	.....	.....	.....	.....	61.5	.....	120,913	26,803	—	—
								NEW GRANADA.													
30 Dec. '61	43.7	—	—	—	11	22	120	Panama	5,000,000	*	620,804	5,000,000	2,400,000	—	9,608,530	48.7	.....	1,539,859	1,110,852	15	170

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 24

	Th.18.	F.19	Sat.20.	M.22.	Tu.23.	W.24.
STATE STOCKS:—						
California 7s	115	115	----	116½	----	
Georgia 6s	80	80	----	----	----	
Illinois War Loan	----	105	----	----	----	
Indiana War Loan	96	----	----	----	----	
Kentucky 6s	99½	----	----	----	----	
Louisiana 6s	62	----	64	65	----	
Maryland 6s	----	----	----	----	----	
Michigan 6s, 1878	----	----	----	----	----	
Minnesota 8s	----	----	----	----	----	
Missouri 6s	51⅞	51⅞	52	52	52	52½
Do. iss. to Ill. & St. J. R.	75	----	----	72x	----	
New York 6s, 1873	----	----	----	----	----	
North Carolina 6s	----	----	68½	70	----	70
South Carolina 6s	----	----	----	----	----	
Ohio 6s, 1860	----	----	----	----	----	
Tennessee 6s, 1890	53½	54	54	54½	54	53½
Virginia 6s	----	60½	60½	----	61	61
RAILROAD SHARES:—						
Buffalo & State Line	----	----	----	----	----	
Chicago, Burl. & Q.	87⅛	87½	87½	87	----	87
Chicago & Rock Isl.	80½	81⅝	82½	82	81½	81½
Clev., Col. and Cin.	145	----	----	145	----	
Clev. and Pittsburg	47	48½	49½	48½	49	48½
Clev. and Toledo	69½	70⅜	71½	71⅝	72½	72½
Del., Lack. & West.	----	----	----	----	----	130
Galena and Chicago	81⅝	83½	83½	83	82½	82⅝
Hudson River	77½	77⅞	76½	77	77	77
Illinois Centr. (scrip)	78	79½	79½	79½	79	79
Michigan Central	93	90⅝	91½	91½	92	91½
M. S. and N. I.	39	39½	41½	41½	41½	40⅜
M. S. & N. I. guar'd.	82½	83½	84	83½	83½	83
Mil. and P. du Chien	31	31	31	32	33	33½
M. & P. du C. 1st pref.	----	----	----	----	----	
M. & P. du C. 2d pref.	----	81	81	----	----	81½
New Jersey	----	----	----	145	----	
New Jersey Central	155	----	----	----	----	
New York Central	103⅝	104	103½	103½	103⅝	103½
Erie	61⅝	62½	62	62½	62½	62½
Erie pref.	94	94½	94⅝	95	95	94⅝
Norwich & Worcest'r	73	----	----	----	----	
N. York & Harlem	21⅝	22	23½	23⅝	23½	23½
N. Y. & H. "pref."	56½	54½	54½	54⅞	53½	54½
Panama	----	168	----	170	170	170
Phila. and Reading	----	----	75	75½	75½	----
Pitts. Ft. W. & Chicago	54½	52	52⅝	53½	54	54
Toledo & Wabash	----	----	36½	----	----	36
" " Pref.	80	----	----	----	----	----
RAILROAD BONDS:—						
Buff., N. Y. & Erie 1 M.	----	----	93	----	94	----
Ohio & N. W. 1st M.	----	----	----	----	----	
" " 2d M.	----	----	----	32	32	33½
" " S. F.	----	----	----	----	----	
" " A. R.	60½	----	----	60	62	62
" " I. B.	87½	----	----	----	----	88
" "Ap. Ext'n.	----	----	----	----	----	
" " G. B. Ext.	----	----	----	----	----	
Clev. & Pitts., 1 M.	----	----	----	----	----	
" 2 M.	----	----	----	----	----	
" 3 M.	----	----	----	----	----	
" 4 M.	73	73	74	----	----	74
Ol. & Tol. S. F. 7 p. c.	104	----	----	----	----	103½
Chi., Bur. & Q. 8 p. c.	----	----	----	117	----	
Chi. & R. I. 1st M. '70	----	----	----	----	----	111
D. L. & W. 1 M. 8 p. '71-5	----	----	----	115	----	----
" 2 M. 8 p. c. '81	----	----	----	----	----	----
Gal. & Chi. 1 M. 7 p. c. '63	----	----	----	111	----	----
" 2 M. 7 p. c. '75	----	----	----	----	----	----
" 1 M. Ex. '82	----	----	----	----	----	----
Hann. & St. J. bonds	----	----	----	----	----	----
Huds. R. 1 M. 7 p. c. '69	----	----	----	----	----	----
" 2 M. S F.	----	----	----	----	----	----
" 3 M. 7 p. c. '75	103½	103½	----	----	----	----
" conv. bonds	97	----	----	----	----	97
Illinois Central bonds	109	110	----	110	110½	110½
La Crosse & Mil. L. G.	----	----	----	----	----	----
Mil. & P. du C. 1st M.	104½	105	----	----	105	105
Mich. Cen. S F. 8 pc. '82	115	----	115½	----	116	116
" conv. 8 p. c. '69	----	----	----	112	113	----
M. S. & N. I. 1 M. S. F.	103	103	103	103	103	----
" " 2 M.	----	----	----	92½	93	93
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
N. Y. C. 6 p. c. certif. '83	----	----	----	109½	110⅜	----
" 1 M. 7 p. c. '64	----	----	----	----	----	110
" bonds 1876	----	115	----	115½	----	----
N. Y. & E. 1 M. 7 p. c. '67	----	----	----	116	----	----
" 2 M. 7 p. c. '79	----	----	----	----	----	----
" 3 M. 7 p. c. '83	107½	108	----	----	----	----
" 4 M. 7 p. c. '80	----	101	----	101	101	
" 5 M. 7 p. c. '88	96	----	----	97	97½	----
N. Y. & H. 1 M. 7 p. c. '73	----	----	----	----	----	----
" 2 M. 7 p. c. '64	----	----	105	104	105	----
" 3 M. 7 p. c. '67	----	----	----	----	----	----
Pitts., Ft. W. & Ch. 1 M.	----	107	----	----	----	----
" " " 2d M.	92⅜	93	93	----	93½	94
" " " 3d M.	69½	70	----	----	69	----
Chicago & Alton, 1 M.	----	----	----	----	----	----
Alton & Terre H. 1 M.	100	99	100	----	----	----
" " 2 M. pref.	80	82½	84½	85	----	----
" " Inc. b'ds.	60	61	66	67	70	69½
Toledo & Wab. 1 M.	98½	----	----	98½	----	----
" " 2 M.	81	----	----	80½	81	81
" " Int. b'ds.	----	----	----	----	----	----
MISCELLANEOUS:—						
Del. & Hud. Canal	117½	119	119	119	----	119
Penn'a Coal Co.	117	117½	117½	118	117½	117
Pacific Mail S.S. Co.	133½	135½	136	127	136½	134

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 24.

	Th.18.	F.19	Sat.20.	M.22.	Tu.23.	W.24.
FEDERAL STOCKS:—						
U. S. 5s, 1871, coup.	----	----	94	----	----	----
U. S. 5s, 1874, coup.	----	92½	----	92	92	91½
U. S. 5s, 1865	----	----	103⅝	----	----	----
U. S. 6s, 1881, reg.	----	----	99½	98	97½	----
U. S. 6s, 1881, coup.	103½	103⅝	104	103	103	102⅝
U. S. 6s, '81, O. W. Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1862, reg.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	95½	96	----	----
U. S. 6s, 1868, "	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	96½	96⅝	96½	96	95⅞	----
U. S. 6s, 5-20s, coupon	----	----	----	----	----	----
Treasury 7 3-10 Notes	103½	103	102½	101⅝	102	101½
U. S. Demand Notes	127⅜	127⅛	127½	127	127	127
American Gold	132⅛	132½	133	132⅜	132½	132½

Boston Stock Exchange.

Actual Sales Prices for the week ending Dec. 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	127	124x	125	122½	122	122
Boston and Providence	----	123x	123	123	----	----
Boston and Worcest	132	132½	132½	128	128	
Connecticut River	104½	----	----	----	----	
Eastern, Mass.	92½	92⅞	93½	93⅞	92	92
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	112	112½	109	----	109	
Manchester & Lawr'ce	110	----	110	----	----	
Michigan Central	94	----	92	91	----	91½
Northern, N. H.	62	----	----	----	62½	----
Old Colony and Fall R.	----	126	125	122	122½	123
Ph., Wil. & Baltimore	57⅛	58⅝	58½	----	58⅛	----
Portld, Saco & Ports.	----	----	----	----	110½	----
Vermont & Canada	130	130	----	----	----	130
Vermont & Mass.	18⅝	18½	18⅝	18½	19	19½
Western	----	----	144½	144½	145	----
Cambridge (Horse)	109	109½	108	107⅞	107½	
Metropolitan "	----	67½	67½	----	----	68½
Middlesex "	100½	100½	100½	100½	100½	100½
Central Copper Co.	26⅝	----	----	----	27½	27½
Franklin Copper Co.	----	43½	43½	43⅝	43½	43
Isle Royale "	16⅛	16⅛	16½	16⅝	16½	16½
Mesnard "	8	7⅛	8	8½	8⅛	8⅝
National "	----	----	24½	----	24	25
Minnesota "	69	----	69	----	----	
Pewabic "	43½	43⅝	43½	43⅝	43½	43
Pittsburg "	65	----	----	----	----	68
Quincy "	----	----	----	----	60½	----
Rockland "	----	----	----	16	16½	----

Philadelphia Stock Exchange.

Actual Sales Prices for the week ending Dec. 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22	Tu.23.
Beaver Meadow	60½	----	----	67	----	
Cattawissa	4⅝	4⅝	4⅝	4½	----	
" preferred	15½	15	----	----	----	
Camden & Amboy	----	155	----	152⅝	----	
" " 6s, '67	----	----	----	----	----	
" " 6s, '70	----	----	----	----	----	
" " 6s, '75	----	----	----	----	----	
" " 6s, '83	----	101½	----	----	----	
" " 6s, '89	99	98⅝	----	----	----	
Elmira & W'msport	19½	----	19½	----	19⅝	
" " pref.	----	----	----	84	----	
" " 7s	98½	----	----	----	----	
" " 10s	----	----	----	----	----	
Harrisburg	----	----	----	----	----	
Lehigh Navigation	----	----	----	53½	----	
" 6s	----	----	----	----	----	
" " scrip	----	----	30	----	----	
Lehigh Valley R. R.	----	----	----	----	----	
" scrip	----	----	----	----	----	
" " 6s	----	----	----	----	----	
Little Schuylkill R. R.	26	----	----	25½	25½	
" " 7s	----	----	----	----	98	
Long Island	22	22	----	----	21½	
" " 6s	----	----	----	----	----	
Minehill	50½	50½	----	----	----	
North Pennsylvania	----	----	----	----	----	
" " 6s, 86	----	----	86	----	----	
" " 10s	----	----	----	----	102	
Pennsylvania R. R.	57	57	57⅛	57½	57⅛	58
" 1st m.	----	----	----	----	----	
" 2d m.	106½	----	107	----	----	
Penn. State, 5s	94	95⅝	96	96	96½	95½
" " 5s, coupon	----	98½	----	98½	----	
" " 6s, "	----	----	----	----	----	
Philadelphia City, 6s	----	----	----	----	----	
" " new	103	----	103½	103	----	
Philad., Germ. & Nor.	54	53½	54	----	----	
Phila. & Reading	37⅜	37½	38	----	37⅜	37⅛
" " 6s, '86	101	----	----	101	----	
" " 6s, '70	102	----	----	103½	----	
Philadelphia & Erie, 6s	101⅛	----	101½	102	----	
Philad. & Sunbury, 7s	----	----	----	----	----	
Sunbury and Erie, 7s	105½	----	----	----	----	
Arch street, (Horse)	25½	----	25½	----	25½	
Chestnut & Wal. "	----	----	----	----	49	
Girard College, "	----	----	----	----	----	
Green & Coates, "	----	37	----	----	37	
Race and Vine, "	----	----	----	----	----	
2d and 3d streets, "	----	----	----	----	76	
Spruce & Pine, "	16	16	----	----	----	
13th & 15th sts., "	----	----	----	----	23	
West Philad., "	----	----	----	----	----	
10th & 11th sts. "	----	----	----	----	----	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 22.

	Tu.16.	W.17.	Th.18.	F.19.	Sat.20.	M.22.
Baltimore City 6s, 1875	----	106½	----	----	----	
" " 1886	----	----	----	----	----	
" " 1870	----	----	----	----	----	
" " 1890	----	----	----	----	----	
Balt. and Ohio	77	----	77	----	----	
" " b'ds, '62	----	76	----	----	----	
" " " '67	----	----	----	----	----	
" " " '75	102½	----	----	----	----	
" " " '80	100¼	----	----	101½	----	
" " " '85, 96⅜	----	----	----	----	----	
Northern Central	----	----	----	----	----	
" " b'ds, '85	----	----	----	----	----	
" " " '95	----	----	----	----	----	
Washington Branch	----	----	----	----	----	

London Stock Exchange.

The following were the closing prices for American Securities on the 5th December:

Maryland 5s	70	to	72
United States 5s, 1874	46	"	46
Virginia State 6s	45½	"	46½
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	72	"	74
Erie shares, $100 (all paid)	42½	"	43½
Do., 7s, preference	62	"	63
Do., assessment scrip	1½	"	1¾
Do., 7s, 1st mort., 1867	82	"	85
Do., 7s, 2d mort., 1859	75	"	85
Do., 7s 3d mort., 1883	72	"	74
Do., 7s, 4th mort. x. c.	68	"	70
Do., 7s, 5th mort.	66	"	68
Illinois Central 6s, 1875	75	"	78
Illinois Central 7s, 1875 x. c.	76	"	77
Do. do. $100 shares, $90 paid, dis.	41	"	40
Do. do. $100 shares, all paid	53½	"	54½
Michigan Central 8s, Convertible, 1869	78	"	80
Do. do. S. F. 1st mort., do., '52. x. c.	75	"	80
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	----	"	----
New York Central 6s, S. F., 1883	70	"	75
Do. do. 7s, 1864	70	"	75
Do. do. 7s, S. F., 1876	75	"	80
Do. do. 7s, Convertible, 1876	75	"	80
Do. do. $100 shares	70	"	80
Panama, 1st mortgage 7s, 1865	102	"	104
Do. 2d mortgage 7s, 1872	102	"	104
Pennsylvania, 1st mort., 6s, Convertible	75	"	80
Do. 2d mort., 6s, do.	86	"	87
Do. $50 shares	37	"	39
Philadelphia and Reading, $50 shares	25	"	28

American Railroad Journal.

Saturday, December 27, 1862.

Stock and Money Market.

The principal and interest of the National loan made in 1842, and due December 31st inst. amounting to $2,883,364, will be paid off in coin. Thus in the midst of the financial pressure of the war, there is no repudiation of the public debt, no evasion in the form of payment, or shift to escape the tenor of the original bonds. This result is in keeping with all our previous history, and characteristic of the good faith of the Government. In other countries some proposition would most probably have been put forth, to pay this debt by a direct issue of new security, but here, those who have trusted their money in 1842 to the nation, not only get it back but a very large profit by the transaction.

We are happy to notice that the Railways are doing well, their shares are advancing and inspiring confidence. Among the most prominent in public favor just now are, New York Central, Erie preferred, Harlem, Reading, Rome and Watertown, Michigan Central, Southern guaranteed, Illinois Central scrip, Cleveland and Pittsburg, Galena, Toledo, Rock Island, Burlington and Quincy, Wabash and Western preferred, Hudson River, Harlem preferred, Milwaukee and Prairie Du Chien, and Pittsburg, Fort Wayne and Chicago.

The Erie seems destined to a great and permanent success. Its new connection with the coal fields, its facilities for an important trade with Ohio and Pennsylvania by means of the Atlantic and Great Western "which was not so before," ensur

it the character of a Grand Trunk, unfailing sources of business, and a commercial character which is almost unrivalled. Those who watched over this project in its infancy, and saw its distresses while in its youth, now rejoice at its vigorous maturity and strength.

The recent serious difficulties at Washington in relation to the Cabinet have for the present blown over, but whether they will entirely subside, or again raise their crest, it is not easy to decide dogmatically. They are so intimately connected with our finances, the progress of internal improvements, and the unity and confidence of the people of the north, that they cannot be passed over by any Journal which is the advocate of the greatest and most active of American interests. We can therefore enunciate this sentiment with the utmost disinterestedness, that the prosecution of the war, the stability of the Government and the unwavering support of the people require the ablest men of the nation to be called in council at Washington, and while all parties give their faithful support to the President in the performance of his official duties, he in turn is bound to reciprocate by an equal regard to public opinion.

Mr. Chase remains in the Cabinet. Whatever may be his political opinions on certain vexed questions he displays courage, coolness and intellect in the management of his department. While in the time of John Tyler, we saw mendicant agents abroad begging for financial aid to the Government, and during the administration of the late President, twelve per cent was paid for money in Wall street, by his last Secretary of the Treasury, we now witness the amazing spectacle of a great war carried on not only without foreign pecuniary aid, but actually in spite of the opposition of foreign bankers. If no war in Europe can be carried on without the consent of British and continental Bankers, we are strong enough and rich enough to do without even their sympathy.

We do not hesitate to say then, that if we do not agree with Mr. Chase fully in all his views, we can indorse his good faith, integrity and ability.

On what basis money for the future is to be raised depends on the action of Congress. They grant the money and they take their choice. If we could look at a proposition by itself, unconnected with its correlatives, there could scarcely be any difficulty in arriving at a correct conclusion. Thus if it be asked, what is the best plan for the Government, either to borrow money of capitalists, pay them the interest they demand and take their promises to pay, or to borrow of the people directly without interest, there could be no doubt but that the latter form would be decided to be preferable. The objection to it, and it is a very striking one, is, that this borrowing of the people, or in other words, purchasing their property and labor for the use of the Government, and paying for it in its Treasury issues, is to set afloat an enormous quantity of paper, the redemption of which in gold with any immediate certainty is impossible, and moreover that in doing so, prices will correspondingly be inflated, fixed values heretofore, will now become fluctuating and uncertain. But will not this consequence flow equally from the large issues of Bank paper, and do we not practically find that expansion on the part of our monied institutions is now the order of the day. And since paper money is unavoidable, and can not be dispensed with, which is the best to be used in the present emergency, that of local institutions who are to get large profits out of the people by its excessive issue, with the same result of depreciation in fixed properties, or an expansion of currency for which the Government pays no interest, or in other words for which the people during its use and circulation pay no interest. If we could pursue the beaten track and keep down to the old standard of gold and silver, that would present a different state of things, but we cannot. Nor England, nor France, nor Austria, nor Russia in their numerous wars were ever able to do so, though ever so willing, for the precious metals do not commercially exist in quantities sufficient to meet the demands of even an inconsiderable war if it be protracted.

What then is the advantage of disturbing the political minds of the people, by arguments addressed to their fears, which are founded on impossibilities? We hold those bankers and financiers culpable, who wish to have the nation lie down on their Procrustean bed. At all events we prefer to have the public resources stretched out in the present crisis rather than cut off. Our maxim is to make the best of everything. If a large Government loan can be effected at a fair rate, let us try it. Paper will follow of course of all sorts and descriptions. Inflation will also follow and not at any long interval. If on the other hand, Government notes are to be issued, we shall see nothing worse except the entailment of a future heavy redemption without accumulating interest. If the public interest requires the people to carry this load, we have no doubt they will do so with cheerfulness. Of course capital will not complain, for it will be the gainer, however much labor may suffer.

We notice that efforts are again renewed in Congress for the enlargement of the Illinois Canal, and that Mr. Ogden of Chicago, and Mr. S. B. Ruggles, of this city, both able men are at Washington urging the measure. There is no doubt but that at the proper time such a work would be desirable. As a commercial project we think well of it, as a military one it is doubtful. Suppose the canal was at this moment of capacity enough to admit armed steamers to pass down and into the Mississippi river, they could not move any more than the flotillas we now have there, but which are detained for want of water. If the National Government is called upon for any extraordinary aid at this moment, the Pacific Railroad should be its first care. If the line was constructed on public account as far as the Colorado territory, it would set hundreds of thousands of miners at work, from whom in the shape of royalties, a large annual revenue could be derived by the Treasury. It is the opinion of some enthusiastic yet very sensible men, that in these rocky mountains lie gold and silver enough to pay off the war debt, much faster than it ever can be paid by ordinary means. And while upon this subject we wish to say, that although the subscriptions to the stock of the Pacific Railway have proved to be comparatively nothing, and for very natural causes, yet in some places westward, a commendable interest has been shown. Nebraska, but a country in its infancy has subscribed $12,000, while New York has subscribed nothing. This, however, is but an incident. For beyond al question, the capitalists of this city, and those of some of the largest western towns will ere long take up the project and give it life and action. A concentration for this object is already maturing.

Before we close our remarks, we have to notice the condition of the specie market in Canada. American silver is no longer taken there at par. It is subject to a discount in business of 3a4 per cent. Even British silver is also to be taken at a discount of 2 per cent.

It appears by a return furnished by the agent of the National Express Company to the Montreal Gazette, that that company alone has brought into the single city of Montreal from the United States since the beginning of the present year, no less a sum than $2,908,306, mostly in silver, of which $786,135 was brought in the month of November alone; while it has carried back from Canada to the United States $1,990,635 mostly in gold. The difference has doubtless been remitted in bills of exchange.

Here a very handsome profit has been made by some persons, it is not difficult to say who they are. It is only another proof of the shrewdness of money dealers, always ready to take advantage of every circumstance which will afford them a profit on their favorite commodity. No cause, no country, no logic has any influence on their minds, when their interest is to be forwarded, and truth to say they are like most other men. But they have this enormous advantage, that the article they deal in is master of all others, and we should be glad to see the day when the standard of value ceased to be more important than the value itself.

We quote sales of railroad and other securities as follows:

New York.—Buffalo, New York and Erie 2d mort., 85; Bellefontaine and Indiana, 113; Alton and Terre Haute, 20 and 23½; do., pref., 42 and 48; Cumberland Coal pref., 13; Rome and Watertown, 83; Illinois Central full stock, 77; Sixth Avenue R. R. 126; Nicaraugua Transit, 5.

Boston.—Vermont Central 1st mort., 25; Ogdensburg 2d mort., 6½; Chicago 6s, 101½; Calais, Me., 6s, 104; Concord, 60; Cheshire, 20; Chelsea (horse), 46; Somerville, 29; Malden and Melrose, 7; Copper Falls Mining Co., 6⅞; Superior, 5; Acton, 4⅞; Petherick, 2⅞; Hancock, 6½; Toltec, 8; Pontiac, 4½.

Philadelphia.—Reading 6s, 1843-'80, 108¾; Tioga 7s, 103; Camden and Amboy 5s, 1863, 101; Cleveland and Mahoning 1st mort., 100½; Huntington and Broad Top 7s, 90; Philadelphia and Erie, 25; Ridge Avenue (horse), 18; 5th and 6th streets 52; Morris Canal, pref., 129; Schuylkill Nav., pref., 12½; do., 6s, 1882, 69; Del. Div., 37¼; West Branch Canal, 55; Susq. Canal scrip, 35.

Baltimore.—Central Ohio 1st mort., 100; do., income bonds, 17; Western Maryland bonds, 76.

British Railway Legislation.

The amalgamation about to be effected between the Great Western, West Midland and South Wales Railway Companies England, will require amendments in Parliament to existing acts, numbering more than five hundred as may be seen by reference to the official notice published by the Solicitors.

Internal Improvements in Egypt.

From a late private letter we learn, says the Boston *Advertiser*, that the smaller Suez canal has already been opened to the waters of the Mediterranean, half way across the Isthmus. It is confidently expected the large ship canal will be completed within four years. The company have four million dollars unexpended capital lying in the bank of France. They are now importing several large excavating machines of prodigious power, which can be worked with comparatively few hands. They have heretofore employed twenty thousand laborers, but expect to complete the canal, by the aid of these machines, with two thousand laborers, within the period we have mentioned.

Another work of internal improvement is likewise projected in Egypt. This is a new railway route to connect Alexandria and Cairo with the Red Sea, by way of Keneh and Kosseir, terminating at the port of Berenice. Kench is not far north of Thebes, so that the traveller's journey to the upper country of Egypt will be materially abridged by this route.

The Vice Roy has ordered one quarter of the cultivable land of Egypt to be sown with cotton. If the requirement is carried out, as it doubtless will be, the next year's crop will be two thirds greater than any that has been raised there heretofore.

Harlem Railway. Port Morris. Milk Depot.

The management of the Harlem Railway we have frequently spoken of with approval, because it is founded on scientific and practical principles, with one good head and one strong will indispensable to the successful execution of great designs. We now learn some interesting facts particularly connected with its future. From Melrose, just across the Harlem river, a branch of the railway diverges for two miles to Port Morris on the shore of the East river. At this place the Harlem Company owns in fee a large piece of ground, about eighty acres, where they have erected wharves and docks more than 800 feet in length, along side of which there is forty feet of water. Here the heavy freight of grain, coal, lumber, &c., is received, and if necessary stored until transhipped either by water or rails. This is a terminus therefore, possessing extraordinary advantages for the Harlem Company, and there is no other which has anything to compare with it except the Erie with its long dock in the State of New Jersey. Heavy freight when it arrives at Port Morris is taken from the Company's wharves, or conveyed to them by the Swiftsure line of steamers and barges, which leave daily at 4 P. M. from the foot of Broad street with the northern freight, and return with what in the morning is destined for the City.

It is intended among other things to make Port Morris the regular landing place of the Steamer Great Eastern in her future voyages, as here her passengers may be put on board the cars, and brought comfortably into the city in thirty minutes, without the hindrance of crowds, or the obstructions so innumerable at the city wharves. Nor do we see why provision, and flour, and grain ships may not hereafter load at this place, particularly as elevators are to be erected there, and the wharfage dues are very light and inconsiderable.

We should not be at all surprised to see quite a large suburb springing up at Port Morris from its possessing so many advantages. Especially when we reflect, that the railway bridge across the Hudson river at Albany is now a settled affair, and its opponents in the Courts have failed to sustain their objections. If it were an illegal obstruction, it need not be a practical one. At Chicago, the bridges over the two branches of the river there have immense spans, and yet are easily made to open on their centres by the strength of two men, and that very quickly. Steamers as large and with heavier draft of water than any which go up to the city of Troy, pass these bridges constantly day and night without the least difficulty.

In the bill which authorizes the construction of this bridge, the right of the Harlem Company to its use is specially provided for, so that its cars can be sent through by arrangement to Buffalo, or even Ogdensburg, should such a necessity occur to avoid transhipments or breakage of bulk. In this view therefore, with Port Morris as its true terminus at navigation, and the Albany bridge a new outlet for its traffic, West and North, the Harlem Company passes into the rank of the first class roads.

Its milk business of which in our last number we gave some interesting statistics, has grown so large, that it has become necessary to erect a Milk Depot having the dimensions of 450×75 feet. Here in different parts of the building the different consignments of milk will be arranged in an orderly manner so that they can be readily found. The milkmen, or consignees, on paying their freight bills, present tickets obtained at the paying office, to the party in charge of the cars, receive them, load up and depart before daylight for their respective routes in the city. Comfortable sitting-rooms are provided for the milkmen while they are waiting for the train, and Mr. Campbell with his usual kindness and forethought has had a restaurant fitted up for them in the building, where they can obtain an early and hot breakfast.

The milk business is worth to this Company no less than two hundred and seventy thousand dollars a year, and it might be greatly increased if the Dairymen managed their part of the business as well as they should. Thus they give credit to their customers and come to the city at intervals to collect their dues. The city milkman receives six cents per quart, and pays the Dairyman two, and the railroad one. Of course he has the use of 33 per cent. of the Dairyman's money. In too many instances heavy losses follow this system of credit, and some of the sufferers have abandoned the milk business altogether, in disgust at their losses.

Now at this new depot it would be a very easy thing for the Dairymen to have a general agent, who should receive the price of the milk at the time of its delivery, precisely as the Harlem Company does. In this way they would make it a cash business and a perfectly safe one. It would also on this account increase the number of dairies along the splendid pastoral country through which the road passes, and the New Yorkers instead of averaging but a pint a day of this healthful and nourishing beverage, might have as much more as they desired.

The advantages of railways thus continually demonstrate themselves, and we are well pleased when we can record their varied usefulness, and their expansion to the wants and necessities of the times.

Eastern Bengal Railway.

The directors state in their report that a train ran through all the way from Calcutta to Kooshtee on the 20th of August last, and that a train with materials has been run through every week since. On the 12th of September the Lieutenant-Governor of Bengal returned to Calcutta from a tour in the provinces by a special train from Kooshtee. He alighted to inspect the iron bridge of about 1,000 feet in length over the river Koomar (the heaviest work on the railway), and the train stopped at the principal stations along the line. Notwithstanding these delays, the journey was accomplished in five hours and a half. It was subsequently determined by the agent and chief engineer, with the sanction of the Government, to open the portion of the line between Calcutta and Ranaghat, a distance of 45 miles, for passenger traffic. The first passenger train commenced running on the 29th of September last, and 1,553 passengers were booked out of Calcutta on that day. During the week immediately following the receipts for passengers amounted to 4,000 rupees. The latest advices state that arrangements were being made for opening the line throughout from Calcutta to Kooshtee for general traffic on the 1st of November. The agent stated that he had every reason to believe that soon after the opening steam communication by the rivers would be established between Kooshtee, the terminal station on the Ganges, and Serajgunge, the great mart or emporium of trade of Eastern Bengal, and that he expected a large traffic by that means. The directors have every reason to feel satisfied that the line was actually opened throughout at the time mentioned. The capital account shows that £1,399,700 had been received, and £1,206,696 expended, leaving a balance of £193,003.

Cast Steel, Railway Tyres, Axles, etc.

We have received from Messrs Thomas Prosser & Son, No. 28 Platt street, in this city, a collection of valuable circulars, pamphlets and designs, relating to steel and its manufactures as applicable to railway purposes, and especially tyres for locomotives, tenders and wagons. A book of many pages accompanying them, contains drawings of the tyres of the full size, from which may be ascertained all the forms adopted, on the leading European roads. Some of these made of cast steel used on the Eastern Counties Railway, have been found after running 56,647 miles, to have worn only $\frac{3}{32}$nds of an inch. The thickness of these tyres is stated to be only 1 ¼ inch, and for the heaviest machines but 1 ½ inch. The most finished are furnished at £10 10s. per cwt. when the diameter of the wheel is six feet.

Axles of the same material of 5 inches in diameter are furnished, if straight, at £9 10s. per cwt; if with cranks forged in one piece £14 per cwt; if with cranks at each end and pins inserted £17 10. The material is also applied to paddle shafts and main shafts of steamers. The tyres are in use on twenty-one railways in Europe, and are introduced on the Atlantic and Great Western,

on the Buffalo and State line and Pennsylvania Roads in this country.

Specimens of these various fabrics were successfully exhibited at the recent Exhibition at London; and we find in the *Illustrated London News*, the following notice, premising that the manufacturer is Mr. FREDERICK KRUPP, of Essen, Prussia. The agent in London is Mr. ALFRED LONGSDON, and in New York, the agents are Messrs, THOMAS PROSSER & SON.

In an out-of-the-way place in one of the side avenues of the western annexe was stowed away one of the most valuable, complete, and interesting groups of objects contained in the Great International Exhibition of 1862—we allude to the remarkable display of steel exhibited by Krupp. The works whence this beautiful collection came are situated at Essen, in Prussia; they are not of recent origin, having been celebrated for half a century; but it is only recently that the great stride has been made which causes them to outstrip all competitors in this branch of manufacture. The business carried on in them is now immense, nearly three thousand men being constantly employed there, and the produce of the establishment finds its way to every part of the world. The machinery of the Essen Works is on a scale of magnitude surpassing anything of the kind in this country. Their great steam-hammer strikes with a force of fifty tons; the anvil for this gigantic hammer to work upon, rests on castings weighing three million pounds; and ingots of steel are produced weighing thirty tons.

Among the most important of the different objects exhibited by Messrs. Krupps was a cylindrical ingot of cast steel in the simple cast state, without any forging or workmanship upon it; the weight of it was 20 tons, its diameter being 44in., and its length 8ft. This ingot was broken in the middle in the cold state, after having been cut in on each side by a saw, under the largest hammer in the works, the falling weight of which is 50 tons. The two fractures thus produced are for the purpose of demonstrating that the manufacture of even the largest pieces is perfect, and that the ingots in the rough state are quite free from honeycombs, or faults, and that the purpose of hammering is not, as generally supposed, to condense or weld such imperfections, the existence of which would be a serious defect.

A square ingot of cast steel was also exhibited, one-half of which was in the normal cast state, the other half forged. This piece was broken longitudinally, and was for the purpose of showing the fine grain, soundness, and toughness of the steel as well in the cast state, and also the increasing of these qualities by forging. This quality of steel, as well as that of No. 1, was the softest and toughest produced in these works, and was specially used for the manufacture of guns; its weight was about 4 tons. A forged ingot of cast steel, 15 tons in weight, 30in. wide, and 17in. thick, was broken in four pieces, for the purpose of exemplifying the influence of forging, also the compactness and homogeneity of the material from end to end. There was a piece of forged cast steel 17in. wide, and 9in. thick, with fracture at both ends, bent in the middle in the warm state under the hammer, so that the opposite sides were close together, and, notwithstanding the strain on the outside of the bend, there was no indication of the slightest cracks.

Two pieces of cast steel were exhibited that were exceedingly interesting, for they represented the manner of manufacturing one of the most important products of these works—viz., cast-steel railway-tyres without a weld. Upwards of 40,000 of these tyres have been supplied from these works, and, while running in all climates, have given perfect satisfaction. These tyres could also be seen on several engines that were exhibited in the western annexe. The engine that was exhibited by the southern division of the London and North-Western Railway, Mr. M'Connell, was fitted with cast-steel tyres and crank-axle from these works; also the engines exhibited from Austria, Saxony, and elsewhere.

Among a great variety of axles were two of cast steel, with cast steel wheels and tyres complete, for running on railways. One was polished over the whole surface, showing the purity of the metal. This class of wheel offers perfect security against breakage. Relative cheapness and lightness of weight distinguish these sets of wheels as compared with other wheels. The disc, nave, and rim, are rolled from one piece; their weight is about 1550lb. A separate disc-wheel was also exhibited, the whole surface of which is turned and polished, and the wheel has been bent in two directions to show the perfect solidity of the material and construction.

To show the actual effect of the wear of the tyres a set was exhibited belonging to the Great Eastern Railway Company taken from No. 255 engine to show the condition of the tyres after having run 66,179½ miles without being turned. The weight of the engine to which the wheels are attached is 28 tons, and the weight on the wheels exhibited 10 tons. The engine commenced running on Oct, 12, 1859, and ran up to March 24, 1862. There was also a locomotive trailing-axle, with wrought-iron wheels fitted with cast-steel tyres, from the North London Railway Company, being taken from under No. 40 engine after having run upwards of 77,000 miles without being turned. These tyres commenced running July 31, 1860, and were taken from under the engine in April, 1862, to be sent to the exhibition. Diameter of wheels, 3ft. 6in.; weight upon them, 8½ tons. Another object of interest was a cast-steel axle with steel disc-wheel and tyres adapted for street tramways.

For marine purposes there was a double-crank propeller-shaft for a Transatlantic screw-steamer of the North German Lloyd in Bremen, weight 11 tons, length 24ft., diameter 15in. This shaft was not quite finished, but showed the forged as well as the finished workmanship. Also, a specimen of a heavy cast steel forging suitable for the intermediate shaft of a large steamer, the web of the crank not yet cut out. This piece was forged under the hammer of 50 tons weight; the shaft is 15½ tons weight, and was forged from an ingot weighing 25 tons. Also a small crank shaft, weighing two tons, belonging to the Danube Steam-ship Company. Grouped with these was the spur of a ship's anchor upon Trotman's principles, weight 1140lb., along with a screw-propeller, of 9ft. diameter, of cast steel. By making these screws of this metal, security against breakage is offered, as well as an advantage of their being made much thinner.

Among the miscellaneous objects were a pair of mint-rollers 8in. long and 8in. in diameter, one pair of rolls 16in. long and 10in. in diameter, and one pair of lace-rolls; these are all hardened and highly polished. Hardened cast-steel rolls have been made at these works for forty years; thousands of them are distributed throughout the world.

Amongst the artillery, two guns were exhibited in the finished state, which had been split up longitudinally on one side and then fractured in order to illustrate the perfect homogeneity of the metal; there were also five cylinders of cast steel, bored and rifled with different classes of grooves to demonstrate that any kind of rifling can be executed at these works; also a number of roughly-forged and ready-bored, turned and polished, barrels for small arms. In former times these works only produced solid-forged barrels, they are now able to execute bored barrels on a large scale, specially for military purposes.

Of tool steel there were different kinds—square, round, and flat—with sections showing the fractures. For all classes of tools, dies and punches for mints, the cast steel is produced in forged rods of any required dimensions and quality. Although these works are much engaged in the production of steel forgings in large masses, still the manufacture of tool steel and other classes of steel is not neglected, but every endeavour is made to supply steel of the highest perfection.

Report of the Commissioner of Pensions.

The following is an abstract from the Report of Joseph H. Barrett, Esq., Commissioner of Pensions, to the Department of the Interior:

The number of pensioners of every class in the loyal States on the 30th June, 1862, was 8,159, requiring the sum of $752,711.71 to pay their pensions. The amount actually paid the past year, including expenses of agencies and arrears of pensions, was $782,161.41.

It is ascertained, from the latest information, that there were 2,073 pensioners in the disloyal States, whose pensions amounted to $168,-364.98. The entire amount of pensions paid in those States, in 1861, accounted for, was $8,223.35.

At the close of the last fiscal year there remained in the hands of pension agents in the disloyal States, $23,627.56. Of this sum, $15,535.29 have been properly accounted for at different points taken and held by the Federal forces, at which pension agencies were located.

An examination of the statistics furnished by the records of the Pension Office shows a decrease in the number of pensioners, since 1861, of 477. The aggregate payments in that year to pensioners was $1,072,461.55. For the present year the amount due to pensioners is $790,384.76, being $282,077.79 less than was paid the previous year.

The number of bounty land warrants issued in 1861, was 5,341, granting 834,720 acres. For the present year but 1,636 warrants were issued, granting 257,860 acres, being a decrease of 3,705 warrants, and 576,860 acres of land.

Since the adoption of the Constitution there have been granted for naval and military services 65,801,862 acres of the public domain, which, if estimated at $1.25 per acre, amounts to $82,257,327.50; and the aggregate amount of money expended by the Government in the payment of army and navy pensions, since its organization, is ascertained to be $90,668,-521.06.

The general pension act passed by Congress at its last session, and approved on the 14th July, 1862, has largely increased the business of the Pension Office, and will add materially to the expenditures on behalf of the pension list. The law embraces in its terms every branch of the military and naval service of the United States since the 4th March, 1861, and humanely provides for two classes of pensioners hitherto not recognized, viz: mothers and sisters, dependent for support upon officers or soldiers, and the pensions to disabled seamen, and to widows and minor children of persons in both army and navy, are increased.

The Commissioner states that "these facts, in addition to the consideration of the great numbers now employed in the army and navy, have led to apprehensions, in some quarters, of an extravagant, if not insupportable, annual burden resulting from this law, in itself certainly no more liberal than simple justice demands towards the armed defenders of the country in this day of trial. From a careful examination of the data upon which estimates may be based, it is my conviction—always supposing the results of the war to be commensurate with what may reasonably be expected from the means employed—that the total annual sum required to carry out this law will in no year exceed $7,000,000."

The number of applications for army invalid pensions under this act was, to November 15, 4 411. The number of applications of widows (army) under this law to the same date was 5,161; of mothers, 901; of minor children, 20; and of sisters, 10

FOREIGN COMMERCE OF NEW YORK.

Value of Exports and Imports and Revenue from Customs at New York, in November, for five years:

Years.	Exports.	Imports.	Customs Rev.
1858	$4,337,600	$10,591,500	$1,806,500
1859	10,523,500	14,395,000	2,157,200
1860	12,262,200	15,421,200	1,794,700
1861	14,577,300	9,639,000	1,851,400
1862	20,603,942	10,309,400	5,003,300

EXPORTS.

Value of exports from New York to foreign ports for the month of November:

	1860.	1861.	1862.
Domestic merchandise	$10,261,761	$14,109,763	$14,060,340
Foreign, dutiable	401,218	377,170	284,813
Foreign, free	84,107	41,973	45,538
Total merchandise	$11,747,086	$14,528,906	$14,390,691
Specie	525,091	48,385	6,213,251
Total exports	$12,272,177	$14,577,291	$20,603,942

Value of exports, exclusive of specie, from New York to foreign ports for eleven months:

	1860.	1861.	1862.
First quarter	$20,827,000	$33,477,700	$32,075,600
Second quarter	22,740,800	33,123,500	29,798,300
Third quarter	26,079,800	30,075,900	45,313,400
October	10,566,300	13,157,400	20,090,400
November	11,747,100	14,528,900	14,390,700
Total	$91,961,000	$124,363,400	$141,668,400

Exports of specie from New York to foreign ports for eleven months:

	1860.	1861.	1862.
First quarter	$4,212,300	$1,463,600	$8,906,400
Second quarter	17,367,500	1,785,800	19,069,900
Third quarter	17,777,500	30,400	14,866,000
October	2,106,400	15,100	6,707,500
November	525,100	48,400	6,213,900
Total	$41,988,800	$3,343,300	$55,763,700

Total value of exports from New York to foreign ports for eleven months:

	1860.	1861.	1862.
First quarter	$25,039,300	$34,941,300	$40,982,000
Second quarter	40,108,300	34,909,300	48,868,200
Third quarter	43,857,300	30,106,300	60,180,100
October	12,662,700	13,172,500	26,797,900
November	12,272,200	14,577,300	20,603,900
Total	$133,939,800	$127,706,700	$197,432,100

IMPORTS.

Value of imports at New York from foreign ports for the month of November:

	1860.	1861.	1862.
For consumption	$8,525,416	$4,614,982	$6,565,185
Warehoused	3,961,652	2,150,561	2,108,009
Free goods	2,487,290	1,964,644	1,526,496
Total merchandise	$14,974,358	$8,730,187	$10,199,690
Specie	446,798	908,825	109,708
Total imports	$15,421,156	$9,639,012	$10,309,398
Withdrawals	1,597,301	1,984,626	1,914,983

Value of imports at New York from foreign ports for eleven months:

	1860.	1861.	1862.
First quarter	$64,692,800	$61,366,400	$45,222,800
Second quarter	53,105,300	42,485,400	39,837,600
Third quarter	67,081,000	31,091,400	52,805,900
October	16,787,200	8,523,700	13,413,900
November	15,421,200	9,639,000	10,309,400
Total	$217,087,500	$153,105,900	$161,589,600

Summary of the importations to New York from foreign ports for eleven months:

	1860.	1861.	1862.
Dry goods	$90,217,600	$41,631,800	$52,654,400
General merchandise	118,191,100	74,739,300	107,623,200
Total merchandise	$214,408,700	$116,371,100	$160,277,600
Specie	2,678,800	36,734,800	1,312,000
Total exports	$217,087,500	$153,105,900	$161,589,600
Warehoused	39,175,000	38,725,800	41,273,700
Withdrawn	28,857,700	36,855,400	40,280,800

CUSTOMS REVENUE.

Receipts of revenue from customs at New York for eleven months:

	1860.	1861.	1862.
November	$1,794,749	$1,851,385	$3,003,270
October	2,632,078	1,672,617	4,309,420
Quarter ending September 30	12,039,102	5,270,797	17,213,446
" " June 30	7,581,924	3,507,469	13,519,804
" " March 31	10,754,755	7,077,865	11,543,584
Total	$34,805,608	$19,380,133	$49,589,524

FOREIGN DRY GOODS TRADE.

The following is a comparative summary of the importations of dry goods at this port for November, 1860, 1861, and 1862:

ENTERED FOR CONSUMPTION.

	1860.	1861.	1862.
Manufactures of wool	$1,465,422	$1,351,293	$1,353,179
" cotton	448,431	160,602	386,731
" silk	1,441,427	314,590	361,216
" flax	405,283	258,483	587,527
Miscellaneous	435,625	76,600	129,312
Total	$4,195,828	$1,161,478	$3,017,956

WITHDRAWN FROM WAREHOUSE.

Manufactures of wool	$100,809	$397,601	$168,567
" cotton	40,118	163,916	73,191
" silk	42,338	347,459	47,523
" flax	29,094	100,591	63,613
Miscellaneous	23,322	45,149	38,379
Total	$235,681	$1,054,716	$391,269
Add entered for consumption	4,195,828	2,161,478	3,017,956
Total on market	$4,431,509	$3,216,194	$3,409,22

ENTERED FOR WAREHOUSING.

Manufactures of wool	$345,958	$154,447	$371,161
" cotton	543,843	53,231	124,755
" silk	242,428	101,161	160,898
" flax	353,247	23,913	121,154
Miscellaneous	116,252	12,696	13,932
Total	$1,601,728	$345,448	$692,400
Add entered for consumption	4,195,828	2,161,478	3,017,956
Total entered at port	$5,797,556	$2,506,926	$3,710,356

In the navy branch there were filed previous to November 15, 163 applicants for invalid pensions, 115 for widows, 20 for mothers, and 3 in behalf of minor children. Making the total number of applications growing out of the present war 10,804.

The eighth section of the pension act of July 14, 1862, made it the duty of the Commissioner of Pensions to designate physicians and surgeons to make biennial examinations of pensioners, as required by the act of March 3, 1859, and also to examine applicants for invalid pensions under the late act. In the performance of this duty the Commissioner has selected persons in the various States with reference to their professional skill and integrity of character. It is believed that the benefits designed by this provision of the law will be fully realized, and the greatly augmented labors imposed upon the Pension bureau will be performed with little difficulty if the zealous co-operation of these officers is obtained.

The act of July 14, authorizing the appointment of a special agent of the Pension Office to assist in the detection of frauds against the pension laws, omitted to make appropriation to defray the expenses incident to the service required by the law, and I have therefore submitted an estimate of the amount that will be necessary for that purpose.

The Commissioner alludes to "certain impressions which have prevailed in some quarters" of the existence of obstacles in the way of the ready transaction of business in the prosecution of just claims for pensions; and that officer clearly explains, for the information of all parties, the forms prescribed for the convenience of applicants under the various pension laws, and shows that any one of ordinary intelligence can, by following the instructions of the Bureau, secure the admission of his claim without difficulty.

Considerable difficulty has been experienced in prescribing a mode of authenticating pension claims which shall be sufficiently liberal to claimants, and at the same time protect the Government against frauds.

To require all applications to be authenticated before a court of record, causes much trouble, and in many cases in reasonable expense to the applicants. If the authentication before any person authorized to administer oaths shall be admitted as sufficient, experience has demonstrated that the Government is exposed to gross frauds. Large sums have been obtained from the treasury upon fraudulent certificates of justices of the peace and notaries.

To remedy these evils, it is recommended that the Department be authorized to appoint Pension Commissioners, who shall be authorized to receive applications, administer the necessary oaths, and certify the papers to the Pension Office, under proper regulations. The Commissioners should receive from the applicants reasonable fees for their services, and the pension certificates should be forwarded to them to be delivered to the pensioners. A Commissioner may be appointed in each county where it is probable any applicants for pension reside.

The adoption of a system like this would protect applicants for pension from the unjust charges which, in many cases, are now made by agents and attorneys.

The New Jersey Railroad and Transportation Company are endeavoring to obtain the privilege of extending their line to Philadelphia, via the New Brunswick and Milstone Railroad to Delaware River.

The Tax on Dividends.

Commissioner Boutwell, of the Internal Revenue Department, has decided as follows in reference to the Three per cent. Tax to be levied on the dividends of Banks, Insurance Companies, *and other Corporations:*

OFFICE OF MERCHANTS' INSURANCE COMPANY, NEW YORK, Dec. 10, 1862.

Hon. GEO. BOUTWELL, Commissioner of Internal Revenue, Washington, D. C.:—

DEAR SIR—According to section 82 of the Excise law, can banks, insurance companies and other corporations pay their dividends in full to stockholders, and in addition thereto pay the United States government the sum of three per cent tax, or must the tax be deducted (of three per cent) from the payment of dividend to each individual stockholder, and the three per cent paid to the government as the tax on such dividend? Your early answer will oblige. Yours, respectfully.

J. L. DOUGLASS, Secretary.

TREASURY DEPARTMENT, OFFICE OF INTERNAL REVENUE, Dec. 12, 1862.

SIR—Your letter of the 10th instant is at hand concerning the payment of dividends in full to stockholders. The company must bear in mind that the amount paid stockholders is 97-100 of the sum upon which the three per cent must be levied in order that the government may have its just proportions. Very Respectfully,

GEO. S. BOUTWELL, Commissioner.

J. L. DOUGLASS, Merchants' Insurance Company, New York.

Report of the Patent Office.

During the year, from Oct. 1, 1861, to Sept. 30, 1862, 5,302 applications for patents were made, and 3,522 were granted. The balance in the Treasury to the credit of the patent fund on the 1st of October, 1861, was $16,750 27. From that date till October, 1862, there were received in payment of patent fees $163,405 34; appropriated by Congress, $50,856 49. During the same period there were expended $182,853 89, leaving to the credit of the patent fund, on Oct. 1, 1862, $48,157 21.

Philadelphia and Reading Railroad.

The financial and business year of the Philadelphia and Reading Railroad Company closed on the 30th ult., with a coal business of 2,305,428 tons, against 1,630,322 tons for the previous year, being a difference in favor of the past year of 675,105 tons.

Wheat Trade of the Northwest.

The Receipts of Wheat at Chicago in September, October and November for three years have been as follows:

	1862.	1861.	1860.
September, bush...	1,735,536	2,987,412	3,475,400
October, bush.....	1,937,561	3,665,550	3,531,088
November, bush...	1,291,511	2,042,969	1,136,150
Total.....	4,964,608	8,695,931	8,142,638

It will be seen that the decrease in the supply of Wheat this Fall, as compared with last year, is equal to 43 per cent. But the supply has fallen off in Milwaukee also, as the following table demonstrates:

The Receipts of Wheat at Milwaukee in September, October and November for two years have been:

	1862.	1861.
September.....	1,723,442	2,012,890
October	2,358,681	3,024,795
November	1,358,282	2,086,401
Total.....	5,440,405	7,074,086

From the above it will be seen that there is a decrease in the supply, during the three months named, of 1,633,681 bushels, equal to 23 per cent. Taking the receipts at Chicago and Milwaukee together, they present the following:

The Total Receipts at Chicago and Milwaukee in September, October and November were:

Chicago.....	4,964,608	8,695,931
Milwaukee.....	5,440,405	7,074,086
Total.....	10,405,013	15,770,017

Thus it will be seen that at the two great Wheat receiving points in the Northwest, there is a falling off, as compared with 1861, of 5,365,040 bushels, equal to 34 per cent. The truth is, the Wheat crop of 1862 was a partial failure, both as regards quantity and quality. Especially is this true of Spring Wheat in the central and northern portions of Illinois and Iowa, and in the southern part of Wisconsin. Numerous fields in these States were entirely destroyed by the bug, and owing to the late and rainy Spring, the yield in many counties did not average five bushels to the acre. The last call for volunteers also was issued just about harvest time, and many poor fields of Wheat were left uncut for want of hands to harvest them. The question, how much Wheat is there yet in the country to come forward?—is one that can only be answered by comparisons with the receipts of former years. For this purpose we append the following table, showing the receipts at Chicago for a series of years—dating them all from September till September, except 1859 and 1860, when the old crops were exhausted and the new crops ready for delivery by the 1st of August. Alongside this we give a column of figures showing the amount of each crop marketed here by the 1st of December of each year:

Receipts of last Eight Wheat Crops at Chicago.

Crop of—	Receipts of entire crop.	Marketed by Dec. 1.
1854.....	2,283,921	958,475
1855.....	8,518,997	5,055,422
1856.....	8,842,858	5,121,998
1857.....	13,863,074	6,844,387
1858.....	4,238,879	2,632,156
1859.....	8,876,794	6,247,471
1860.....	20,231,548	11,632,421
1861.....	16,864,384	8,605,931
1862.....		4,964,608

—*Chicago Tribune.*

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The New National Loan.

U. S. FIVE-TWENTY BONDS.

THE interest on these Bonds is at the rate of Six per cent. per annum, and is payable 1st of May and November, in GOLD. They are called "FIVE-TWENTIES," because redeemable at the option of the Government after five or within twenty years.

The Coupon Bonds are issued in denominations of $50, $100, $500, $1,000, and the Registered Bonds in denominations of $50, $100, $500, $1,000, $5,000 and $10,000.

To facilitate investment in these Bonds, and make them more accessible to the public, we have made arrangements to keep on hand a constant supply of all denominations for sale, at the same rate at which they are issued by the Government, viz: PAR; INTEREST TO COMMENCE FROM THE DATE OF PURCHASE.

We are thus enabled to save parties all trouble and delay in funding Legal Tender Notes, or otherwise investing in these Bonds.

Orders or enquiries by mail will receive prompt attention, and the Bonds will be sent to any address by mail or express as desired. Payment may be made in Current Bank Notes, Drafts on City Banks, or U. S. Legal Tender Notes.

These Bonds are the CHEAPEST GOVERNMENT SECURITY NOW IN THE MARKET, and pay the LARGEST INTEREST on their cost.

They are destined to become the BEST KNOWN, MOST POPULAR, and MOST AVAILABLE, of all the Bonds of the Government.

The operation of the National Tax Law, which it is now certain will produce double the income originally anticipated, will make the issues of the United States Government the safest and most desirable investment in the world. They are in reality a First Mortgage upon everything in the country, as no Railroad or Corporation of any kind can pay a dividend, or the interest on its own issues, until it has contributed out of its gross income, through the operation of the Tax Law, to the support of the National Credit.

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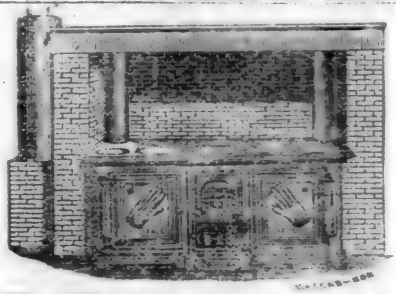
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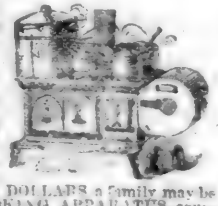
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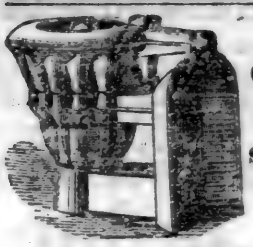
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